

State of Vermont
FFY2022 Highway Safety Plan



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Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **No**

S. 405(d) Alcohol-Ignition Interlock Law: **No**

S. 405(h) Nonmotorized Safety: **No**

S. 405(d) 24-7 Sobriety Programs: **No**

S. 1906 Racial Profiling Data Collection: **No**

Highway safety planning process

Data Sources and Processes

VTrans produces an annual Highway Safety Plan (HSP) that documents a state's highway safety program that is data-driven in establishing performance targets and selecting the countermeasure strategies, planned activities and projects to meet performance targets. Each fiscal year, the State is required to submit an HSP, consisting of the following components: (a) Highway safety planning process; (b) Performance report; (c) Performance plan; (d) Highway safety program area problem identification, countermeasure strategies, planned activities and funding; (e) Certifications and assurances; (f) Section 405 grant and racial profiling data collection grant application.

The leading causes of fatalities and serious injury crashes in Vermont are unrestrained passenger vehicle occupants, impaired driving, speeding, distracted and reckless driving. Consequently, most of the funding for the upcoming federal fiscal year (FFY) addresses those concerns. The HSP is devoted to occupant protection, impaired driving, and enforcement operations.

VTrans understands that accurate and timely traffic/crash data is the foundation for the development of problem identification. The analysis of statewide data; the creation of realistic and achievable goals; the implementation of data-driven countermeasures; the utilization of applicable metrics; and the selection of projected outcomes are the components of an effective strategic plan. Connecting and integrating each of these steps is essential to the creation and implementation of a pragmatic process to develop a successful statewide plan that reduces crashes, injuries and fatalities on Vermont's roadways.

Processes Participants

The following are Vermont Highway Safety Alliance Members:

3M

AAA of Northern New England

AARP Driver Safety

Addison County Regional Planning Commission

Addison County SHARP

AT&T

Be Seat Smart Program

Bennington County Regional Commission

Central Vermont Regional Planning Commission

Chittenden County Regional Planning Commission

Chittenden County SHARP

Community Justice Network of Vermont

Co-Operative Insurance Companies

Vermont Agency of Transportation

Federal Highway Administration

Federal Railroad Administration Region 1

Green Mountain Transit Agency

Hallstrom Motorsports

Lamoille County Planning Commission

Local Motion

National Highway Traffic Safety Administration

Northeastern Vermont Development Association

Northwest Regional Planning Commission

Operation Lifesaver

Vermont Driver and Traffic Safety Education Association

Ride Safe Vermont Motorcycle Training

Rutland County SHARP Program

Rutland Regional Planning Commission

Mount Ascutney Regional Planning Commission (MARC, formerly SWCRPC)

Sp!ke Advertising

State Highway Safety Office, VTrans

Town of Barre

Two Rivers Ottawaquechee RC (TRORC)

Txt U L8R UVM Medical Center and the Clinical Simulation Laboratory at the UVM College of Medicine

University of Vermont Transportation Research Center

Vermont Automotive Distributors Association

Vermont Department of Health

Vermont Department of Liquor Control

Vermont Driver and Traffic Safety Association

Vermont Forensic Laboratory

Vermont Highway Safety Alliance

Vermont Horse Council

Vermont Judicial System

Vermont Sheriffs Association

Vermont State Police

Vermont State Police Traffic Safety Program

Volunteer Citizens

Windham Regional Commission
Youth Safety Council of Vermont

Impaired Driving Rehabilitation Program
F.R. Lafayette Construction Company
Vermont Police Academy
Education and Safety Unit at the Department of Motor Vehicles
Work Safe TCI
Federal Motor Carrier Safety Administration
Vermont Criminal Justice Council
Vermont Department of Tourism and Marketing
Vermont Truck and Bus Association
Vermont Safe Routes to School Resource Center
University of Vermont Medical Center
Vermont League of Cities and Towns
Vermont State Nurses' Association, Inc.
Associated General Contractors of Vermont and Project Road Safe
Vermont Association of Chiefs of Police
Vermont Insurance Agents Association

Description of Highway Safety Problems

VTrans began planning for the upcoming HSP by understanding the importance of aligning the HSP with the state's SHSP. The Vermont Highway Safety Alliance (VHSA) has identified and prioritized the Critical, Significant, and Special Emphasis Areas and outlined strategies to further the future trend of reducing fatal, major, and other crashes statewide for these five years (2017-2021). The SHSO recently began working with the SHSP Coordinator on the 2022-2026 plan.

Federal, state, and local partnerships have strengthened the collaborative work of the VHSA. VHSA combines resources from each of the "four E's" of traffic safety: Enforcement, Education, Engineering, and Emergency Medical Response. All available data was assessed to determine effective and efficient programmatic priorities.

The process used by the VHSA and focus groups is based on a data driven approach to identify and prioritize the Critical Emphasis Areas (CEAs) for the SHSP. One of the working focus groups is the "Data Team." As a result of this data evaluation, the VHSA Board and focus groups reviewed the existing data trends and prioritized the areas of greatest concern.

A comprehensive description of the selected CEAs is included later in this document. Also included in that section are the identified strategies for each of the selected CEAs.

VTrans has formed an analytic team that examined various components of highway safety data and related collateral information and studies in reaching its conclusions included in this plan. The analytic team reviewed five years of state crash data (2013 through 2017) and assessed and evaluated existing trend lines and indicators. The team developed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes (defined by VTrans as fatal or serious injury crashes), the analytic team was better able to identify areas and locations as statistically relevant areas for

programmatic focus. A description of the core data performance measures begins later in this document and includes analysis of whether each SHSP 2021 projection will likely be met.

In addition to the strategies listed in the "Critical Emphasis Areas (CEAs) and Strategy Matrix," several other supporting strategies are incorporated into specific programmatic sections of this HSP. A number of these strategies have been selected from the NHTSA publication, *Countermeasures That Work* (Ninth Edition, 2017). These strategies are comprised of proven practices associated with HVEs conducted in locations and at times dictated by data research. HVE deployments utilizing integrated enforcement methodologies such as DUI/occupant protection checkpoints and saturation patrols are recommended in *Countermeasures That Work*. Vermont has successfully employed these countermeasures and will continue to utilize other methods and techniques to improve effectiveness.

Data Driven Approaches to Crime and Traffic Safety (DDACTS) strategies have been adopted by the VSP and several municipalities. VTrans continues to support the DDACTS philosophy and will provide technical assistance to any community that chooses to implement this strategy.

The State of Vermont traffic safety partners use two sources for crash data: NHTSA's Fatality Analysis Reporting System (FARS), and Vermont's Uniform Crash Reporting System. The most current FARS data is for calendar year 2019 and is available on the FARS website. The Uniform Crash Reporting System is comprised of data which is submitted both manually and through the web crash reporting system. The latter provides more recent crash data, thus permitting the deployment of resources for immediate needs as compared to a historical trend analysis which can be derived from FARS.

VTrans incorporates both data sources during the problem identification process for the development of the HSP. In past years, both sets of data indicated the state's traffic safety priorities are consistent with national trends recognized by NHTSA. Vermont's process of identifying these priority issues serves as the basis for the selection of countermeasures and strategies used to address them. Geo-mapping, crash tracking and enforcement activity measures are some of the primary tools used to identify and classify traffic safety trends.

Each VTrans program coordinator regularly reviews activity and performance through sub-awardee's activity reports submitted with each request for reimbursement. The quality of the activity is evaluated based on the data submitted by the sub-awardee to determine their proposed annual activities. All agency data is compared to a statewide matrix of acceptable performance measures. Tracking of performance measures by the program coordinators allows for project adjustment to comply with acceptable statewide performance measures.

In addition, VTrans solicits and receives applicable data from other traffic safety groups such as: the Vermont Departments of Motor Vehicles, Public Safety, Liquor Control, Corrections, Health, and Education; the Vermont Judiciary; VT State Police; VT Association of Chiefs of Police; VT Sheriffs' Association; VT League of Cities and Towns; VT Truck and Bus Association; AAA of Northern New England; Regional Planning Commissions; Vermont Bicycle and Pedestrian Coalition; Youth Safety Council of Vermont; Vermont Local Roads Program (now part of VTrans); AARP Driver Safety; and Work Safe TCI. Moreover, Vermont incorporates data from

federal partners: NHTSA; Federal Highway Administration (FHWA); and Federal Motor Carrier Safety Administration (FMCSA). Analysis of this data provides a basis for the development of problem identification and the selection of achievable goals and outcomes.

VTrans also contracts with the Preusser Research Group, Inc. (PRG) to conduct the annual seat belt use survey. In late FFY2021 VTrans will be contracting with a vendor to conduct an annual attitude survey, which questions drivers about driving habits, safety concerns, and other traffic safety related issues. Questions will be modified to address some of the recommendations made in the Occupant Protection Assessment in FFY 2021.

Employing this continuing data analysis, VTrans selects priority issues which have the greatest impact on communities statewide. Currently, the priority issues addressed in this HSP are occupant protection; impaired driving (alcohol and other drugs); speed management; distracted driving; pedestrian and bicycle safety; motorcycle safety; emergency medical services; and traffic records. These priorities match those selected in the Strategic Highway Safety Plan (SHSP).

Identifying these issues informs VTrans in the development of countermeasures and strategies designed to reach selected goals and outcomes. The staff utilizes NHTSA's publication Countermeasures That Work (2017, Ninth Edition) to identify "best practice" strategies that are evidence-based. These suggested countermeasures may be adjusted, amended or otherwise modified to address the demographics of a rural state.

Countermeasures are selected by evaluating which particular strategy or combinations of strategies will be the most impactful statewide. Vermont's countermeasures are more specifically defined in the applicable sections of this document relating to the specified priorities.

The VTrans sub-award application provides a detailed measurement tool to determine outputs, outcomes, and projected goals. These goals include the reduction of impaired driving crashes, increasing DUI detection, and reducing highway fatalities.

The VTrans sub-award application also provides prospective law enforcement sub-awardees with strategies that promote seat belt use and reduce unrestrained crashes. Among these strategies are methodologies and practices related to the issuance of seat belt and child passenger safety citations. Coupled with these suggested practices are activity measurements which are useful to determine progress when increasing the seat belt use rate by a certain percentage in the stated goal.

Agencies applying for educational grants should submit project logic models within their grant application packages. The logic models contain a map of program's progress toward projected/achievable outcomes. In some cases, outcomes may be projected in terms of "number of trainings provided" or "number of CPS inspection events staged" or a similar predetermined objective measurer.

The following were identified, through an analysis of data, as the State's overall highway safety problems.

CRITICAL EMPHASIS AREAS:

CEA 1 Improve Infrastructure

1A – Minimize Lane Departure

1B – Improve the Design and Operation
of Highway Intersections

CEA 2 Curb Speeding and Aggressive Driving

CEA 3 Increase Use of Occupant Protection

CEA 4 Vulnerable Users & Motorcyclists Safety

4A – Increase Pedestrian Safety

4B – Increase Bicyclist Safety

4C – Increase Motorcyclist Safety

CEA 5 Age-Appropriate Solutions

5A – Improve Younger Driver Safety (Under 25)

5B – Improve Older Driver Safety (65 and Over)

CEA 6 Reduce Impaired Driving

CEA 7 Curb Distracted Driving and Keep Drivers Alert

Methods for Project Selection

VTrans receives project proposals through GEARS at various times during the fiscal year. GEARS provides a uniform information portal and platform that facilitates the submission of applications for funding. Through this information portal, VTrans receives pertinent data and modeling that aids in program and project selection. The calculus used in the selection process includes a number of factors such as, but not limited to, underlying crash and citation data, past performance on grant funded activities, and demonstrated perceived public need. Weight is also assigned to these areas: availability of resources necessary to achieve desired outcomes, cost effectiveness, grant spending performance, and data activity reports for each program. Lastly, an analysis is made of the proposed countermeasure(s) to address the identified issue. The Grant Review Committee consists of VTrans State Highway Safety Office (SHSO) staff.

In the course of any given fiscal year, VTrans periodically meets with its partners about ongoing highway safety issues within their identified jurisdictions. These meetings include, but are not limited to, statewide conferences, site visits by the program coordinators, and coordinator

contacts by the Manager and Administrator. Additionally, the Law Enforcement Liaisons (LELs) continuously monitor data and data trends and reach out to identify problem areas to encourage program participation.

The Committee meets, reviews, assesses and scores each of the grant applications. The evaluation process considers statewide, regional and local crash injury and fatality data in making its recommendation. After review of the submitted materials, the Committee grades and scores each of the submissions proffered in responses to the Notice of Funding Opportunity (NOFO) through a Funding Award Announcement (FOA). Once the final recommendation is reached, the Committee then sends its recommendations for awards to the Governor's Representative (GR) for his/her consideration. If the GR approves the grants, then the approval is forwarded to the sub-awardees via GEARS. Likewise, if the GR denies the awarding of a grant, that denial is also forwarded to the sub-awardee through GEARS.

For this writing the Grant Review Committee has decided that all LE and Education projects will not be evaluated on FFY2020 activity and instead FFY 2019 and prior information was used. The SHSO reviewed the outcomes from progress reports and the activity and found that it was severely skewed due to the Covid-19 pandemic.

List of Information and Data Sources

- Countermeasures that Work
- Fatality Analysis Reporting System (FARS)
- Web Crash/Uniform Crash Reporting System
- Grant Electronic Application and Reporting System (GEARS)
- Judicial Docket Resolution Information
- Vermont Forensic Laboratory
- Vermont Justice Information Sharing Systems (VJISS)
- Spillman and Valcour CAD/RMS systems
- Vermont Judicial Bureau
- Vermont Seat Belt Survey
- Vermont Distracted Driving Survey (New)
- Vermont Attitude Survey
- Vermont Portable Electronic Device Survey
- Youth Risk Behavior Survey (YRBS)

Description of Outcomes

VTrans began planning for the upcoming federal fiscal year HSP by understanding the importance of aligning the HSP with the state's SHSP. The VHSA has identified and prioritized the Critical, Significant, and Special Emphasis Areas and outlined strategies to further the future trend of reducing fatal, major and other crashes statewide for the next five years.

Federal, state, and local partnerships have strengthened the collaborative work of the VHSA. VHSA combines resources from each of the "four E's" of traffic safety: Enforcement, Education, Engineering, and Emergency Medical Response.

VTrans brings these partners together to focus on traffic safety priorities for the State of Vermont. In order to accurately evaluate the state's Critical Emphasis Areas (CEAs), VTrans has contracted with the firm Vanasse Hangen Brustlin, Inc. (VHB), a company with more than 25 years of transportation, engineering, and operation experience. VHB developed data, working in conjunction with the state's Fatality Analysis Reporting System (FARS) analyst, VTrans data analysts and members of its staff. In addition, VHB collated data provided by many federal, state, and local partners (please see above partner list).

All of the available data was assessed to determine effective and efficient programmatic priorities. The intent of the consolidated plan is to merge the work efforts of individual organizations under one umbrella to best utilize and share resources. This process advances the uniformity of highway safety strategies within Vermont. It is the intent of this project to integrate all of the state's five annual traffic safety plans.

- › SHSO HSP
- › Highway Safety Improvement Program (HSIP)
- › Vermont State Police Strategic Plan
- › Department of Motor Vehicles Strategic Plan
- › Motor Carrier Safety Assistance Program Commercial Vehicle Safety Plan

The consolidation of the various stand-alone documents into the SHSP will provide useful resources for one-stop shopping for information relating to all aspects of traffic safety.

Coordinated agency input will produce a statewide view of coordinated highway safety programs.

The process used by the VTrans and focus groups is based on a data driven approach to identify and prioritize the Critical Emphasis Areas (CEAs) for the SHSP. One of the working focus groups is the "Data Team." As a result of this data evaluation, the VHSA Board and focus groups reviewed the existing data trends and prioritized the areas of greatest concern.

VTrans, working in partnership with various data analysts, studied all available crash data and related information. The analytics team reviewed five years of state crash data and assessed and evaluated existing trend lines and indicators. The team developed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes (defined by VTrans as fatal or incapacitating injury crashes), the analytics team was better able to identify areas and locations as statistically viable areas for programmatic focus. Using this definitive metric facilitated a clear reading of data and incorporated fatalities, serious injuries and fatality rates into the information and data under review. A description of the core data performance measures are found later in this document and includes analysis of whether each SHSP 2021 goal will be met.

In addition to the strategies listed in the "Critical Emphasis Areas (CEAs) and Strategy Matrix," several other supporting strategies are incorporated into specific programmatic sections of the

upcoming federal fiscal year HSP. A number of these strategies have been selected from the NHTSA publication, *Countermeasures That Work* (Ninth Edition, 2017). These strategies are generally comprised of proven practices primarily connected with High Visibility Enforcement (HVE) efforts conducted in locations and at times dictated by data research. HVE deployments supported by periodic integrated enforcement, DUI/occupant protection checkpoints and saturation patrols are recommended in *Countermeasures That Work*. Vermont has successfully employed these countermeasures and will continue to explore new methodologies and technologies to improve effectiveness.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of un-helmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclist's fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	Target for Citation Uniformity	In Progress
14	Electronic Citation Usage	In Progress
15	Evidence Based Race Data Enforcement Reporting	In Progress

Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Target: To reduce traffic fatalities by 3.34% from the five-year average of 60 in 2014 - 2018 to a five-year average of 58 by December 31, 2021.

Progress: The State of Vermont (SOV) projects that there will be 56 deaths in calendar year 2021 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2017-2020) is 60.6 fatalities. If the number of fatalities in 2021 is below 45, then we reach our target. As of June 21, 2021, we have had 26 fatalities and we may meet this target.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: **In Progress**

Program-Area-Level Report

Target: To reduce the Serious Injury Crashes five-year average of 283.6 in 2014 - 2018 by 3.03% to a five-year average of 275 by December 31, 2021.

Progress: The State of Vermont has witnessed a gradual, but consistent reduction of Serious Bodily Injury (SBI) crashes over the last 10 years. The SOV projects that there will be 235 SBI crashes resulting from motor vehicle crashes in calendar year 2021. Our goal is to always work toward Zero Serious Injuries crashes as our target. Vermont's four-year average (2017-2020) is 280.3 SBI crashes. If the number of SBI crashes in 2021 is below 368, then we reach our target. As of April 30, 2021, there have been 52 SBI crashes and the SOV should meet this target.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Progress: **In Progress**

Program-Area-Level Report

Target: To maintain or reduce fatalities per 100 million vehicle miles traveled (VMT) by 1.20% from the five-year average of 0.83 in 2014-2018 to a five-year average of 0.82 by December 31, 2021.

Progress: The SOV 2019 data revealed that we had a rate of .83 fatalities for every 100 million VMT on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's four-year average rate (2016-2019) is .85 fatalities per 100 million VMT. If the VMT rate total in 2020 is below .59, then we reach our target. As of April 30, 2021, we have had 14 fatalities and we do not have the VMT data for 2020 at the time of this writing. The state will likely not meet this target.

Vermont data for this section was provided by the VTrans Data Division and rates may differ slightly from the rates recorded in the FARS due to enhanced methodology changes. The VMT

data is not currently available for 2021. This publication will be updated once that information is provided to the State.

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

Target: To maintain the unrestrained passenger vehicle occupant fatalities at the five-year average of 22.2 in 2014-2018 through December 31, 2021.

Progress: The SOV projected that there would be 21 unrestrained passenger vehicle occupant fatalities in calendar year 2021 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2017-2020) is 22.6 unrestrained fatalities. If the number of unrestrained fatalities in 2021 is below 15, then we reach our target. As of June 21, 2021, we have had 9 unrestrained fatalities and given recent trends we may meet this target.

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

Program-Area-Level Report

Target: To decrease alcohol impaired driving fatalities 17.94 percent from the 2014-2018 five-year average of 15.6 people to 12.8 people through December 31, 2021.

Progress: The SOV projected that there will be 14 alcohol impaired deaths in calendar year 2021 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2017-2020) is 16 alcohol impaired fatalities. If the number of alcohol impaired fatalities in 2021 is below 7, then we reach our target. As of June 21, 2021, we have had 5 alcohol impaired fatalities and given recent trends we may not meet this target. Given that toxicology results take time, this number for 2021 may be understated.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Projection: To maintain speed related fatalities at the five-year average of 25.4 from 2014-2018 through December 31, 2021.

Target: The SOV projected that there will be 22 speed related deaths in calendar year 2021 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2017-2020) is 25.5 speed related fatalities. If the number of speed fatalities in

2021 is below 30.5, then we reach our target. As of June 21, 2021, we have had 5 speed related fatalities and given recent trends we should meet this target.

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Projection: To maintain motorcycle fatalities at the five-year average of 9.8 people from 2014-2018 through December 31, 2021.

Target: The SOV projected that there will be 9 motorcycle deaths in calendar year 2021 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2017-2020) is 9.9 motorcycle fatalities. If the number of motorcycle fatalities in 2021 is below 11, then we reach our target. As of June 21, 2021, we have had 5 motorcycle fatalities and given the abbreviated, weather dependent riding season in Vermont, the state should meet this target.

Performance Measure: C-8) Number of un-helmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Projection: To maintain the number of un-helmeted motorcyclist fatalities at the five-year average of .60 in 2014-2018 through December 31, 2021.

Target: The SOV projected that there will be 1 un-helmeted motorcycle death in calendar year 2021 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2017-2020) is .70 un-helmeted motorcyclist fatalities. If the number of un-helmeted motorcyclist fatalities in 2021 is at or below 2, then we reach our target. As of June 21, 2021, we have had 1 un-helmeted motorcyclist fatalities and the state of Vermont should meet this target.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

Projection: To decrease driver's age 20 or younger involved in fatal crashes 7.14% from the five-Year average of 5.6 in 2014-2018 to a five-year average of 5.2 by December 31, 2021.

Target: The SOV projected that there will be 5 drivers age 20 or younger involved in fatal crashes in calendar year 2021 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2017-2020) is 5.6 drivers age 20 or younger

involved in fatal crashes. If the number of drivers age 20 or younger involved in fatal crashes in 2021 is below 2, then we reach our target. As of May 25, 2021, we have had 3 drivers age 20 or younger involved in fatal crashes, and given this information, we will not meet this target.

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Projection: To reduce the number of Pedestrian Fatalities by 3.33% from the five-year average of 5.6 in 2014-2018 to 5.4 through December 31, 2021.

Target: The SOV projected that there will be 5 pedestrian fatalities in calendar year 2021 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2017-2020) is 5.6 pedestrian fatalities. If the number of pedestrian fatalities in 2021 is below 4, then we reach our target. As of June 21, 2021, we have had 3 pedestrian fatalities and if the state of Vermont has another pedestrian death, we will not meet this target.

Performance Measure: C-11) Number of bicyclist's fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Projection: To reduce the number of Bicycle Fatalities 60% from the five-year average of 1.0 in 2014-2018 to .40 through December 31, 2021.

Progress: The SOV projected that there will be 1 bicyclist(s) deaths in calendar year 2021 on Vermont roadways. Our goal is to always work toward Zero Deaths. Vermont's four-year average (2017-2020) is .90 bicyclist fatality. If the number of bicyclist(s) fatalities in 2021 is below 2, then we reach our target. As of June 21, 2021, we have had 0 bicyclist(s) fatalities and the state of Vermont may meet this target.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

Program-Area-Level Report

Projection: To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4.19% from the five-year average of 85.1% (2014-2018) to 88.6% by December 31, 2021.

Target: The SOV projected that the Seat Belt Use Rate would increase in calendar year 2021 on Vermont roadways, and as of this writing the Annual Seat Belt Survey has not been conducted yet. Vermont's Annual Seat Belt Survey has a four-year average (2017-2020) of 85.4%. In calendar year 2020, Vermont's Seat Belt Survey was 88.8%. If the Annual Seat Belt Survey

percentage in 2021 is at or above 90.5%, then we reach our target. The SOV should receive the results of the 2021 Annual Seat Belt Survey by Fall of 2021.

Performance Measure: Target for Citation Uniformity

Progress: **In Progress**

Program-Area-Level Report

This performance measure shows an increase in the statewide percentage of Vermont citations issued electronically versus paper by 16.7% from 40% to 56.7% in 2021. The State started issuing electronic citations on 7/1/2016.

For the current measurement period, 56.7% of Vermont citations were issued electronically. This is a 16.7% increase; however, the overall number of citations issued dropped by 8% in this past year. The TRCC expected to see a drop in this number due to the COVID pandemic. Statewide recommendations for law enforcement restricted vehicle stops initiated only for extreme circumstances.

In FFY20, the State set the goal of 50% Electronic Citations vs. Paper Citations. The State’s electronic citation issued was 56.7% indicating that Vermont has met this goal.

Measurements

Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2015	March 31, 2016	88,926	0	0%
April 1, 2016	March 31, 2017	94,908	1,218	1.2%
April 1, 2017	March 31, 2018	95,198	11,687	12.2%
April 1, 2018	March 31, 2019	84,755	15,427	18.0%
April 1, 2019	March 31, 2020	53,256	21,269	40.0%
April 1, 2020	March 31, 2021	41,240	23,377	56.7%

Measurements

Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2015	March 31, 2016	88,926	0	0%
April 1, 2016	March 31, 2017	94,908	1,218	1.2%
April 1, 2017	March 31, 2018	95,198	11,687	12.2%
April 1, 2018	March 31, 2019	84,755	15,427	18.0%
April 1, 2019	March 31, 2020	53,256	21,269	40.0%
April 1, 2020	March 31, 2021	41,240	23,377	56.7%

Performance Measure: Electronic Citation Usage

Progress: **In Progress**

Program-Area-Level Report

This performance measure shows the number and percentage of agencies in Vermont where citations are issued electronically.

Beginning in July 2016, Vermont law enforcement started issuing citations electronically in three of the State’s 95 law enforcement agencies. By the end of March 2018, e-Citation was deployed to 21 of the State’s 95 agencies with 60 equipped vehicles on the system. There has been very little movement in this project due to contract negotiations. The Department of Public Safety anticipated having an additional 109 State Police vehicles and 50 other (municipal and county) police vehicles online by September 30th, 2019, with a full statewide rollout following in 2020.

The State set the goal for citation completeness in FFY21 at 50% Electronic Citations vs. Paper Citations. Vermont achieved 49% electronic citation completeness, indicating that we narrowly missed the goal by 1%.

Measurements

Start Date	End Date	Agencies	Percent of Total Agencies
April 1, 2017	March 31, 2018	21	22%
April 1, 2018	March 31, 2019	21	22%
April 1, 2019	March 31, 2020	34	35%
April 1, 2020	March 31, 2021	47	49%

Performance Measure: Evidence Based Race Data Enforcement Reporting

Progress: **In Progress**

Program-Area-Level Report

The goal to have the Vermont Criminal Justice Council's Police Academy train 50% of law enforcement officers through the delivery of live sessions was not met. The project was stalled, and contractors were not retained due to COVID-19 issues. The Police Academy is in the process of solicitation of two contracts: 1). For a data analyst to review, synthesize and review the data compiled for traffic stops and post that data to the outward facing public. 2). A trainer to be deployed statewide to all police agencies to teach all police officers the proper way to obtain and enter traffic stop data into police CAD systems. The goal in FFY2022 is to carry forward this first-year goal of 50% of police officers trained and a project is in place to complete this goal.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2018	2022	58
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2018	2022	260
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2018	2022	0.82
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2018	2022	20
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2018	2022	13
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2018	2022	21
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2018	2022	9.5
8	C-8) Number of un-helmeted motorcyclist fatalities (FARS)	5 Year	2018	2022	0.25
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2018	2022	5
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2018	2022	5
11	C-11) Number of bicyclist's fatalities (FARS)	5 Year	2018	2022	.60
12	C-12) Number of Distracted Driving Serious Bodily Injury Crashes	5 Year	2018	2022	11.6
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2018	2022	89.4
13	Target for Citation Uniformity	Annual	2022	2022	75%
14	Citation Completeness	Annual	2022	2022	63%
15	Evidence Based Race Data Enforcement Reporting	Annual	2022	2022	50%

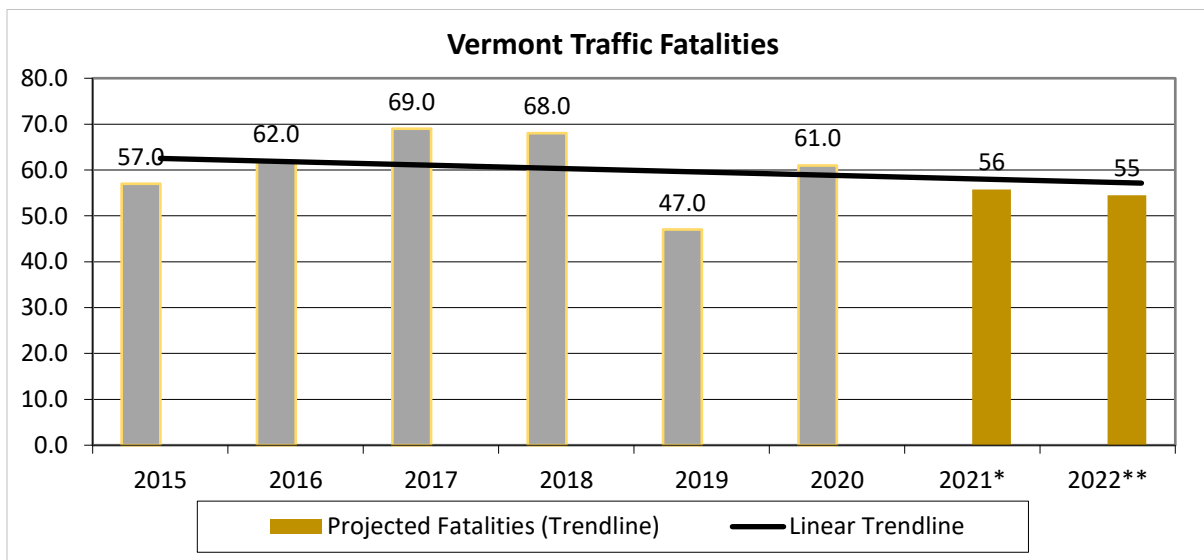
Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

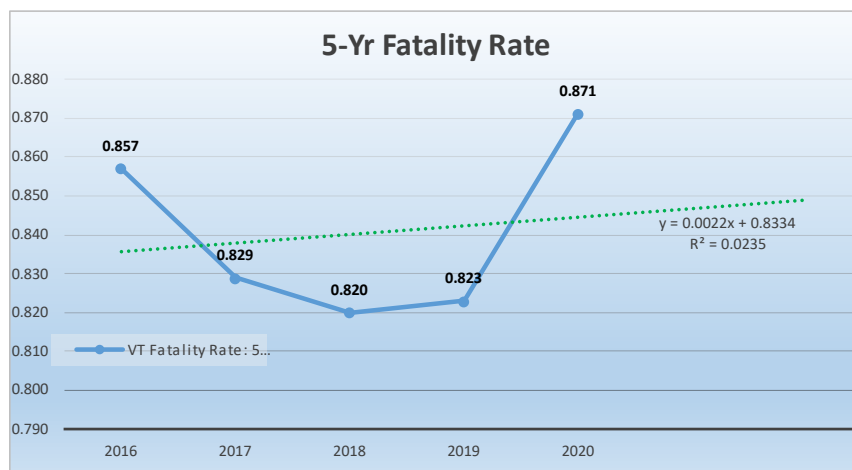
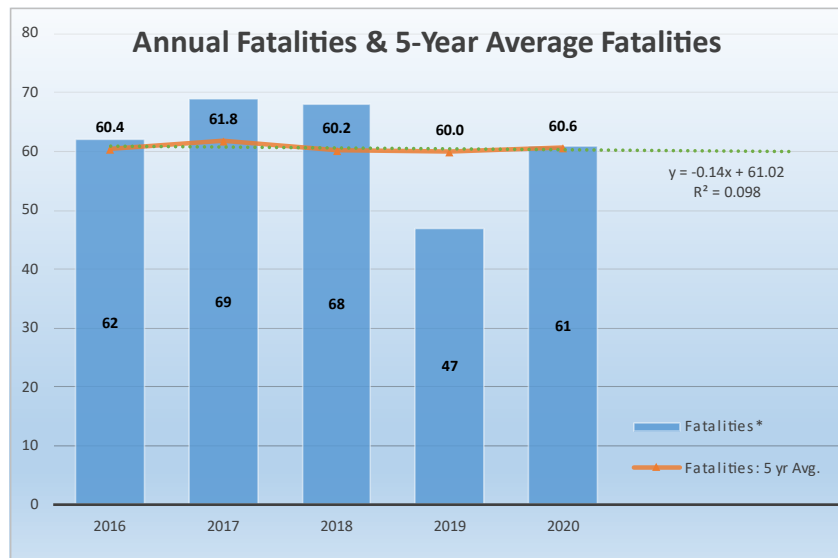
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2022	Numeric	58	5 Year	2018

Performance Target Justification

GOAL: To reduce traffic fatalities 4.29% from the five-year average of 60.6 in 2015 - 2019 to the five-year average of 58 by December 31, 2022. The five-year average of traffic fatalities in 2020 in Vermont was 61.4 and in calendar year 2020 Vermont experienced 61 fatalities which led Vermont to select a target to decrease our five-year average 4.29% to 58 fatalities. The projected fatalities for 2022 is 58 based upon a comparison of prior year data and on the five-year trends illustrated in the table and graph below. The graph illustrates that in 2019 Vermont experienced fewer fatalities than what was projected. Thus, 2019 is being viewed, for statistical purposes, as an outlier as a unique year with significantly lower numbers of fatalities. Presently, as of this writing Vermont has recorded 26 highway related fatalities. Although we have seen some significant fluctuation in the number of fatalities, we are confident that with the continued deployment speed cart projects, additional work zone enforcement that we can meet our goal. Regression analysis R-squared is a statistical measure of how close the data is to the fitted regression line. In our analysis the number of predictors is limited thus, any moderate increase or decrease will be difficult to quantify. Therefore, regression analysis is necessary and appropriate when qualifying and quantifying the data.



Year	FARS Fatalities	5-Year Average
2015	57.0	60.6
2016	62.0	62.0
2017	69.0	60.4
2018	68.0	60.0
2019	47.0	60.6
2020	61.0	61.4
2021*	56.0	60.2
2022**	58.0	58.0
*Value set for HSP & HSIP		
**Value set for HSP & HSIP		



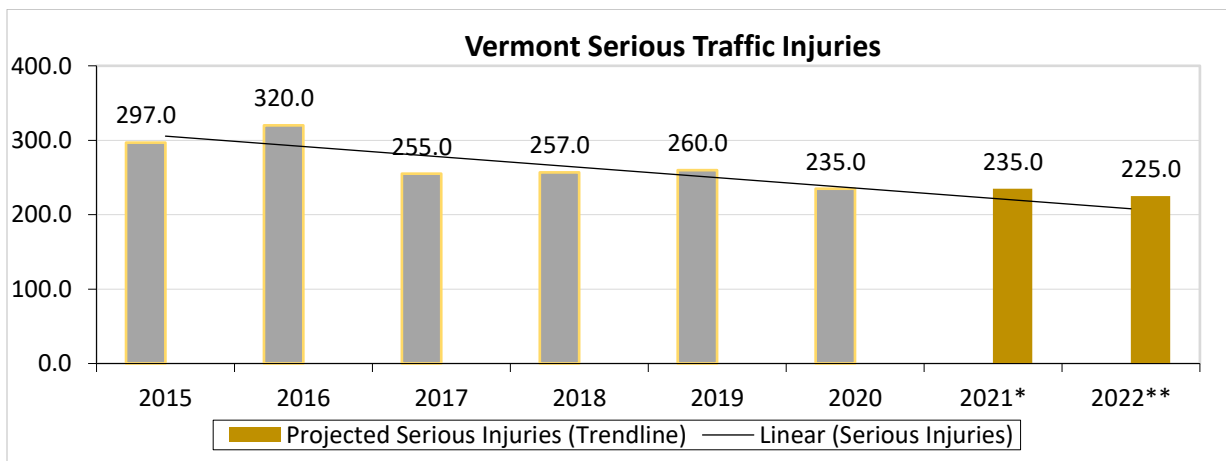
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

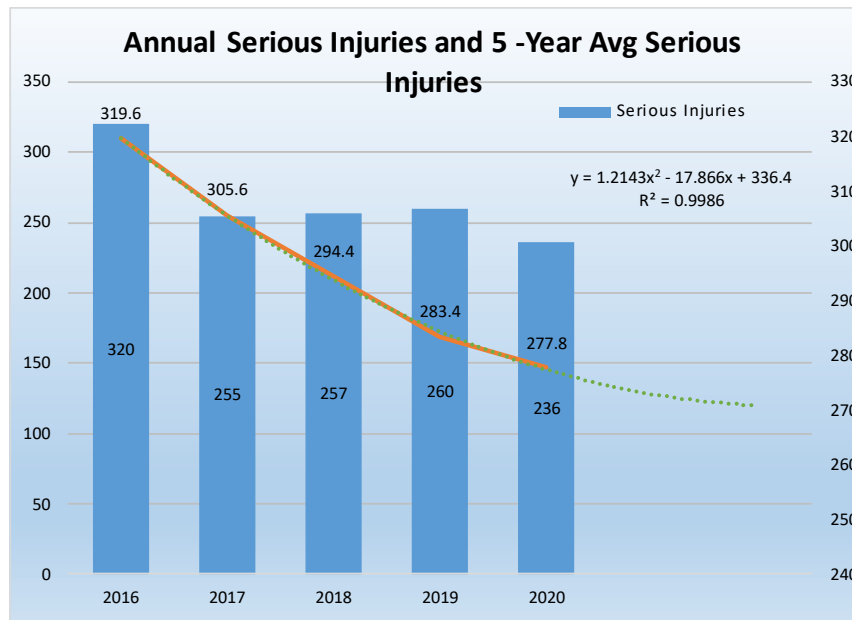
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2022	Numeric	260.00	5 Year	2018

Performance Target Justification

GOAL: To reduce the Serious Injury Crashes five-year average of 277.8 in 2015 - 2019 by 6.84% to a five-year average of 260.00 by December 31, 2022. In order to achieve annual reductions in serious traffic injuries (see the following table and graph), Vermont will continue to support partnerships developed in enforcement, engineering, education and emergency responders. The five-year rolling average for serious injuries in Vermont has been dropping steadily since 2012, showing improvement over the prior ten years. A goal to decrease for the five- year rolling average in 2021 is an appropriate estimate as Vermont is projected to see a reduction in our five-year moving average of serious injuries crashes in 2021 given the reductions in calendar year Serious Traffic Injury crashes from 2017-2019. When comparing the prior four years our moving average has been steadily decreasing, albeit at a gradual rate. This goal to reduce the 2015-2019 five-year rolling average will be challenging to achieve. Our R sq. value is close to 1 and appears as accurate.



Year	Serious Injuries	5-Year Average
2015	297.0	318.6
2016	320.0	305.2
2017	255.0	294.0
2018	257.0	283.8
2019	260.0	277.8
2020	235.0	265.4
2021*	235.0	248.4
2022**	208.0	260.0
*Value set for HSP & HSIP		
**Value set for HSP & HSIP		



Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2022	Percentage	0.82	5 Year	2018

Performance Target Justification

GOAL: To reduce fatalities per 100 million vehicle miles traveled by 1.20% from the five-year average of 0.83 in 2015 – 2019 to a five-year average of 0.82 by December 31, 2022.

The State of Vermont will continue to rely on specific crash data to sustain the progress made toward this particular goal. In 2016 the data indicates 51 of the state’s 62 fatalities occurred on rural roadways. As described in Goal C-1, the primary causes of the state’s fatalities are related to operator impairment, lack of occupant restraint, speeding and distracted or inattentive driving. To appropriately address these priorities, the SHSO staff proportionately allocates federal funds to those projects which have the most potential for positive statewide impact. Data and information provided in the HSP demonstrates the appropriateness of this target which utilizes current data trends to create evidence-based strategies. The HSP places an emphasis on rural roadway law enforcement, nighttime seat belt enforcement, speed, pickup truck drivers 18-34 years of age and other primary causation factors. Public support and media outreach are projects which will be implemented to enhance enforcement efforts. This goal was determined to reflect a declining trend in the number of fatalities on Vermont highways but also to reflect a conservative estimate given the possibility 2014 was an exceptional year. It may be difficult to achieve a fatality rate similar to that of 2014. Therefore, maintaining or reducing a goal of 0.01% for 2019 appears to be reasonable to achieve. Our R sq. value is close to 1 and appears accurate. This goal is in line with the State of Vermont HSIP for 2022.

Year	Fatalities			Rates					
	Urban	Rural	Total Fatalities	Urban	5-Year Average	Rural	5-Year Average	Rate Total	5-Year Average
2015	6	51	57	0.29	0.56	0.97	0.95	0.78	0.84
2016	11	51	62	0.52	0.52	0.97	0.99	0.84	0.86
2017	14	55	69	0.65	0.50	1.04	0.96	0.93	0.83
2018	8	60	68	0.37	0.42	1.19	0.99	0.97	0.83
2019	2	45	47	0.09	0.38	0.86	1.01	0.64	0.83
2020	12	49	61						

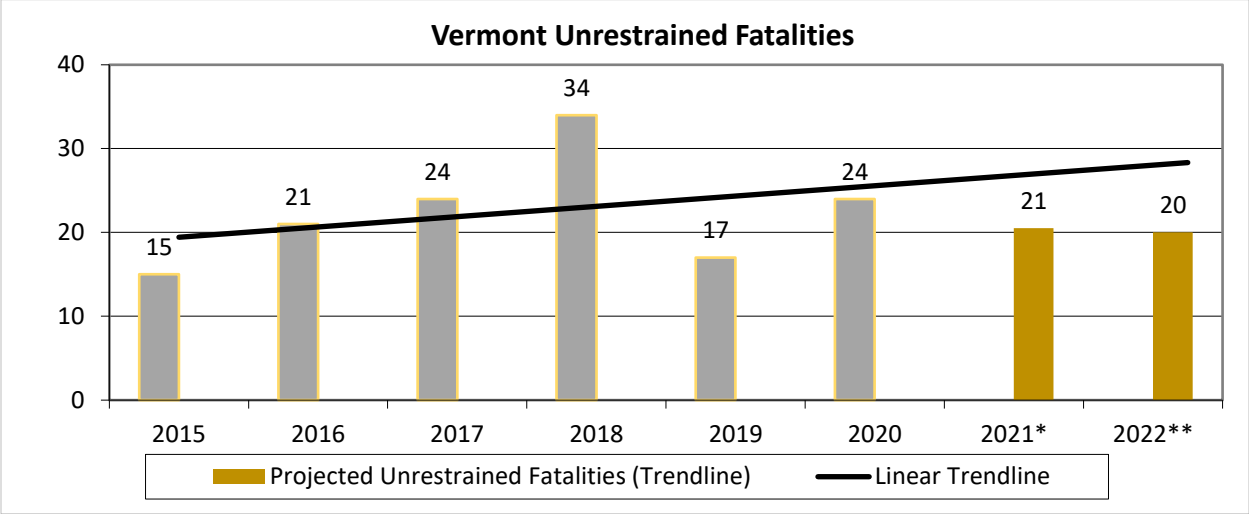
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2022	Numeric	20	5 Year	2018

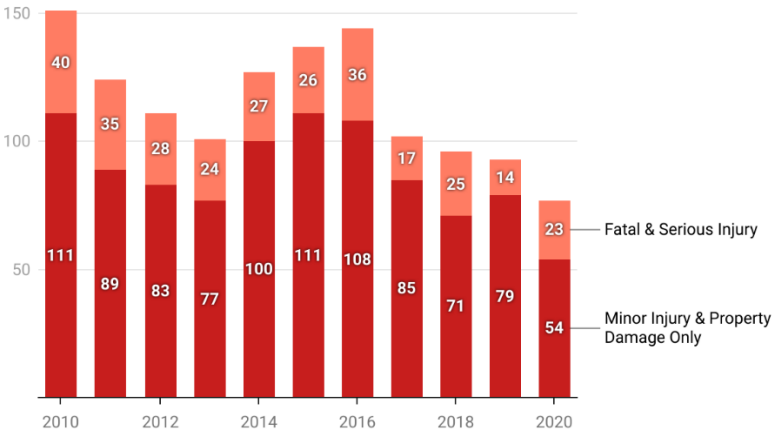
Performance Target Justification

GOAL: To reduce the unrestrained passenger vehicle occupant fatalities 9.9% from the five-year average of 22.2 in 2015-2019 to 20.0 through December 31, 2022. This target was determined after a review of moving average data from 2014-2019 where the state routinely had an average of 25 unrestrained passenger vehicle occupant fatalities. Since 2015, the state’s five-year moving average has held between 21.2 and 23 fatalities. The trendline is projecting an upward trend as 2018 was an exceptional calendar year. From 2015 to 2021, the percentage of calendar year fatalities who were unbelted or improperly belted has ranged from 48% to 62% of all deaths. This high percentage of unrestrained fatalities combined with the ejection rates below helped us form this goal. In addition, the SHSO found that between 2015-2020, 141 unrestrained people were ejected from their vehicles and perished. Funding will be given to nighttime seat belt use projects; enforcement of rural roads, with extra attention to male pick up drivers, 18-34 years of age in a variety of media; and the SHSO will continue to coordinate the Occupant Protection Task Force. In FFY2022 a new project will be completed by the Vermont State Police – a standardized education curriculum delivered by police officers to teach young drivers and those approaching driving age. This curriculum will include seat belt safety with a target to be deployed by FFY2023. The SHSO’s Law Enforcement Liaisons (LELs) will focus on the partner agencies that need assistance supporting SHSO “Zero Tolerance Policies” for seat belt violations. The goal to maintain this rate will take work, given the trendline is projection an increase. The SHSO will be incorporating suggestions from the FFY2021 Occupant Protection Assessment.

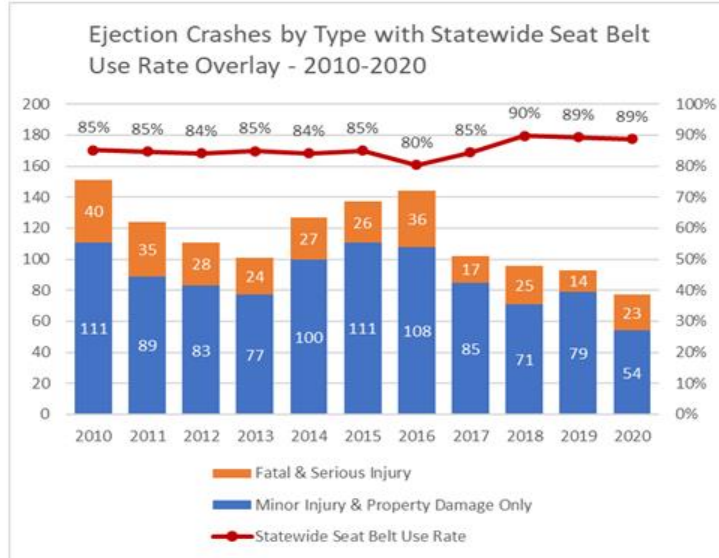


Year	Unrestrained Fatalities	5-Year Average
2015	15	23.0
2016	21	23.8
2017	24	21.8
2018	34	22.2
2019	17	22.2
2020	24	24.0
2021*	21	24.0
2022**	5	20.0
*Projected based on current number.		
**Forecasted based on trendline		

Ejection Crashes by Type 2010-2020*



*Motorcycles and recreational vehicles excluded. Includes partial ejections.
 Source: Vermont AOT • OSB Data Unit • Created with Datawrapper



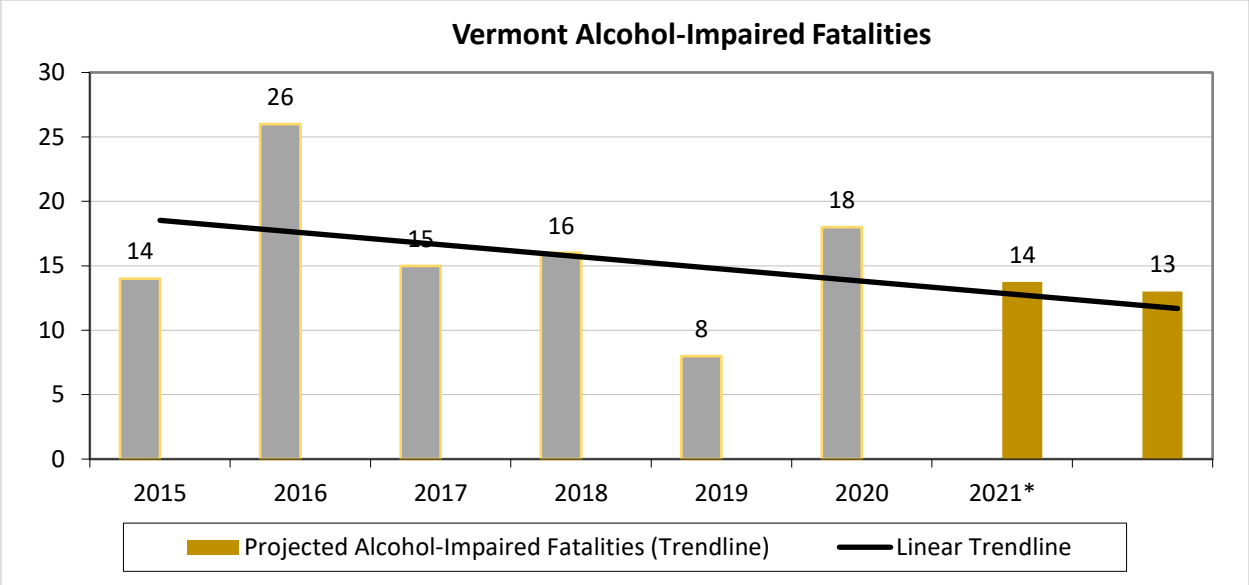
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2022	Numeric	13	5 Year	2018

Performance Target Justification

Goal: To decrease alcohol impaired driving fatalities 17.72 percent from the 2015-2019 five-year average of 15.8 people to 13 people through December 31, 2022. Grant funded agencies for impaired driving enforcement projects are required to use SHSO data to identify locations, days of the week, and time periods which provide the most effective and efficient use of funding. High visibility enforcement and collaborative, inter-agency operations are supported by SHSO and coordinated by the LELs. In addition to the 50 plus law enforcement agencies who perform weekly impaired driving enforcement, the SHSO funds VSP to conduct regional impaired driving Task Force deployments in high crash locations. The target to decrease Alcohol-Impaired Driving Fatalities by 17.72% from the 2015-2019 five-year moving average is reasonable as our trendline has remained relatively flat. We will continue to direct 164(AL) and 405(d) enforcement and education-based efforts based on CRASH data location information.



Year	Alcohol- Impaired Fatalities	5-Year Average
2015	14	15.8
2016	26	17.4
2017	15	15.8
2018	16	15.6
2019	8	15.8
2020	18	16.6
2021*	14	14.2
2022**	16	13.0
*Projected based on current number.		
**Forecasted based on trendline		

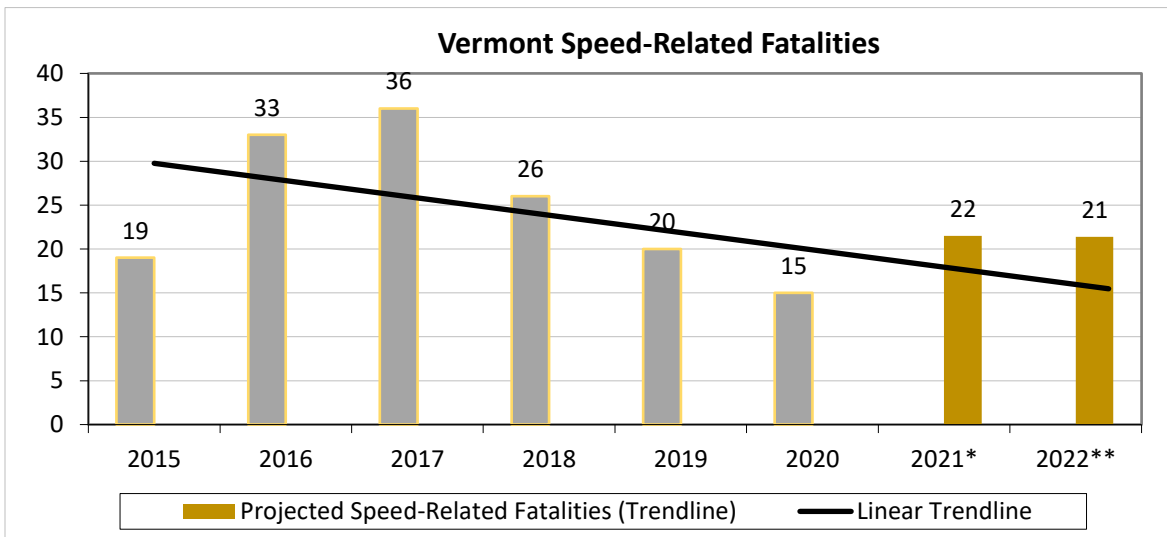
Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2022	Numeric	21	5 Year	2018

Performance Target Justification

Goal: To reduce speed related fatalities from the five-year average of 26.8 from 2015 – 2019 to 21 through December 31, 2022. In 2020, over 25% of Vermont crash fatalities have speed as a contributing factor. Further, in 2021 there have already been 4 speed-related fatalities through June 15, 2021. The promotion of speed management, the deployment of sub-awardees engaged in speed enforcement and public outreach/education relating to speed are reliable countermeasures to address this target. Each participating law enforcement agency is provided crash data relative to their territorial areas of responsibility. Agencies are encouraged to conduct enforcement activities in identified locations and during the timeframes supported by data. VSP traffic units are routinely assigned to specific locations which demonstrate emerging trends of speed related crashes. Speed enforcement is the most utilized gateway tactic for the enforcement of occupant protection as well as impaired driving incidents. The continuing development of the state’s electronic crash and ticketing program will further enhance the state’s ability to use pertinent data to improve strategic speed initiatives. New projects for FFY2022 include the deployment and expansion of the Drive Well Vermont Speed & Aggressive Driving campaign, with the tagline, “There is a time for speed and a time for limits.” The percentage of operators suspected of speeding/total fatal crashes since 2015 -2019 ranges from 33% to 52%. Therefore, a goal to reduce speed related fatalities is ambitious as the trendline is projecting a higher number of speed related fatalities.



Year	Speed-Related Fatalities	5-Year Average
2015	19	20.6
2016	33	23.2
2017	36	23.8
2018	26	25.4
2019	20	26.8
2020	15	26.0
2021*	22	23.8
2022**		21.0
*Projected based on current number.		
**Forecasted based on trendline		

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

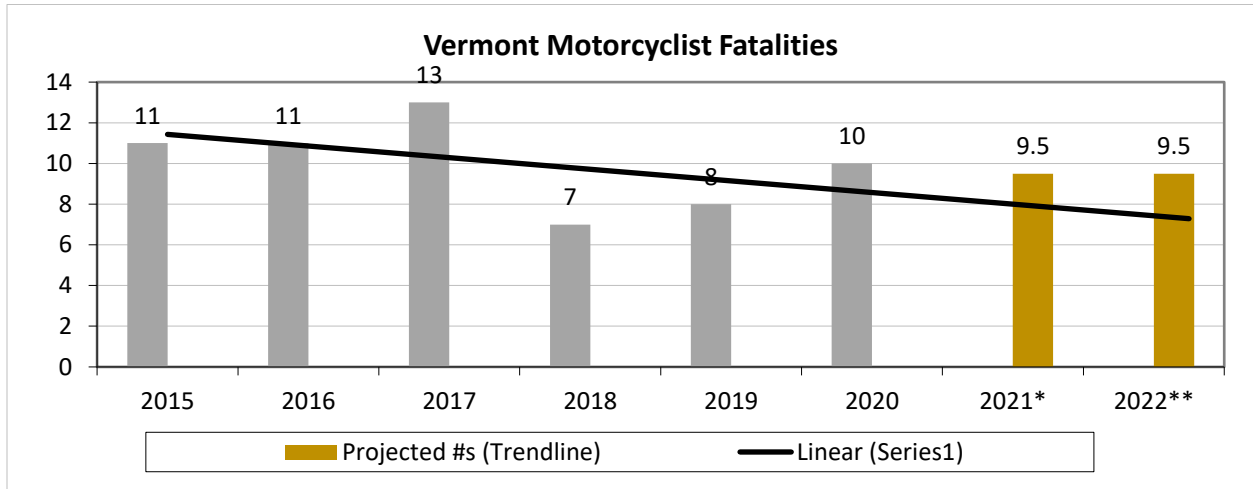
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2022	Numeric	9.5	5 Year	2018

Performance Target Justification

Goal: To reduce motorcycle fatalities from the five-year average of 10 people from 2015 – 2019 to 9.5 through December 31, 2022. In the SHSP 2017-21 vulnerable users were added as a CEA and these users currently are involved in nearly 3.5% of our crashes. Vermont’s motorcycle fatality rate falls into a range of 7-13 fatalities per year. The obvious problem with such a low rate of fatalities is the inability to detect specific identifiable trends. Although there appears to be an increase nationally in the number of motorcycle fatalities, no noticeable increase is recognized in the data in Vermont. Our goal is to reduce the number of motorcycle fatalities in Vermont to the five-year average of 9.5 through the 2022 Motorcycle season. The Vermont DMV is the lead agency for motorcycle safety in Vermont. The DMV will continue to conduct motorcycle safety training and media outreach to educate Vermonters regarding safety issues. While speed is a common factor in motorcycle related crashes, we are keenly aware that the motoring public needs to do a better job in watching out for motorcycles; that is why the SHSO has deployed public service announcements each year to remind drivers to watch for Motorcycles in their vehicle’s blind spots. The DMV will continue to employ data, technology, and information to update and improve the training curriculum as needed. The Vermont Rider Education Program will continue to train and license riders. The training includes safety messaging for alcohol and drugs, riding within skill limits, and awareness of road conditions and

other vehicles. Riders are encouraged to engage in available refresher training courses. All proven strategies have been endorsed by the Motorcycle Safety Foundation. Each year in Vermont there are approximately 30,000 motorcycles registered.



Year	Motorcyclist Fatalities	5-Year Average
2015	11	8.8
2016	11	9.4
2017	13	9.8
2018	7	9.8
2019	8	10.0
2020	10	9.8
2021*	9	9.4
2022**		9.5
*Projected based on current number.		
**Forecasted based on trendline		

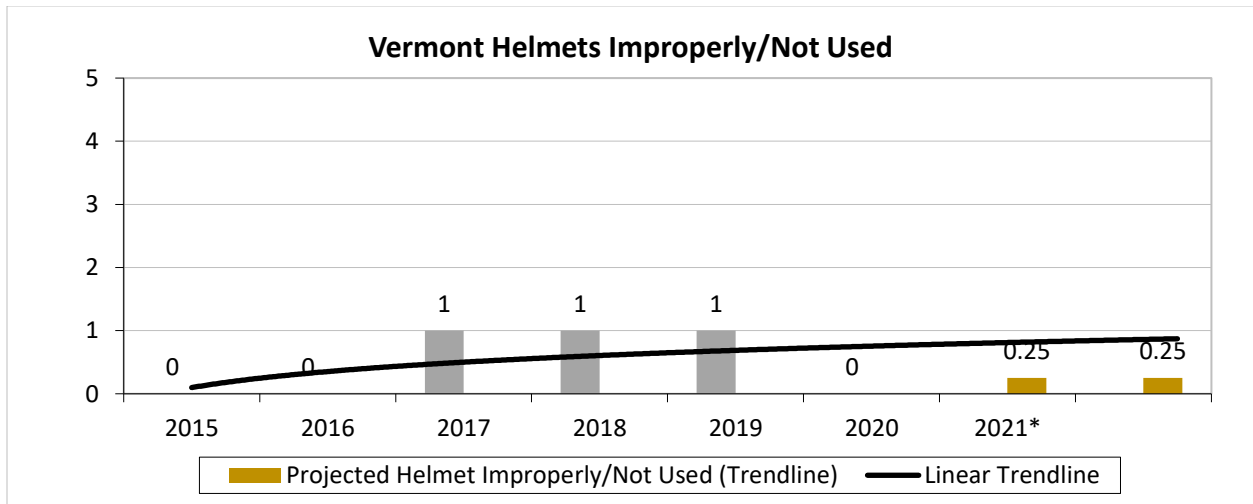
Performance Measure: C-8) Number of un-helmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of un-helmeted motorcyclist fatalities (FARS)-2022	Numeric	0.25	5 Year	2018

Performance Target Justification

GOAL: To reduce the number of un-helmeted motorcyclist fatalities 58.3% from the five-year average of .6 in 2015 – 2019 to .25 through December 31, 2022. There were 10 motorcycle fatalities in Vermont during 2020. All 10 riders were wearing a standard DOT approved helmet. The five-year rolling average of un-helmeted fatalities hovers between .0 and 1. A step to reach the aspirational goal of eliminating all un-helmeted motorcycle fatalities is to incrementally reduce the five-year rolling average. Setting a goal to reduce these fatalities at the 2015-2019 five-year rolling average of .25 puts Vermont on a path in that direction. Vermont intends to create and deploy a motorcycle Drive Well Vermont message that includes a message regarding proper helmet use. The ridercoach program will continue to emphasize DOT or other approved helmets.



Year	Helmet Improperly/Not Used	5-Year Average
2015	0	1.2
2016	0	1.0
2017	1	0.8
2018	1	0.6
2019	1	0.6
2020	0	0.6
2021*	1	0.8
2022**		0.25
*Projected based on current number.		
**Forecasted based on trendline		

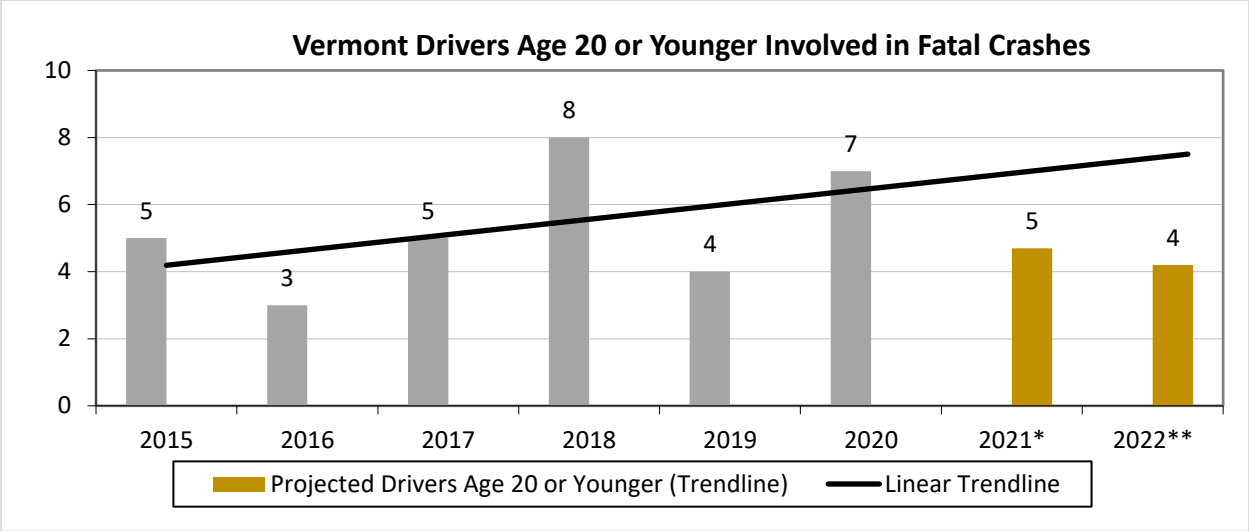
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2022	Numeric	5.0	5 Year	2018

Performance Target Justification

GOAL: To maintain driver’s age 20 or younger involved in fatal crashes at the five- year average of 5.0 in 2015 - 2019 through December 31, 2022. Vermont continues to have a relatively small number of fatalities in this category. Due to population numbers, the reported number of fatalities in this category is statistically low, thus conducting a reliable trend analysis is difficult based on the small sample size. Working with the partners in the VHSA and using focused outreach, Vermont is expected to continue reductions in this critical area of emphasis. SHSO organizes projects for teen education that include a Driver Instructor conference and Distracted Driving programs facilitated by the Youth Safety Council. Vermont added Critical Emphasis Area (CEA) 5 to Improve Younger Driver Safety (Under 25) in the 2017-2021 Strategic Highway Safety Plan. Drivers under 25 accounted for more than 30% of total crashes between 2011 – 2015.



Year	Drivers Age 20 or Younger	5-Year Average
2015	5	7.6
2016	3	6.8
2017	5	6.4
2018	8	5.6
2019	4	5.0
2020	7	5.4
2021*	5	5.8
2022**	4	6
*Projected based on current number.		
**Forecasted based on trendline		

Performance Measure: C-10) Number of pedestrian fatalities (FARS)

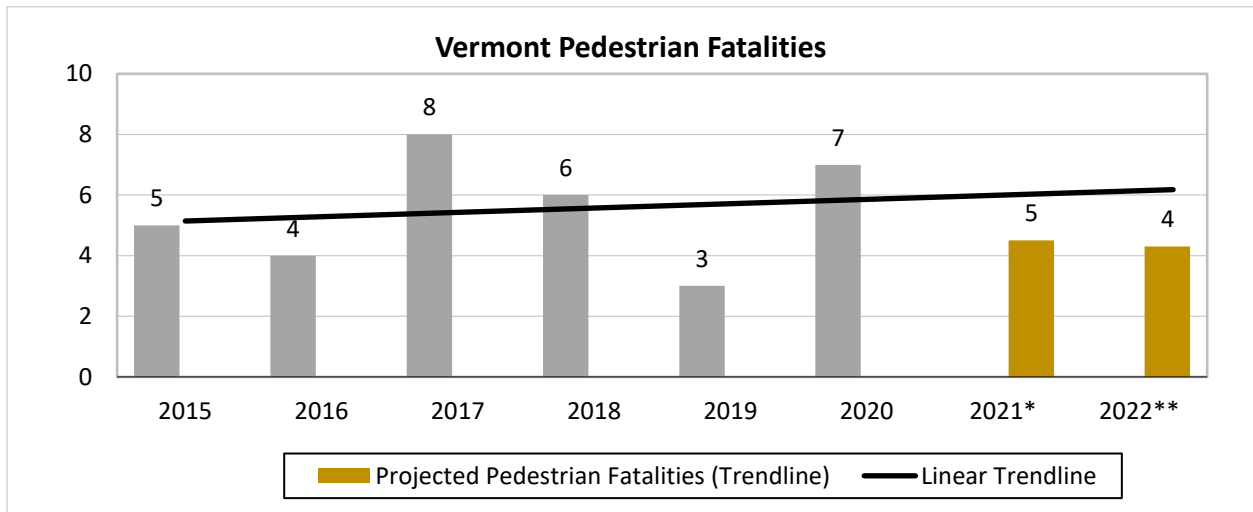
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2022	Numeric	5.0	5 Year	2018

Performance Target Justification

Goal: To reduce the number of Pedestrian Fatalities by 3.80% from the five-year average of 5.2 in 2015 – 2019 to 5.0 through December 31, 2022.

In 2020, 7 pedestrians died on Vermont roads and the most recent five years is trending toward 6 pedestrian deaths per year. This goal is in line with the 2017-2021 SHSP. SHSO will continue to use data to monitor any developing trends in this fatality category. SHSO staff will work with VHSA partners to provide education and outreach to achieve this projection. The VTrans Bike and Pedestrian division leads the statewide safety effort with support from the SHSO.



Year	Pedestrian Fatalities	5-Year Average
2015	5	6.0
2016	4	6.0
2017	8	5.6
2018	6	5.6
2019	3	5.2
2020	7	5.6
2021*	5	5.8
2022**	4	5.0
*Projected based on current number.		
**Forecasted based on trendline		

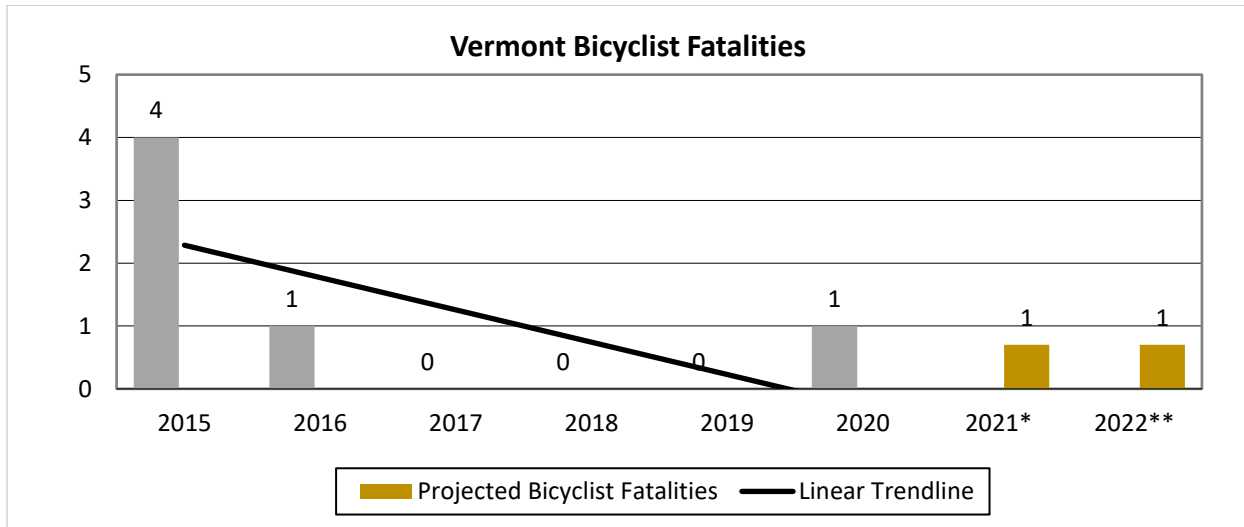
Performance Measure: C-11) Number of bicyclist’s fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist’s fatalities (FARS)-2022	Numeric	0.60	5 Year	2018

Performance Target Justification

GOAL: To reduce the number of Bicycle Fatalities 40% from the five-year average of 1.0 in 2015 - 2019 to 0.60 through December 31, 2022. The core performance measure for bicyclist safety is to approach zero bicycle fatalities. Following an unexpected spike in early 2015 the state-initiated projects to ensure bicycle safety: Road Diets (adding bicycling lanes, by decreasing vehicle lanes), share the road messaging, bike rodeos facilitated by local law enforcement and encouraging helmet use, an increase in Rail Trail use (encouraging bicyclists to use the rail trail versus traveling on roads) and other statewide initiatives by Local Motion and the Vermont Department of Health. SHSO believes this goal of reducing our 2015-2019 Bicycle Fatalities to a five-year average of 0.6 is achievable.



Year	Bicyclist Fatalities	5-Year Average
2015	4	0.8
2016	1	1.0
2017	0	1.0
2018	0	1.0
2019	0	1.0
2020	1	0.4
2021*	1	0.4
2022**	1	0.6
*Projected based on current number.		
**Forecasted based on trendline		

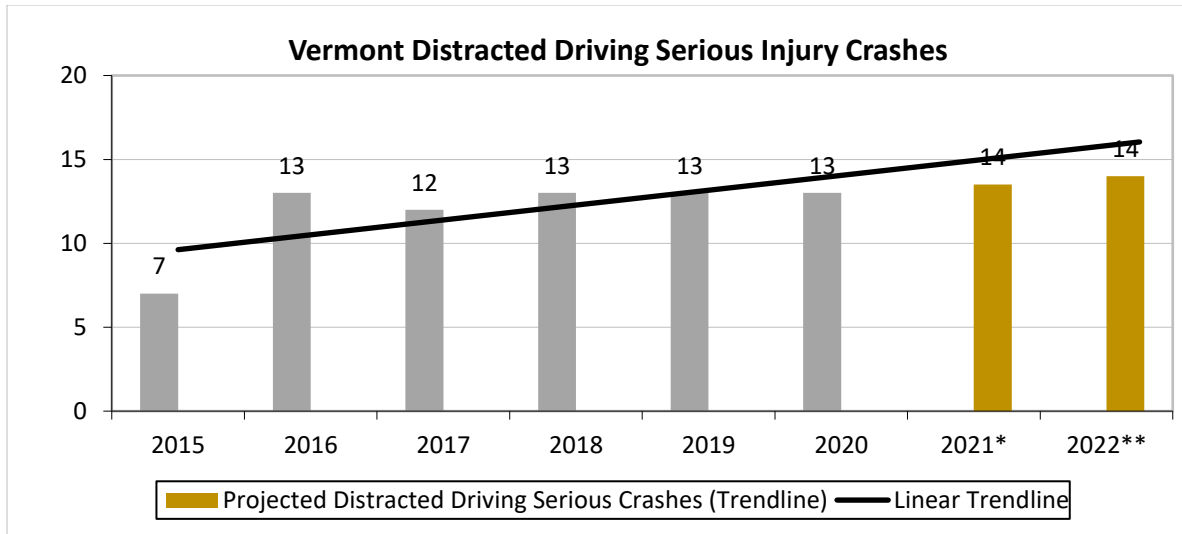
Performance Measure: C-12) Number of Distracted Driving Serious Bodily Injury Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-12) Number of Distracted Driving Serious Bodily Injury Crashes (FARS)-2022	Numeric	11.6	5 Year	2018

Performance Target Justification

GOAL: To maintain the number of Distracted Driving serious bodily injury crashes at five-year average of 11.6 in 2015 - 2019 through December 31, 2022. This new core performance measure for Distracted Driving (DD) was put into place to approach zero fatalities and SBI crashes. The goal to maintain the number of DD SBI crashes will be accomplished through understanding where localized problems are through a new DD survey, along with a new social media campaign targeting younger/Millennial drivers and other DD initiatives. The state of Vermont has been projecting a steady increase in DD SBI crashes since 2015 and so a goal to maintain will be challenging.



Year	Distracted Driving Serious Injury Crashes	5-Year Average
2015	7	10.0
2016	13	10.8
2017	12	11.6
2018	13	10.8
2019	13	11.6
2020	13	12.8
2021*	14	13.0
2022**	14	13.4
*Projected based on current number.		
**Forecasted based on trendline		

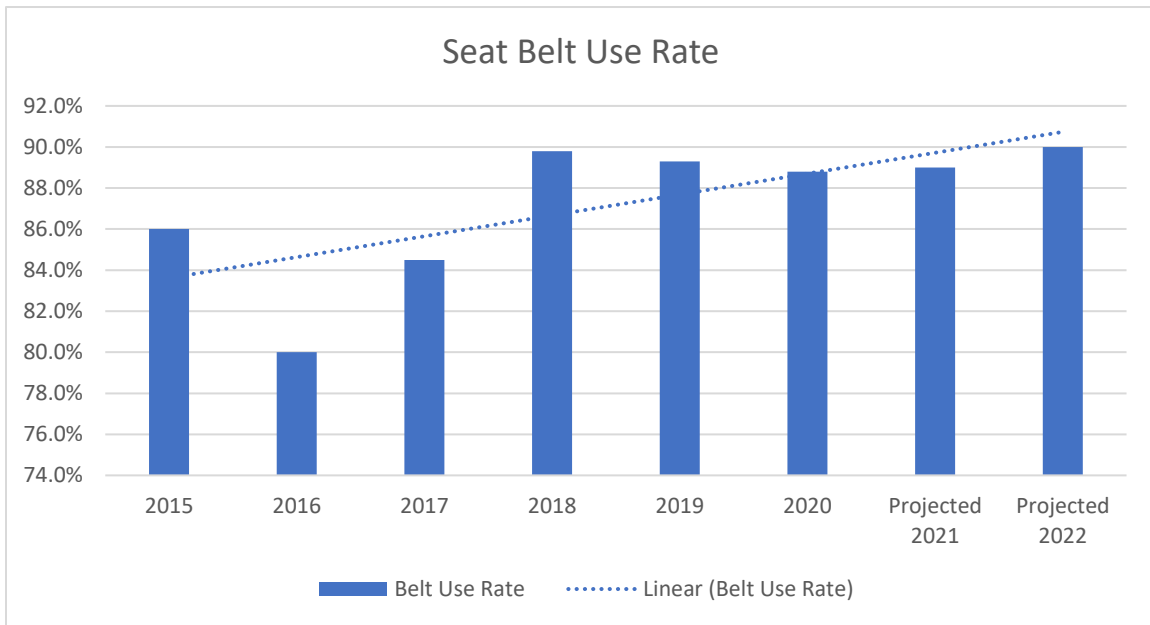
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2022	Percentage	89.4%	5 Year	2018

Performance Target Justification

Target: To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4.02% from the five-year average of 85.9% (2015 – 2019) to 89.4% by December 31, 2022. Nearly 10% of the traveling public in Vermont is not wearing a seat belt and that statistic is a slight increase over what the previous compliance rate has been. The State of Vermont does not have a primary seat belt law. Despite only having a secondary law, our usage rate is comparable to other New England States with primary laws. As of this writing 61% of our crash fatalities were unrestrained or improperly restrained. The Attitude Survey conducted for the SHSO revealed that 85.8% of motor vehicle operators indicated that they “always wore seat belts during the daytime” and 86% reported that they “always wore their restraint at night.” The Attitude Survey and the Annual Seat Belt Survey, when read in per materia, demonstrate the need to modify behavioral patterns to be accepted as the norm of being an occupant in a motor vehicle in Vermont. The Attitude Survey will be conducted in the Fall of calendar year 2021. The data for the 2021 Seat Belt Survey is not available as of this writing.



Year	Belt Use Rate	5-Year Average
2015	86.0%	85.0%
2016	80.0%	84.0%
2017	84.5%	84.1%
2018	89.8%	85.1%
2019	89.3%	85.9%
2020	88.8%	86.5%
Projected 2021	89.0%	88.3%
Projected 2022	90.0%	89.4%

Performance Measure: Target for Citation Uniformity

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Target for Citation Uniformity-2022	Percentage	75%	Annual	2022

Primary performance attribute: **Uniformity**

Core traffic records data system to be impacted: **Citation/Adjudication**

Performance Target Justification

GOAL: To increase the number of electronic citations to 75% through March 31, 2022.

Vermont continues to make improvements and upgrades to the eTicket system. We anticipate the electronic citations usage to increase to 75% over paper citations in the next year.

With the anticipated 63% of agencies participation in eTicket next year, we anticipate the number of electronic citations to increase by default.

Several agencies are migrating from Spillman to Valcour, allowing better access to the eTicket system and ease of use, thus making it a more desirable system. Additionally, the implementation of “FirstNet” in Vermont, the cell coverage will continue to expand over the next 2.5 years. This is based on AT&T’s building more towers and the overall geographic coverage will allow for more agencies to utilize e-ticket as well as other web-based systems such as SIREN EMS and the AOT Crash Reporting

Start Date	End Date	Percent Electronic
April 1, 2021	March 31, 2022	75%

Performance Measure: Citation Completeness

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Citation Completeness-2022	Percentage	63%	Annual	2022

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Citation/Adjudication**

Performance Target Justification

GOAL: To increase the number of agencies using electronic citations to 63% through March 31, 2022.

Vermont continues to make improvements and upgrades to the eTicket system. With over 100 equipped units on Vermont highways, we achieve 63% of agencies participation in eTicket. We anticipate the number of agencies to increase in the next years for several reasons.

Several agencies are migrating from Spillman to Valcour, allowing better access to the eTicket system and ease of use, thus making it a more desirable system. Additionally, the implementation of “FirstNet” in Vermont, the cell coverage will continue to expand over the next 2.5 years. This is based on AT&T’s building more towers and the overall geographic coverage will allow for more agencies to utilize e-ticket as well as other web-based systems such as SIREN EMS and the AOT Crash Reporting.

Measurement

Start Date	End Date	Agencies	Percent of Total Agencies
April 1, 2021	March 31, 2022	60	63.0%

Performance Measure: Evidence Based Race Data Enforcement Reporting

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Evidence Based Race Data Enforcement Reporting-2022	Percentage	50%	Annual	2021

Performance Target Justification

Due to delays in the contracting process due to Covid-19 in FY 21 this goal is forwarded into FY22. The Police Academy will train 50% of Vermont law enforcement officers through the delivery of live sessions throughout the year. The number of officers trained will be 1,820. Under current Vermont law all law enforcement entities are required to report race data information on motor vehicle stops. All data required by law to be gathered by law enforcement during a motor vehicle stop will be analyzed. Currently, the applicable statute does not provide any direction as to what to do with this data or call for the analysis of that data. The analysis of this information will

provide valuable data on the frequency of stops and associated activities during those stops. That information will be utilized as an effective training tool to ameliorate the effects of implicit bias from the process of motor vehicle enforcement. The chosen countermeasure will provide a near complete data subset of race data information from which an analysis can be taken, and the results of that analysis translated and incorporated into a training tool for law enforcement. The funding for this planned activity will originate from the subject grant. The sought-after performance will be an analysis of all race data submitted by law enforcement entities in Vermont. This data will provide useful information on a number of topics and some of the potential benefits and integration of lessons learned from this data include but are not limited to 1) improve community relations; 2) improve management of resources; 3) legal protections. Particularly in the area of motor vehicle stops it will help agencies determine if implicit bias is a factor in the decision-making process during a motor vehicle stop.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **456**

Fiscal Year A-1: **2020**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 195

Fiscal Year A-2: **2020**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **8,064**

Fiscal Year A-3: **2020**

The State of Vermont did not make the following highway safety goals in FFY2020 and have adjusted this FFY2022 plan with the following new and/or modified projects:

Performance Measure	Action Plan	Target Date
C-1 Total Fatalities	Safe Systems Approach Overview The Vermont Agency of Transportation has begun work towards integrating the Safe System (SS) approach with the 2022 – 2026 Strategic Highway Safety Plan (SHSP), for future incorporation into the Highway Safety Plan (2022) and the Highway Safety Improvement Program (2021). Steps to integration include educating State and local transportation safety leaders on how to advance Safe System implementation efforts through our existing programs and projects. The SHSO Deputy Administrator has been the VTrans point of contact for this effort working with VHB who is contracted to concurrently update the SHSP and HSIP Implementation Plan plus HSIP	07/01/2021
C-4 Unrestrained Fatalities		
C-5 Alcohol Impaired BAC .08+		
C-6 Speed -Related Fatalities		
C-8 Un-helmeted Motorcyclist Fatalities		
C-9 Drivers Age 20 or Younger involved in fatal crashes		
B-1 Seat Belt Use Rate		

	<p>Assessment. VHB is facilitating the process of including the SS approach across plans. The SS approach was a component of the kick-off stake holders meeting for the update of the SHSP in May 2021. Short term opportunities to better align the State with Safe System principles include aligning strategies within the emphasis areas to include core principals and elements of SS, in addition to including noteworthy practices in the plans.</p> <ul style="list-style-type: none">• Incorporate suggestions and strategies from the 2021 OP Assessment.• Vermont State Police will be writing a police curriculum to be used statewide by FFY2023.• Vermont Principals Association will be deploying sports marketing at statewide high school events.• An Attitude Survey will be started in late FFY2021 and will be completed in FFY2022.• Create and deploy a Drive Well Vermont OP message.• Create and deploy a Drive Well Vermont Impaired Driving Message.• Create and deploy a Drive Well Vermont Distracted Driving Message targeted toward teens.	
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	<ul style="list-style-type: none">• A Contractor will be hired to help the State with 405C projects and setting new goals and performance measures.• Systemic Identification of Roadway Features Related to Roadway Departure Crashes and Inventory of High-Risk Sites.• Expansion of Road Users Group to include older driver safety programing.	
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Program areas

Program Area: Younger Drivers

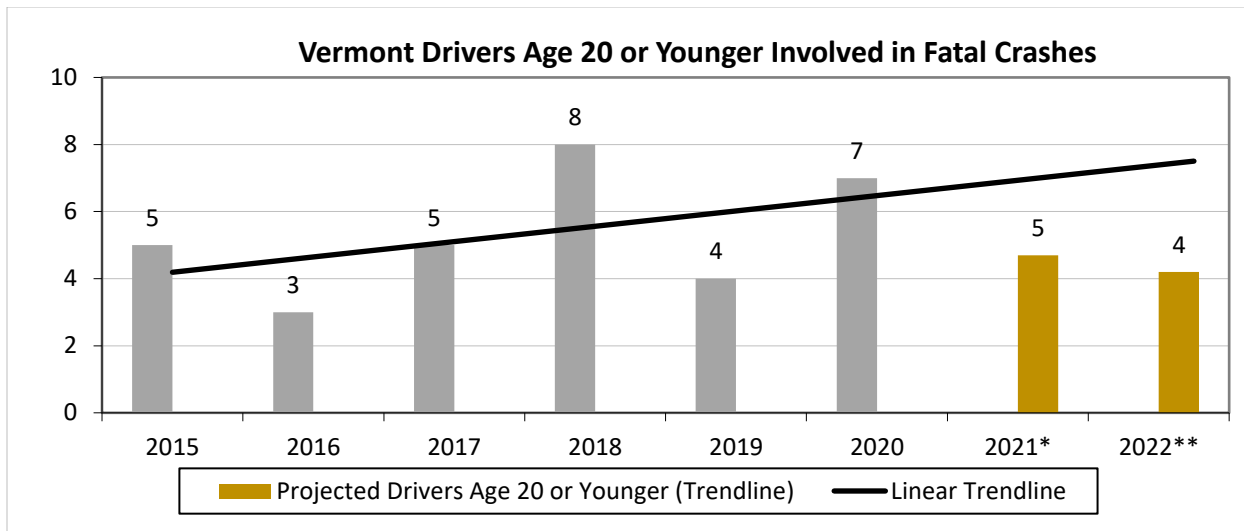
Description of Highway Safety Problems

It is unquestionable that behavioral change cannot be solely affected by deterrence and high visibility enforcement techniques. Therefore, to effectively modify adverse behaviors on our roadways, it is important that an education initiative be constructed throughout the State of Vermont.

Looking at historical trends, the number of major crashes involving drivers under the age of 21 has decreased by 52% since 2004. This reduction is impressive and shows strong progress in improving safety for younger drivers. However, further investigation revealed that when drivers under the age of 25 were considered, the number of crashes in which younger drivers were involved more than doubled.

Associated Performance Measures - C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

GOAL: To maintain driver's age 20 or younger involved in fatal crashes at the five- year average of 5.0 in 2015 - 2019 through December 31, 2022. Vermont continues to have a relatively small number of fatalities in this category. Due to population numbers, the reported number of fatalities in this category is statistically low, thus conducting a reliable trend analysis is difficult based on the small sample size. Working with the partners in the VHSA and using focused outreach, Vermont is expected to continue reductions in this critical emphasis area. SHSO facilitates projects for teen education that include a Driver Instructor conference and Distracted Driving programs facilitated by the Youth Safety Council. Vermont added Critical Emphasis Area (CEA) 5 to Improve Younger Driver Safety (Under 25) in the 2017-2021 Strategic Highway Safety Plan. Drivers under 25 accounted for more than 30% of total crashes between 2011 – 2015.



Year	Drivers Age 20 or Younger	5-Year Average
2015	5	7.6
2016	3	6.8
2017	5	6.4
2018	8	5.6
2019	4	5.0
2020	7	5.4
2021*	5	5.8
2022**	4	6
*Projected based on current number.		
**Forecasted based on trendline		

Countermeasure Strategies in Program Area

Countermeasure Strategy
LE Education and Outreach
SA Education and Outreach
Data Collection

Countermeasure Strategy: LE Education and Outreach

Program Area: **Younger Drivers**

Project Safety Impacts

State and local law enforcement will provide an education effort focused on the critical and significant emphasis areas outlined in the Vermont SHSP by administering interactive presentations at schools (age and audience specific) and at community events to reach a broader public audience. The interactive presentations are built by the respective agency and may include a PowerPoint, rollover demo, mock crashes, impaired vision goggles, and other highway safety presentations. Evaluation tools such as pre and post surveys are used.

The goal is to increase driver knowledge and awareness of occupant protection, impaired, distracted, drowsy and aggressive driving, locally identified highway safety issues for bicyclists and pedestrians, and generally have a positive influence on negative highway safety behaviors.

Linkage Between Program Area

Traffic injuries and fatalities continue to be a problem throughout Vermont. Based on recent crash data, Vermont continues to experience problems with impaired driving, speed/aggressive driving, distracted driving and occupant protection. The problem identification data used in focusing the educational curriculum will be readily identifiable in the next driver attitude survey. Education and outreach, coupled with high visibility enforcement operations and other specifically designated national programs, such as the Click it or Ticket national mobilization, will have a measurable positive affect on the survey findings. Funding will be utilized to provide the physical resources to facilitate the education and outreach to the various communities served. It is also a goal of this initiative to create a statewide common curriculum to address many of the co-occurring problems throughout the State.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-402/406/407/408/412	Local Law Enforcement Community Education Programs
NH22402-409/NH22405D-020/NH22405E-606	Vermont State Police Traffic Safety Education Program

Planned Activity: Local Law Enforcement Community Education Programs

Planned activity number: NH22402-402/406/407/408/412

Planned Activity Description

Selected law enforcement agencies (LEAs) will implement local education programs focused on community traffic safety awareness. LEAs will work with youth and adults to reduce distracted, aggressive, and impaired driving and to increase occupant protection use as identified in the Strategic Highway Safety Plan.

. These projects are not counted as match for OP and DUI enforcement grants.

Grantees will participate in community-based events. These events include but are not limited to: education in local schools; high school driver's education classes; university events; summer fairs; safety programs; and other community events. Participating LEAs will employ peer reviewed curricula on distracted, aggressive, impaired, and drowsy driving as well as occupant protection use. Some LEAs will educate children and adults on pedestrian and bicycle safety and promote child seat safety and inspections in compliance with the Vermont Department of Health Child Passenger Safety Program.

All topics listed in each LEAs request are unique to the local community and address the needs of their community or region based on demographics and hazards of town streets, rural roads, and state highways.

Use of funds requested in this grant are: Travel to and from schools for Drivers Education classes and Bike Rodeos, Impaired Driving Summit, Simulator Transportation. Estimated up to four attendees to both LifeSavers and TSI classes. Supplies: Pens, Pencils, Markers, Chalk, Signs, Helmets, Sanitation Material for Simulators, Instructional Materials. Equipment: Laptop with Windows 10, Traffic cones, Traffic Signs, Replacement equipment as needed like speakers for educational presentations.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
LE Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-402	FAST Act NHTSA 402 SA	Chittenden County Sheriff's Dept.	\$30,000.00	\$7,5050.00	\$30,000.00
NH22402-406	FAST Act NHTSA 402 SA	Milton Police Department	\$8,431.00	\$2,108.00	\$8,431.00
NH22402-407	FAST Act NHTSA 402 SA	Orange County Sheriff's Dept.	\$12,000.00	\$3,000.00	\$12,000.00
NH22402-408	FAST Act NHTSA 402 SA	Rutland County Sheriff's Dept.	\$23,936.00	\$5,984.00	\$23,936.00
NH22402-412	FAST Act NHTSA 402 SA	Windham County Sheriff's Dept.	\$25,700.00	\$6,425.00	\$25,700.00

Planned Activity: Vermont State Police Traffic Safety Education Program

Planned activity number: NH22402-409/NH20405D-020/NH22405E-606

Planned Activity Description

FFY2022 will feature an elevated educational strategy undertaken by the Vermont State Police involving the creation and maintenance of driver's safety curricula. VSP seeks to educate on three fronts: 1) Creation of a standardized Administrator's Guide and driver's education curriculum for use by selected trainer-Troopers. This project sees potential adoption by law enforcement throughout Vermont; 2) Creation of a multi-stakeholder workgroup (Department of Public Safety, Department of Health, and Vermont's medical providers) with subsequent training development and roll-out to increase patient and provider awareness on medications and driving; 3) Creation of – and access to – highway safety directed training content for uniformed police officers. Then, message these training efforts more purposefully using dynamic public information campaigns in furtherance of deterrence.

1) Public Health / Public Safety workgroup: VT participated in an impaired driving collaborative sponsored by the National Governor's Association. One of the outcomes from this was identifying a blind spot in medications and driving patient education. Stage 1: Establish this workgroup with VDH, Pharmacy, UVM Medical School, Chief Data Officer, and public safety stakeholders; Stage 2: The goal of this workgroup would be to identify an effective training model to rollout to providers (problem identification, patient material, etc.); Stage 3: Develop the training program. Stage 4: Advertise this new program via joint press conference and solicit invitations from providers; Stage 5: Train providers (1-2 groups per quarter) provide material; Stage 6: Providers engage their patients on their own with this education. In the first year of this program, >500 patients could be educated via their providers. Community buy-in is a challenge for this project as this topic is a sensitive one. Using the diverse workgroup above, this sensitivity can be overcome. VSP is primed to engage this workgroup following this NGA collaborative.

2) Creation of a standardized curriculum guide for troopers to use for driver's education and youth programs. Currently, driver's ed programs are offered at the local level. VSP seeks to evolve the quality and credibility of these presentations by enhancing consistency in material and trainer ability. VSP has a good base program established but it isn't widely used (yet). Taking this format and standardizing it for others will expand the scope of this program's reach. VSP will use its existing network of VDTSEA teachers and local connections to advertise this enhancement. Media will be used to advertise and announce the enhancement. In 2022, VSP can train >10 Troopers in this material and contact potentially >500 pre-license drivers. One goal of this program is to directly impact the youth perception of harm surrounding cannabis.

3) Traffic Safety's Strategic Plan re-write requires elevated training for road members related to impacting the motorist in more purposeful ways for future deterrence. VSP can impact up to 150 uniformed Troopers and then thousands of motorists per year with this messaging. VSP will advertise this elevated training via press release and subsequent news stories. VSP is presenting on this pivot currently (Webinars) and access to education OT will allow them to expand this

scope further via printing intentional messaging to be distributed at the point of contact, and presentations at law enforcement training, VSP-hosted community forums and public forums.

All of these initiatives are specific and measurable:

- For our elevated in-service Trooper training: Number of Troopers trained, crash data before and after, area specific.
- For our public health / public safety workgroup: Rosters of meeting attendees, examples of training materials created, numbers of health care providers to whom medication and driving safety material / training was offered and disseminated.
- For our standardized driver's education administrator's guide and curriculum: Numbers of Troopers / officers trained in the material, numbers of pre-license drivers engaged, post-surveys by attendees describing what was learned and what was taken away.

Fund for this project include:

- Troopers, Sergeants and Lieutenants (implementation and training activities)
- Pharmacy liaison – Contractor to help with writing the curriculum
- Supplies
- Brochures, pamphlets, etc.
- Presentation pop-up displays
- HD Projector
- Audio Speakers
- Travel
- Lifesavers Conference 2022
- Assorted training opportunities FFY2022

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
LE Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405D-020	FAST Act 405d Impaired Driving Low	Vermont Department of Public Safety	\$34,485.00	\$8,621.00	
NH22402-409	FAST Act NHTSA 402 SA	Vermont Department of Public Safety	\$30,000.00	\$7,500.00	\$0.00
NH22405E-606	FAST Act 405e Comprehensive Distracted Driving	Vermont Department of Public Safety	\$38,970.00	\$9,743.00	

Countermeasure Strategy: SA Education and Outreach

Program Area: **Younger Drivers**

Project Safety Impacts

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs targeted to all age groups raise awareness of traffic safety laws, available resources and training, and general driver instruction. Outreach programs to schools, community groups, businesses, police departments, EMS providers, and the judicial community increase knowledge of traffic safety campaigns throughout the year and provide opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.

Linkage Between Program Area

Traffic injuries and fatalities continue to be a problem throughout Vermont. Based on recent crash data, Vermont continues to see problems with impaired driving, speed/aggressive driving, distracted driving and occupant protection. The problem identification data used in focusing the educational curriculum will be readily identifiable in the next driver attitude survey. Education and outreach coupled with high visibility enforcement operations and other specifically designated national programs, such as the Click it or Ticket national mobilization, will have a measurable positive affect on the survey's findings. Funding will be utilized to this end in providing physical resources to facilitate the education and outreach to the various communities served. It is also a goal of this initiative to create a statewide common curriculum to address many of the co-occurring problems throughout the State.

Rationale

This Countermeasure best fits the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-404	Teen Driver Educator Education Summit
NH22402-401	Project RoadSafe, Workplace Driver Safety
NH22402-410/NH22405D-022/NH22405E-604	Vermont Highway Safety Alliance
NH22402-400	Highway Safety Program Coordinator
NH22402-415	Youth Safety Council - Turn Off Texting Course
NH22402-411/NH22405D-023/NH22405E-603	Vermont Principals Association

Planned Activity: Teen Driver Educator Education Summit

Planned activity number: NH22402-404

Planned Activity Description

The annual day-long Summer Summit is a collaboration between the Highway Safety Office and the DMV, designed to provide a full day of professional development for driver educators (Agency of Education and DMV licensed). The conference will provide information on impairment surrounding the use of marijuana and alcohol and the effects each substance has on driving. Information on edibles will also be presented. The day will include presentations on bicycle and pedestrian safety as well as motorcycle and school bus awareness by the motor vehicle operator. There will be outdoor demonstrations relating to sharing the road with others. Another presentation will involve a panel of driver educators sharing what they do during their parent night presentations at their own schools. A presentation will be shared by two driver educators relating to traffic safety in other countries.

Outdoor activities and presentations will involve sharing the road with school busses, motorcycles, bicycles and pedestrians.

A handout from each of the presenters will be provided to all driver educator attendees for use in their classes. They expect to have 125 high school and private driver educators in attendance.

The conference allows for interactive time for driver educators to connect with each other, as well as pick up new materials and lesson plans to supplement their individual programs. Each year's planning includes a review of the past year's data, traffic safety issues, and instructor evaluations in order to identify the next conference's central theme. Participants receive personal development credit toward their driver educator required certification.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-404	FAST Act NHTSA 402 SA	Department of Motor Vehicles	\$7,575.00	\$1,894.00	\$7,575.00

Planned Activity: Project RoadSafe, Workplace Driver Safety

Planned activity number: NH22402-401

Planned Activity Description

The mission of Project RoadSafe is to help Vermont businesses create a safe mobile workplace for their drivers, decrease distracted driving, reduce impaired driving, increase the use of seatbelts, and help make Vermont highways safer. This includes classroom motor vehicle safety training for students in Technical Career Centers, on-site driver safety training for businesses who require their employees to drive for work.

In addition to the RoadSafe training and education curriculum, AGC plans to continue several collaborations with both public and private workplace driver safety-oriented organizations. AGC will continue their participation in business-related trade shows, conferences, and seminars. These include: VT Safety & Health Expo as well as the council Chapter training sessions; VT Insurance Agents Assoc; VT League of Cities & Towns; VT Truck & Bus Assoc; VDH Worksite Wellness Conference; Central VT Economic Development annual conference; VTrans Contractors Workshop; VT Highway Safety Alliance annual conference; VT Utility Safety Conference; VADA annual meeting; CSA quarterly safety meetings; Alive @ 25 classes, DDC-4 classes; and other opportunities that may arise.

AGC plans to continue use of their electronic newsletter, update, and reprint previously SHSO-approved brochures. These brochures and other highway safety materials will be distributed at their booth at trade shows/conferences and use various forms of social media as well as the AGC/VT Magazine (BuildBoard), and marketing materials.

Planned Activities:

- Participate in at least 6 company safety days
- Conduct 2 National Safety Council DDC-4 classes
- Conduct 8 National Safety Council Alive @ 25 classes for technical career centers
- Conduct 6 Professional Truck Driver Awareness Courses
- Introduce Alive @ 25 to two additional career centers for about 20 participants
- Driver Safety Training Classes
- Roadsafe Page of the AGC/VT website
- Training Materials approved by NHTSA
- Outreach and education efforts via trade shows and conferences
- Applicable Project Roadsafe activities for Project Roadsafe Director, bookkeeper, web administrator, and pro-driving instructor

Fatal Crash Data	2021*	2020	2019	2018	2017	2016	2015
Crashes involving a large truck/bus)"involving" does not imply "fault")	2	4	10	6	3	5	4

Data Source: VT FARS and VTrans database

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-401	FAST Act NHTSA 402 SA	Associated General Contractors of VT	\$75,000.00	\$18,750.00	\$75,000.00

Planned Activity: Vermont Highway Safety Alliance

Planned activity number: NH22402-410/NH22405D-022/NH22405E-604

Planned Activity Description

In accordance with NHTSA's *Countermeasures That Work*, Ninth Edition, 2017, the VHSA proposes implementation of localized and statewide targeted educational campaigns which includes participating in exhibits, fairs, professional conferences, school and workplace safety days, a public service announcement contest, social media campaigns, and community safety events. NHTSA recommends that media campaigns and education be a standard part of every State's efforts to reduce crashes caused by behavioral issues. The VHSA utilizes its members and partnerships at events to reach the target audiences and maximize the subject matter experts for the CEAs addressed. The four critical emphasis areas selected for targeting enforcement and education are 1) impaired driving, 2) distracted driving, 3) seat belt use, and 4) speed and aggressive driving. Other targeted emphasis areas include bicycle and pedestrian safety, motorcycle safety, and age-appropriate solutions. The VHSA leverages opportunities for earned media, including social media marketing in cooperation with its partners, in addition to paid social media. VHSA develops and implements strategic outreach programs designed to change driver behavior using the guidance of source data and strategies from NHTSA, FHWA, GHSA, NSC (Road to Safety), and the SHSO, among others. The VHSA maintains a public presence and serves as a central resource for driving safety reports and information.

The VHSA continues to expand its social media presence to maximize education and community outreach and increase membership and partnerships through outreach and networking.

The VHSA provides its stakeholders with resources to further education, training and access to highway safety advocates through coordination and planning of focus groups, board meetings and a yearly conference.

In addition, the VHSA works to:

- Strengthen public understanding of the importance of seat belt use and seat belt laws; promote the Be Seat Smart program to help increase proper use and installation of child safety restraints; and continue education for pedestrians, bicyclists, and motorcyclists;
- Increase public awareness of impaired driving and its associated dangers, and promote programs to educate individuals and organizations charged with addressing impairment issues;
- Increase public awareness on what defines distracted driving and its associated laws and dangers;
- Increase public awareness on what defines speeding and aggressive driving and its associated laws and dangers;
- Educate young drivers in an effort to establish safe driving habits from the start;
- Maintain a website with highway safety resources and reference material for partners and the public;
- Distribute a monthly newsletter to five hundred (plus) safety advocates; and

- Maintain a Facebook page for highway safety.

Use of funds requested in this grant:

- Tabling at safety events
- Educational materials
- Social media marketing
- Registration fees and travel costs for VHSA members to attend conferences
- Venue costs, supplies, speaker fees and travel for the VHSA Annual Conference
- Executive Director position

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH22405D-022	FAST Act 405d Impaired Driving Low	VHSA	\$54,723.00	\$13,681.00	
NH22402-410	FAST Act NHTSA 402 SA	VHSA	\$40,000.00	\$10,000.00	\$40,000.00
NH22405E-604	FAST Act 405e Comprehensive Distracted Driving	VHSA	\$20,000.00	\$5,000	

Planned Activity: Vermont Principals Association

Planned activity number: NH22402-411/NH22405D-023/NH22405E-603

Planned Activity Description

A strategic partnership with the Vermont Principals’ Association (VPA) will greatly assist VTrans in the education of teen drivers in the areas of Distracted Driving, Occupant Protection, Impaired Driving (males, holiday-related), and Speed. The VPA will support VTrans’ mission of reducing teen injuries and fatalities through the creation of a school-based, sports marketing campaign to

provide a valuable access point to key target markets, specifically drivers age 20 or younger, with a statewide reach. Through creative education and outreach communication methods, the VPA will work to positively influence the student-athletes while reaching the students' day-to-day influencers, too. These influences include: administrators, coaches, parents, and fans within our state spanning VPA community.

Our program will utilize effective content from VTrans/Drive Well Vermont and NHTSA and create unique content that resonates with our schools, sports, and activities. We will maximize contributions from SHSO staff members, highway safety supporters, and our partners/schools as we strive to modify behaviors, reduce injuries, save lives, and improve highway safety.

Sports Marketing programs grow in effectiveness over time, as loyal fans, attendees, and participants perceive a partner as being a consistent presence. This project will jumpstart a campaign that can be carried on and grow for years to come with many positive impacts. The VPA's mission is to provide educational opportunities for students through interscholastic athletics and activities by supporting learners and leaders in high schools statewide.

Use of funds requested in this grant:

- Signage at 45 VT Principals Association Championship events
- Public Address Announcements
- Printed Materials (pre-approved by SHSO/NHTSA)
- Social Media
- Event Attendance to include hosting an interactive exhibit
- Conduct Surveys or Simulations

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH22405D-023	FAST Act 405d Impaired Driving Low	VT Prin Assoc	\$10,000.00	\$2,500.00	

NH22402-411	FAST Act NHTSA 402 SA	VT Prin Assoc	\$10,000.00	\$2,500.00	\$10,000.00
NH22405E-603	FAST Act 405e Comprehensive Distracted Driving	VT Prin Assoc	\$10,000.00	\$2,500.00	

Planned Activity: Highway Safety Program Coordinator

Planned activity number: NH22402-400

Planned Activity Description

Program coordination is provided by three staff members who ensure the SHSO policies are followed, enforcement strategies are effective, and awardees are compliant with best practices. The coordinators review grant documents and ensure that financial transactions are properly filed, documented, and accurately reported. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development, and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-400	FAST Act NHTSA 402 SA	VTrans Staff	\$80,000.00	\$20,000.00	\$0.00

Planned Activity: Youth Safety Council - Turn Off Texting Course

Planned activity number: NH22402-414

Planned Activity Description

The Turn Off Texting demonstration raises awareness about the dangers of distracted driving by putting students behind the wheel of a golf cart to navigate a course of cones while texting. Alternately, an advanced driving simulator is used to provide near real-world distracted driving experience. In each setting, student drivers learn that the consequences of distraction include hitting cones (pedestrians or pets), or more realistic obstacles and victims in the driving simulator.

The demonstration is provided free of charge in Vermont through a grant from the SHSO and support from sponsors. The program visits 40 or more Vermont schools or community events during each presentation season. Up to a dozen students per hour have first-hand exposure to the dangers of distracted driving at each Turn Off Texting presentation.

With distraction arising from selecting music, navigation, texting or phoning and many other activities inside a car, it is critical that young drivers learn the danger of losing focus while driving. Distraction is a harmful choice, but only a theoretical one until a student driver “lives through it” and experiences the dangers first-hand, an opportunity that Turn Off Texting safely provides.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-415	FAST Act NHTSA 402 SA	Youth Safety Council	\$50,000.00	\$12,500.00	\$50,000.00

Countermeasure Strategy: Data Collection

Program Area: **Younger Drivers**

Project Safety Impacts

To understand values, beliefs, and attitudes regarding engagement in behaviors that impact the traffic safety of others thereby creating a culture that achieves greater improvements in traffic safety.

Linkage Between Program Area

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-416/NH22405D-025	Annual Attitude Survey

Planned Activity: Annual Attitude Survey

Planned activity number: NH22402-416/NH22405D-025

Planned Activity Description

The Annual Attitude survey will be conducted to measure public attitudes and knowledge in support of or as a result of occupant protection, impaired and distracted driving, child passenger safety, speed and aggressive driving and other highway safety programs or initiative. The survey tool will remain with the NHTSA recommended design but will be conducted via a web-based survey.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Data Collection

Funding sources

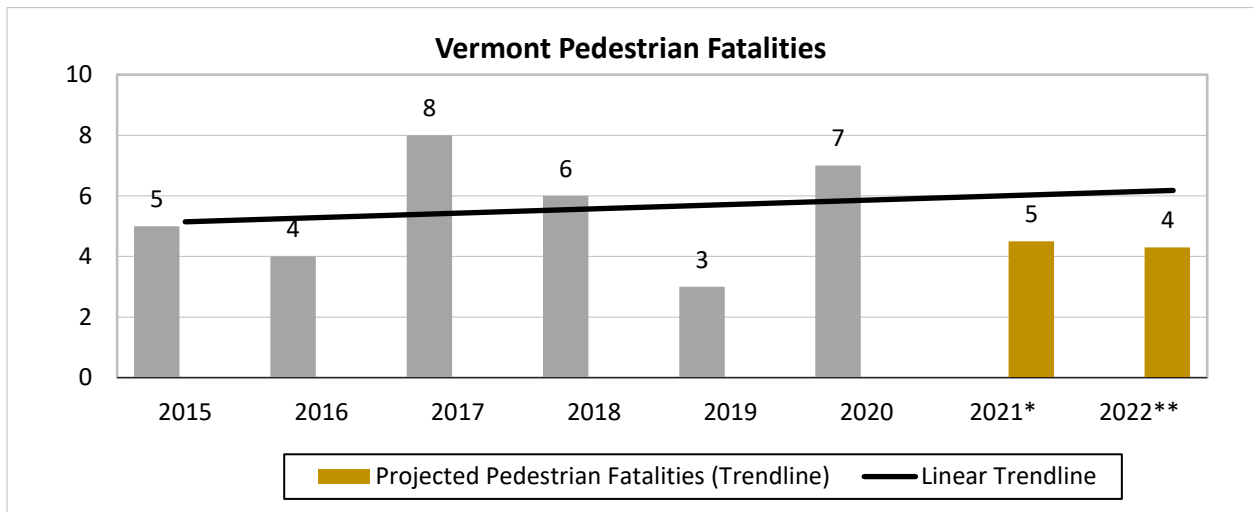
Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-416	FAST Act NHTSA 402 SA	TBD	\$12,000.00	\$3,000.00	
NH22405D-025	FAST Act 405d Impaired Driving Low	TBD	\$10,000.00	\$2,500.00	

Program Area: Vulnerable Users

Associated Performance Measures – C-10) Number of pedestrian fatalities (FARS)

Goal: To reduce the number of Pedestrian Fatalities by 3.80% from the five-year average of 5.2 in 2015 – 2019 to 5.0 through December 31, 2022.

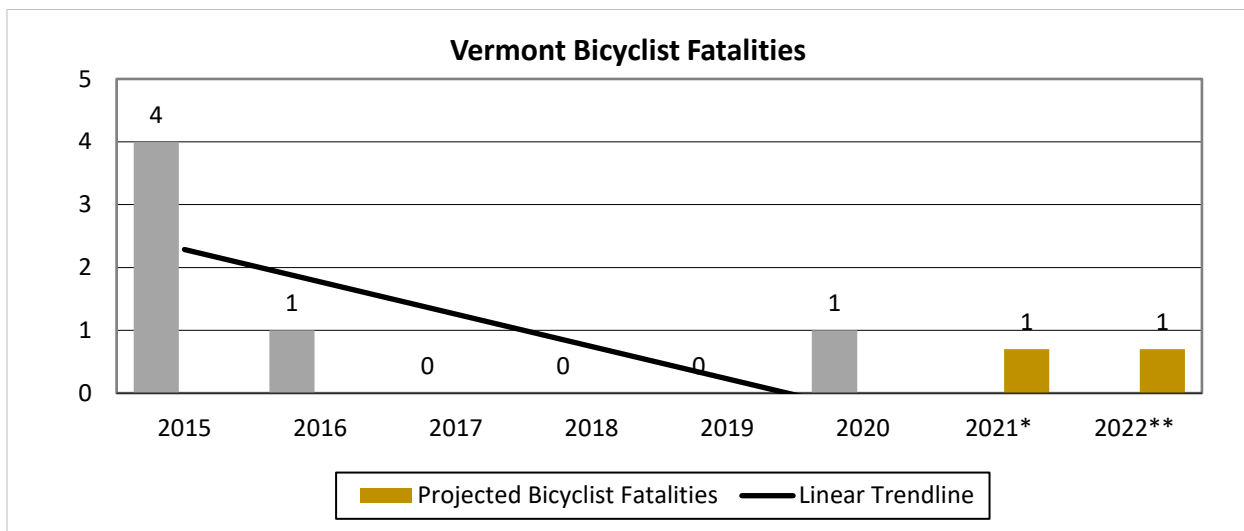
In 2020, 7 pedestrians died on Vermont roads and the most recent five years is trending toward 6 pedestrian deaths per year. This goal is in line with the 2017-2021 SHSP. SHSO will continue to use data to monitor any developing trends in this fatality category. SHSO staff will work with VHSA partners to provide education and outreach to achieve this projection. The VTrans Bike and Pedestrian division leads the statewide safety effort with support from the SHSO.



Year	Pedestrian Fatalities	5-Year Average
2015	5	6.0
2016	4	6.0
2017	8	5.6
2018	6	5.6
2019	3	5.2
2020	7	5.6
2021*	5	5.8
2022**	4	5.0
*Projected based on current number.		
**Forecasted based on trendline		

Associated Performance Measures: C-11) Number of bicyclist’s fatalities (FARS)

GOAL: To reduce the number of Bicycle Fatalities 40% from the five-year average of 1.0 in 2015 - 2019 to 0.60 through December 31, 2022. The core performance measure for bicyclist safety is to approach zero bicycle fatalities. Following an unexpected spike in early 2015 the state-initiated projects to ensure bicycle safety: Road Diets (adding bicycling lanes, by decreasing vehicle lanes), share the road messaging, bike rodeos facilitated by local law enforcement and encouraging helmet use, an increase in Rail Trail use (encouraging bicyclists to use the rail trail versus traveling on roads) and other statewide initiatives by Local Motion and the Vermont Department of Health. SHSO believes this goal of reducing our 2015-2019 Bicycle Fatalities to a five-year average of 0.6 is achievable.



Year	Bicyclist Fatalities	5-Year Average
2015	4	0.8
2016	1	1.0
2017	0	1.0
2018	0	1.0
2019	0	1.0
2020	1	0.4
2021*	1	0.4
2022**	1	0.6
*Projected based on current number.		
**Forecasted based on trendline		

Countermeasure Strategies in Program Area

Countermeasure Strategy
SA Education and Outreach
Data Collection

Countermeasure Strategy: SA Education and Outreach

Program Area: **Vulnerable User**

Project Safety Impacts

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs targeted to all age groups raise awareness of traffic safety laws, available resources and training, and general driver instruction. Outreach programs to schools, community groups, businesses, police departments, EMS providers, and the judicial community increase knowledge of traffic safety campaigns throughout the year and provide opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.

Linkage Between Program Area

Traffic injuries and fatalities continue to be a problem throughout Vermont. Based on recent crash data, Vermont continues to see problems with impaired driving, speed/aggressive driving, distracted driving and occupant protection. The problem identification data used in focusing the educational curriculum will be readily identifiable in the next driver attitude survey. Education and outreach coupled with high visibility enforcement operations and other specifically designated national programs, such as the Click it or Ticket national mobilization, will have a measurable positive affect on the survey's findings. Funding will be utilized to this end in providing physical resources to facilitate the education and outreach to the various communities served. It is also a goal of this initiative to create a statewide common curriculum to address many of the co-occurring problems throughout the State.

Rationale

This Countermeasure best fits the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-405	Local Motion
NH22402-414	Vermont Department of Health - Road Users Group

Planned Activity: Local Motion

Planned activity number: NH22402-405

Planned Activity Description

Local Motion is a member-supported non-profit organization dedicated to helping Vermont communities become safe and welcoming places to bike and walk. The SHSO has funded Local Motion’s work with the Safe Routes for All Network, a broad-based campaign led by Local Motion and engaging local governments and other non-profits from across Vermont to provide bike/pedestrian education and outreach. Local Motion continues to strategically build a statewide network of local partners to utilize the existing “toolkit” of education, activities and materials developed by Local Motion. The continuing goal for this expanded network is to reduce bike-pedestrian/motor vehicle crashes by increasing rates of walking/biking and building a culture of respect on our streets and sidewalks. The philosophy is that everyone has a part to play—cyclists, pedestrians, and motorists alike. Based on their data-driven approach, Local Motion will provide training and technical assistance in the use of the “toolkits,” programming, and education strategies and resources to identified communities, thus developing local capacity to promote safe biking and walking.

Success is measured by the number of participants that receive training and instruction on bike and pedestrian safety, and over time, by the increase in reported numbers of people walking/biking/rolling on our roadways. There are a few areas of work where people are trained: Learning Network, teachers in Bike Smart curriculum, children on bike skills, the general public on rules of the road, and even to LEOs. Although there is not an estimate on how many people will be trained in all categories it is estimated that 20 law enforcement officers will attend these training with up to 40,000 training hours being offered.

Activity Name	Start Date	End Date
Fall, winter, Spring and Summer Safety Outreach	10/1/2021	09/30/2022
LEO walk/bike programs	10/1/2021	09/30/2022
Bike Smart Trailer Fall Season	10/1/2021	11/30/2021
Technical Support to Communities	10/1/2021	09/30/2022
Fall College Student Bike Safety Event (Exact date TBD)		
School Travel Plan Development	10/1/2021	09/30/2022
Bike Smart Trailer Spring Season	03/20/2022	06/15/2022
Spring College Student Bike Safety Event (Exact date TBD)		
Bike Smart Trailer Summer Season	06/20/2022	08/31/2022

Safe Routes to School Annual Meeting (Exact date TBD)		
Helmet distribution events with partners	10/1/2021	09/30/2022
Safety Educational Campaigns	10/1/2021	09/30/2022
Support walk/bike Committees and Partners	10/1/2021	09/30/2022
Develop and Provide learning Network Content	10/1/2021	09/30/2022

Costs under this planned activity include allowable expenditures for program coordinator activities and travel. Costs may also include supplies and general expenditures for operating costs e.g., postage, web tools and support.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education and Training
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-405	FAST Act NHTSA 402 SA	Local Motion	\$75,000.00	\$18,750.00	\$75,000.00

Planned Activity: Road Users Group

Planned activity number: NH22402-414

Planned Activity Description

Education for people walking and driving is critical to ensure that everyone on the road safely shares the space. Public messaging targeting specific audiences can help ensure that all road users understand their rights and responsibilities when using Vermont roadways.

This program utilizes the pedestrian safety action items in the Vermont SHSP and implements several recommended strategies currently used in other states to reduce pedestrian fatalities and

serious injuries. The program uses data analysis mapping to identify high-risk zones, along with pedestrian safety assessments/road safety audits, and community input to reduce the risk of serious injury or death. The program will initiate public information campaigns, and educational outreach in high-risk areas and work to form strategic partnerships with universities and other organizations and agencies.

In addition to implementing recommended strategies, the program will complement public health approaches to pedestrian safety and injury prevention. This will be accomplished by promoting general safety policy through education and public awareness campaigns that support pedestrian safety, implementing a statewide pedestrian education program for school-aged children, creating safe walking routes for older adults, and conducting law enforcement training specific to protecting vulnerable road users. By utilizing Vermont Department of Health networks, VDH will promote safe walking and biking activity throughout Vermont.

The program staff will collaborate with existing and new partners, raising awareness through education, shared resources, communication, and outreach expertise to support communities in teaching Vermonters about safe walking and driving. The program will coordinate with Local Motion and regional Safe Routes to School (SRTS) representatives, provide on-going training and assistance to SRTS representatives around walking and biking safety, and develop resources for the SRTS and Watch For Me VT websites. The program will also reach out to partners who serve vulnerable Vermonters, including older adults, people with disabilities, and people who ride the bus, to provide education on pedestrian and transportation safety.

This year VDH will expand the RUG to include older driver safety. With age come changes in physical, mental and sensory abilities that can challenge a person's continued ability to drive safely. The VDH has an established relationship with medical professionals and this project will supplement current practices.

Key activities will include:

- Continue the public information campaign on pedestrian safety and Sharing the Road, Watch For Me VT
- Educational outreach work with communities to implement pedestrian-friendly changes to high-risk zones, such as school zones
- Expansion of the program to include older driver safety through supporting medical professionals with educational materials

Costs under this planned activity include allowable expenditures for program coordinator activities and travel. Costs may also include supplies and general expenditures for operating costs e.g., postage and support.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-414	FAST Act NHTSA 402 SA	Department of Health	\$89,807.00	\$22,452.00	

Program Area: Distracted Driving

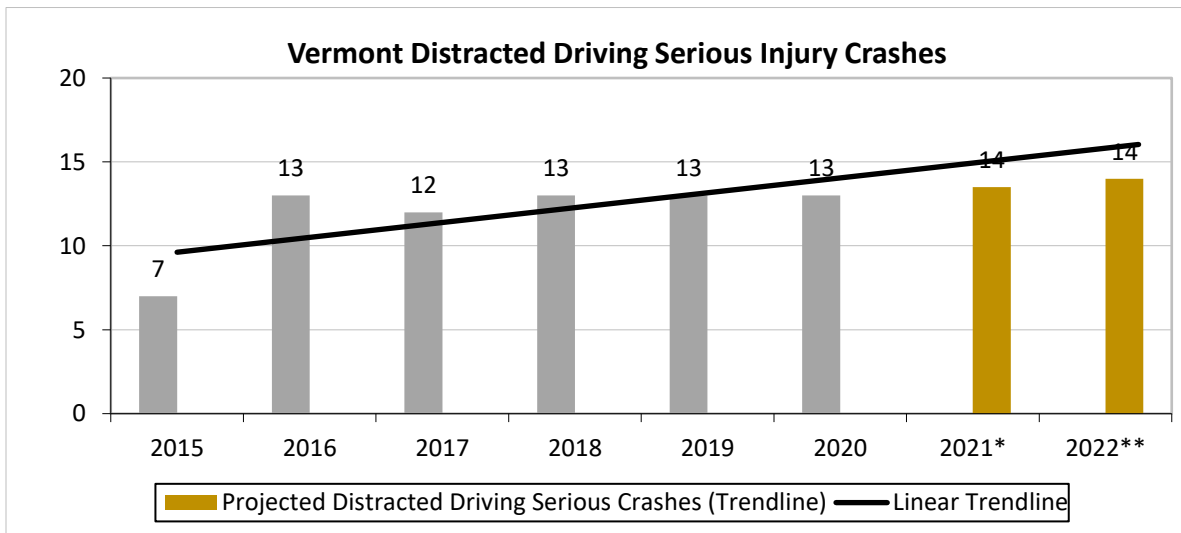
Associated Performance Measures - C-12) Number of Distracted Driving Serious Bodily Injury Crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-12) Number of Distracted Driving Serious Bodily Injury Crashes (FARS)-2022	Numeric	11.6	5 Year	2018

Performance Target Justification

GOAL: To maintain the number of Distracted Driving serious bodily injury crashes at five-year average of 11.6 in 2015 - 2019 through December 31, 2022. This new core performance measure for Distracted Driving (DD) was put into place to approach zero fatalities and SBI crashes. The goal to maintain the number of DD SBI crashes will be accomplished through understanding where localized problems are through a new DD survey, along with a new social media campaign targeting younger/Millennial drivers and other DD initiatives. The state of Vermont has been projecting a steady increase in DD SBI crashes since 2015 and so a goal to maintain will be challenging.



Year	Distracted Driving Serious Injury Crashes	5-Year Average
2015	7	10.0
2016	13	10.8
2017	12	11.6
2018	13	10.8
2019	13	11.6
2020	13	12.8
2021*	14	13.0
2022**	14	13.4
*Projected based on current number.		
**Forecasted based on trendline		

Countermeasure Strategy: Data Collection

Program Area: **Distracted Driving**

Project Safety Impacts

To understand values, beliefs, and attitudes regarding engagement in behaviors that impact the traffic safety of others thereby creating a culture that achieves greater improvements in traffic safety.

Linkage Between Program Area

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405E-605	Annual Distracted Driving Survey

Planned Activity: Annual Distracted Driving Survey

Planned activity number: NH22405E-605

Planned Activity Description

The vendor will oversee a distracted driving observational survey to evaluate handheld device, blue tooth or manipulation of a device on Vermont roadways. This survey will be performed in an agreed timeframe that should remain consistent from year-to-year. The vendor will also compile and analyze the survey data to calculate data. Finally, the vendor will provide comprehensive narrative reports summarizing all activities undertaken for the observation surveys, identifying any differences among regions, vehicle types, gender, days of the week, types of distraction, time of day and drivers. The Distracted Driving survey will be a full statewide survey and should be administered and where appropriate be reported in a similar methodology to the NHTSA Uniform Criteria for State Observational Surveys.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Data Collection

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405E-605	FAST 405e Comprehensive DD Flex	TBD	\$80,000.00	\$20,000.00	

Countermeasure Strategy: Distracted Driving Enforcement

Program Area: **Distracted Driving**

Project Safety Impacts

Crash location maps and other data will be used to target areas and roadways for enforcement on Vermont's major routes, consistent with the TSEP model.

To increase the enforcement of distracted driving laws in select work zones across the state using grant funding for overtime enforcement and maintenance of safe work zone environments.

Combining reinforcement of strict and uniform adherence to procedures with reduced speed limits will help create a systematic approach to the use of law enforcement within highway work zones.

Linkage Between Program Area

In 2009, Vermont passed the first law regulating texting while driving, and in 2014 the law was expanded to outlaw the handheld use of an electronic device while operating a motor vehicle. From 2009 to 2019, the number of tickets issued for these violations increased, but 2020 saw a dramatic decline of the tickets issued for distracted driving violations. In 2020, 2,348 distracted driving tickets were issued, which is a drop from 2019 when 4,228 tickets were issued for these same violations. The decrease in tickets issued is attributed to the COVID-19 pandemic which severely hampered law enforcements efforts to perform pro-active highway safety patrols. The restriction on patrols resulted in the reduction in the total number of all tickets issued statewide.

Reducing crashes that are the result of and distracted driving is a priority for the Vermont SHSO.

Work zone safety is a concern for the State of Vermont. While the number of fatal work zone crashes in Vermont falls below the national average, increasing numbers of workers and motorists are injured in work zones every year. There were 251 work zone crashes in Vermont from 2010 to 2014. Vermont's SHSP classified work zone safety as an area of significant emphasis. Work zones are inherently more hazardous for motorized and non-motorized traffic due to unexpected situations, such as drivers not heeding speed reduction warnings, distracted drivers and traffic congestion. Vehicles and pedestrians are moved out of their normal patterns and when confronted by equipment or flaggers, often stop abruptly in traffic. In this type of precarious environment, excess speed and distracted driving carry even more potential to result in destructive consequences.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405E-103-127	Vermont State Police Local LEA Distracted Driving Enforcement

Planned Activity: Vermont State Police and Local LEA Distracted Driving Enforcement

Planned activity number: NH22405E-103-127

Planned Activity Description

Law enforcement agencies working under the Distracted Driving grant carry out periodic waves of highly visible law enforcement activity intended to decrease distracted driving, in addition the subrecipients are expected to conduct ongoing patrols that occur during the performance period of the grant based on their analysis of crash data, with the objective of enforcing distracted driving laws. Law enforcement agencies will focus on, but not limit their work to, targeted roadways in areas that are selected based on crash data.

Agencies will conduct ongoing and periodic supplemental traffic enforcement activities to decrease distracted driving. Enforcement strategies may include the following activities: spotter

patrols, high-visibility saturation patrols, roving patrols, directed patrols and national mobilizations, focusing efforts in work zones, school zones, safety corridors and in targeted roadways/problem locations.

This project also includes the regional enforcement projects found in the OP and Impaired driving sections of this document. These include Rutland County Sheriff’s Department, Chittenden County Sheriff’s Department, Vergennes Police Department and Windham County Sheriff’s Department.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Distracted Driving

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405E-103-127	FAST 405e Comprehensive DD	State Police and Local Law Enforcement	\$789,993.00	\$197,499.00	
NH22405E-700-724	FAST 405e Comprehensive DD Flex	Equipment for State Police and Local Law Enforcement	\$349,786.00	\$87,447.00	

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Description and Analysis of State's Impaired Driving Problem

Vermont is committed to applying an evidence-based design to all aspects of its impaired driving programs. A review of impaired driving fatality data reveals that of the 57 fatal crashes in 2020: 11 involved operators suspected of driving under the influence of alcohol only; 13 involved an operator suspected of driving under the influence of drugs only; and 6 involved operators suspected of driving under the influence of both alcohol and drugs. Of the 57 fatal crashes, 12 drivers tested positive for Delta-9 THC, the active cannabinoid in marijuana. In total, 61 deaths, or 49% of all fatalities on Vermont highways in 2020 were attributable to impaired drivers.

The data discloses that approximately half of the fatalities in Vermont are substance related. In refining that further, close analysis reveals that alcohol is not the sole impairing substance that is causing death on Vermont highways. However, the linear trend line of alcohol-impaired fatalities in Vermont is descending, albeit at a slow, gradual rate. The gradual decrease is of some import when looking at long-term projections and when coupled with the legislative act of legalizing another impairing substance that will be affecting the traveling public in Vermont. As reflected below, our alcohol fatality rate is trending at par with our five-year average and consistent with the projected rate in 2022.

A closer analysis of the data above, when viewed in conjunction with the information below, gives insight to specific problem areas within the state. For instance, the six counties with the highest number of Alcohol Related Serious Bodily Injury Crashes (ARSBI crashes) where the BAC of the operator $\geq .08$ were Chittenden, Addison, Windham, Bennington, Washington, Windsor and Franklin. Not coincidentally, those counties are some of the most populous counties, with the highest traffic volume in the State. Chittenden county, the state's largest county, had the highest number of ARSBI crashes at 65. Whereas the five other listed counties had SBI crashes numbering between 19-32.

Motorcycle Enforcement

The staff of the VT SHSO subscribes to a data driven approach to enhance all aspects of traffic safety.

Historically, since the first Click It or Ticket (CIOT) campaign in 2002, Vermont has delivered quality multi-level educational and enforcement activities, including participation in all three major NHTSA mobilizations each year. Motorcycle enforcement overlaps with these campaigns in May (Motorcycle Awareness Month) and the September Labor Day campaign and includes other targeted events during the summer riding season.

There are many motorcycle events in or around Vermont during the summer riding season, but three of these events directly impact traffic. The motorcycle races in Laconia, New Hampshire in June bring considerable traffic through the southern half of Vermont. In addition, groups from the greater New York capital district and western New York travel across New York Route 7 to Vt. Route 9 into Bennington and then on to New Hampshire. Multi-agency saturation patrols and

checkpoints are activated more for the appearance of omni-presence than enforcement. Local restaurants, pubs and bars benefit from increased activity beginning on the Thursday before the (weekend of the) races and continuing for the next week. Some DUI and drug possession cases are generated, and traffic offenses increased. The Police Departments in Bennington, Wilmington, and Brattleboro frequently communicate when large groups move from one area to the other so that the agencies can plan for increased traffic. In recent years, the volume of traffic has slightly decreased, but remains heavy enough to warrant attention.

During the Killington Classic, motorcyclists from all over the country have a ride-in followed by a “camp-in” in the Killington Base Lodge area. There is a bike show and swap event. After a day or two, the participants travel in one very large group into Rutland City. The Rutland Police lead the group down the mountain to U.S. Rt. 4 and then into the city. The participants then meet at various restaurants for dinner and then disperse to other locations. This is a very well planned/managed operation and other than the impact of several hundred motorcycles on Rt. 4 at one time, police presence and route structure promote enhanced safety during these sessions.

Franklin County in the northwest corner of the state and Orange County in the north-central part of the state continue to benefit from increased, coordinated enforcement efforts in response to impaired operators of motorcyclists. When the border opens again the State will see an influx of motorcycle traffic on Interstate 89 near the Canadian border with motorcycles traveling to and from the motorcycle events in Laconia, New Hampshire.

In addition to the above, the SHSO assists County Sheriffs’ departments, municipal agencies and the VSP by awarding enforcement grants. These grants cover year-round enforcement and offer grantee agencies opportunities to target specific community events in addition to mobilizations.

Data Analysis:

Each year the SHSO uses the following crash data to prioritize allocation of resources. The review team looks at statewide trends. In addition, during the application process, law enforcement agency performance and Impaired Driving activity data is reviewed and documented on detailed maps specific to each jurisdiction.

Alcohol Impaired Table 1

Vermont Highway Crashes by County: All Crash Types where Operator BAC = > 0.08

County:	2013	2014	2015	2016	2017	2018	2019	2020
Addison	26	12	16	24	19	20	12	14
Bennington	32	27	25	27	30	23	29	12
Caledonia	11	11	10	14	7	16	13	8
Chittenden	85	67	88	73	59	65	66	36
Essex	2	3	1	4	2	2	2	2
Franklin	27	21	32	19	23	18	12	16
Grand Isle	6	4	7	3	4	6	7	1
Lamoille	17	18	19	24	20	16	16	17

Orange	19	13	17	18	17	10	11	6
Orleans	15	10	9	5	12	11	9	15
Rutland	38	26	34	38	26	7	16	21
Washington	26	11	18	32	21	19	23	19
Windham	39	31	44	38	32	28	24	30
Windsor	33	31	39	30	20	28	28	18
Total:	376	285	359	349	292	269	268	215

Driver Counts, where BAC =>0.08

Month:	2013	2014	2015	2016	2017	2018	2019	2020
January	26	21	38	36	23	16	25	12
February	30	22	21	24	28	26	15	12
March	40	24	33	37	21	15	14	16
April	21	24	22	26	20	19	15	10
May	29	23	26	33	24	20	18	18
June	36	27	29	32	25	23	28	21
July	32	28	21	27	26	31	30	28
August	41	22	36	24	24	23	23	18
September	34	29	23	21	26	25	29	32
October	20	22	37	34	14	26	27	14
November	31	26	33	26	28	17	17	11
December	36	17	40	29	33	28	27	23
Total:	376	285	359	349	292	269	268	215

Driver Counts, where BAC =>0.08

Sex:	2013	2014	2015	2016	2017	2018	2019	2020
Female	110	82	126	98	77	67	77	65
Male	264	201	233	250	214	200	188	149
Not Reported	2	0	0	0	0	0	0	0
Unknown	0	2	0	1	1	2	3	1
Total:	376	285	359	349	292	269	268	215

Fatal Crashes Only, Driver Counts, where BAC =>0.08

County:	2013	2014	2015	2016	2017	2018	2019	2020
Addison	0	0	2	0	1	3	0	1
Bennington	0	1	1	3	1	1	0	0
Caledonia	0	0	1	2	0	1	1	0
Chittenden	2	1	2	2	2	1	1	1
Essex	1	0	0	0	1	0	1	0

Franklin	2	1	4	4	1	3	0	2
Grand Isle	0	0	0	1	0	0	0	0
Lamoille	1	0	0	2	1	0	1	1
Orange	3	0	1	0	0	0	0	0
Orleans	2	2	0	0	3	0	2	2
Rutland	2	1	2	3	2	1	0	1
Washington	1	0	1	1	0	1	0	4
Windham	0	0	0	4	1	2	0	2
Windsor	1	0	0	2	2	0	2	0
Total:	15	6	14	24	15	13	8	14

Vermont Impaired Driving Strategies

- Encourage Law Enforcement Agencies (LEAs) throughout the state to participate in National impaired driving enforcement campaigns, such as “Drive Sober or Get Pulled Over.”
- Provide instructive assistance to potential subgrantees by offering a grant training workshop prior to the submission of their grant application in GEARS.
- Support programs for the education of younger drivers regarding the dangers of driving while impaired and the laws affecting those age groups.
- Work with the Department of Motor Vehicles to support driver education programs, reinforcing impaired driving laws.
- Promote the expansion of WebCrash to map impaired driving crashes, and to forecast emerging impaired driving trends.
- Provide the Vermont Forensic Laboratory with funding for the necessary supplies, and staff training, to facilitate the analysis of impaired driving related evidentiary samples.
- Support the Traffic Safety Resource Prosecutors and the Judiciary training program.
- Continued support of the expansion of the Drug Evaluation and Classification Program (also referred to as the Drug Recognition Expert or DRE program) to provide more flexible statewide coverage.
- Provide support for Advanced Roadside Impaired Driving Enforcement (ARIDE) training to serve as prerequisite to those that may choose to enter the DRE program.
- Promote initial Standardized Field Sobriety Testing training for new police officers and SFST updates for those already certified, enabling them to keep current.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2022	5 Year	13

Countermeasure Strategies in Program Area

Countermeasure Strategy
DRE, ARIDE and SFST Program management and training
High Visibility Enforcement
Highway Safety Office Program Management
ID Supporting Enforcement
Laboratory Drug Testing Equipment
Prosecutor Training

Countermeasure Strategy: DRE, ARIDE and SFST Program management and training

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The Vermont Criminal Justice Council (VCJC), through the Vermont Police Academy, will be responsible for developing and maintaining statewide advanced levels of officer training and certification in various impaired driving programs which include but are not limited to: SFST, ARIDE, DRE, and basic DUI enforcement. Law enforcement agencies and the Vermont Police Academy may not have current, functional equipment for breath testing enforcement and training. VCJC will administer and support leadership for the DRE Program.

The VCJC will enhance the quality and the number of training opportunities offered for basic DUI enforcement courses, ARIDE, SFST, (basic program and refresher courses) and to provide oversight of the state’s DRE Program.

Linkage Between Program Area

Impairment by alcohol, drugs or both was a contributing factor in approximately one-half of last year’s fatal crashes in Vermont. The state has a need for impaired driving training programs that are readily available to Vermont law enforcement officers to aid them in successfully detecting, processing and ultimately prosecuting DUI offenders.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405D-017/ NH22164-132	VPA Impaired Driving Grants
NH22405D-013/014/015/016	DRE Call-out Pay

Planned Activity: Vermont Police Academy Impaired Driving Grants

Planned activity number: NH22405D-017/ NH22164-132

Planned Activity Description

There are 1430 Level-III and 324 Level-II certified officers in VT. 673 officers are trained in ARIDE and 49 are certified DREs. Most officers have been certified in DUI/SFST, but many have not received SFST refresher training since the beginning of their career. The VCJTC is striving to address these concerns by providing a training coordinator (TC) with statewide impact to act as a focal point for all impaired driving training efforts. Having a dedicated subject matter expert to oversee this enables VCJTC to make certain that these trainings remain a priority, the most up-to-date curricula are utilized, and instructors are held to high standards.

VT's DUI program is 40 hours, including 24 hours recommended by NHTSA plus "Intro to Drugged Driving" and certification in the use of infrared breath-testing equipment. Students must pass a written exam with a score of 80% or better and demonstrate proficiency in SFSTs and in use of both preliminary and evidentiary breath-testing equipment. TC facilitates accurate record keeping and issuing of VCJTC certifications, records of which are commonly subject of subpoena. ARIDE provides officers with advanced training, as well as SFST skills refresher. VCJTC further demonstrates commitment to impaired driving initiatives by mandating all officers graduating from Basic Training receive ARIDE. TC is responsible for enforcing this mandate and pursuing cases of non-compliance. Courses are offered multiple times each year (based on need) and regionally when possible (for ease of attendance). ARIDE/SFST Refresher is on track for a pilot this summer, to be followed by a series of regional offerings.

As all courses are taught by officers who have full-time positions in the field, it is vital that program administration be managed for them. The DRE certification process is an enormous undertaking involving management and scheduling of highly trained practitioners, vendor contracts and facilitating field certification out of state. TC works with partners to offer DRE School annually to maintain and grow the program as needed. TC serves on the DRE steering committee, TRCC, VT Highway Traffic Safety Alliance, and DEC Committee as a means of networking, information gathering and sharing in achieving VT's highway safety goals with numerous state and local professionals. These relationships are an important part of leveraging training to address problems that arise in the field.

The budget for the Drug Evaluation and Classification Program includes the following:

- › DRE training/conferences/supplies for requests for specific training opportunities for current DREs as approved by SHSO and requests for DRE specific supplies as needed
- › DRE Regional Training sponsored by VT, including funds for an in-state training for new DREs
- › SUNY Contract for DRE application software
- › When a DRE is unavailable, and a test needs to be completed, the purchase cost of blood kit(s)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DRE, ARIDE and SFST Program management and training

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405D-017	FAST Act 405d Impaired Driving Low	Vermont Police Academy	\$253,592.00	\$63,398.00	
NH22164-132	164 Transfer Funds-AL	Vermont Police Academy	\$21,000.00		

Planned Activity: DRE Call-out Pay

Planned activity number: NH22405D-013/014/015/016

Planned Activity Description

Vermont's DRE program began in 2005 and continues to expand its coverage throughout the state. The DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. The Vermont Criminal Justice Council estimates that there will be 450 evaluations completed in FFY22. The SHSO provides funding for overtime call out pay for DREs to respond to law enforcement agency requests for evaluations statewide as needed. The statewide DRE call-out funding requests have been split between Northern and Southern parts of the state. The Department of Motor Vehicles and Department of Public Safety continue to be reimbursed directly by the SHSO.

Intended Subrecipients:

VT Dept of Public Safety
VT Dept of Motor Vehicles
Chittenden County Sheriff's Dept.
Rutland County Sheriff's Dept

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DRE, ARIDE and SFST Program management and training

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH22405D-013	FAST Act 405d Impaired Driving Low	Chittenden County Sheriff's	\$25,000.00	\$6,250.00	
NH22405D-014	FAST Act 405d Impaired Driving Low	Rutland County Sheriff's	\$20,000.00	\$5,000.00	
NH22405E-015	FAST Act 405d Impaired Driving Low	Vermont State Police	\$60,200.00	\$15,050.00	
NH22405D-016	FAST Act 405d Impaired Driving Low	Vermont DMV	\$2,000.00	\$500.00	

Countermeasure Strategy: High Visibility Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

High Visibility Enforcement (HVE) is a traffic safety approach designed to have a deterrent effect on unlawful driving behaviors. There are a variety of HVE methods which can be employed independently or in combination, such as:

- Saturation Patrols – Increased patrols by law enforcement officers in a targeted area with the goal of gaining compliance with traffic laws and creating a general deterrence to prevent traffic violations. The VT SHSO defines a Saturation Patrol for its grantee

agencies as a patrol of a specific area by two (2) or more officers working together for not less than one (1) hour that involves active motor vehicle enforcement. The two officers do not need to be from the same agency; in fact, inter-agency collaboration is encouraged.

- Wave – Increased enforcement of a specific unlawful traffic behavior in a targeted location for a short period of time that occurs periodically. For example, speed enforcement waves might be conducted several times a month for a few hours in an area with a documented speeding problem, or DUI waves may be conducted around special events that are known to result in higher-than-normal DUI incidences such as music festivals or major sporting events.
- Checkpoints – Most checkpoints are conducted as sobriety checkpoints in an effort to detect impaired drivers. However, they can also be conducted as safety equipment checkpoints or to detect unrestrained occupants as part of an Occupant Protection enforcement program. Checkpoints are set up in a conspicuous location along a highway and vehicles are stopped in a specific sequence, such as every vehicle, every other vehicle, every third vehicle, etc. The frequency with which vehicles are stopped depends on staffing and traffic conditions. Most states (including Vermont) allow checkpoints but have strict rules governing their use in order to avoid constitutionality issues. See *State v. Martin*, 145 Vt. 562 (1985).
- Integrated Enforcement – High visibility enforcement strategies and elements incorporated into everyday enforcement. Integrating high visibility traffic enforcement as a standard practice notifies the public that traffic enforcement is an agency priority and assists in reducing other crimes while at the same time creates general deterrence and encourages voluntary compliance with traffic laws. This is the most common enforcement method used by law enforcement agencies that do not have either a dedicated traffic unit or the ability to conduct grant-funded enforcement activities.
- Multi-Jurisdictional – Multi-jurisdictional efforts combine an agency's resources and efforts with those of neighboring agencies. NHTSA has identified the multi-jurisdictional approach as being a critical countermeasure in traffic safety, especially when done in a highly visible manner and including a balance of enforcement and publicity. The law enforcement community employs this tactic through the use of regional task forces including the Chittenden County, Windham County, and Rutland County SHARP Teams, the Vergennes P.A.C.T.S team, Click It or Ticket Task Forces, and DUI Mobile Task Forces, all of which are described below and elsewhere in this Highway Safety Plan.

The HVE concept is a departure from traditional law enforcement tactics as it incorporates visibility elements such as electronic message boards, road signs, command posts, etc., designed to make enforcement efforts obvious to the public. It is supported by a coordinated publicity and communication strategy and may also be enhanced through multi-jurisdictional efforts and partnerships between organizations dedicated to the safety of their communities.

Strategies

During each fiscal year, participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar is required, including not less than 3 mobilization campaigns in each fiscal year.

To support these national mobilizations, law enforcement agencies will conduct high visibility enforcement details throughout the state with approximately 57 municipal LEAs, combined with 10 State Police stations, the Vermont Department of Motor Vehicles, and 14 County Sheriffs' departments eligible to participate over the national mobilizations.

In addition to the national mobilizations, LEAs in Chittenden and Rutland Counties (the two most populous counties in the state) participate in county-wide, multi-jurisdictional SHARP Teams where officers from the various agencies are deployed to the areas within their county that are most in need of enforcement. This strategy is made possible by the fact that all law enforcement officers in Vermont have statewide enforcement authority.

The Vermont State Police (VSP) provides primary law enforcement services to approximately 200 towns, representing approximately 90 percent of the land mass and 50 percent of the population in Vermont. In addition, VSP has primary responsibility for Vermont's four (4) interstate highways (I-89, I-91, I-93 and I-189). For most small, rural towns in Vermont that do not have their own municipal police department, the VSP is the default law enforcement agency. As a result of this wide-spread area of responsibility, VSP troopers investigate a majority (62% in 2020) of the fatal crashes that occur in Vermont. VSP is also in a position to have a statewide impact on speed, aggressive, and distracted driving behaviors regardless of municipality or county lines. VSP will be allocated funds to increase speed, aggressive and distracted driving enforcement on Vermont's high-speed rural roadways.

Work zone safety continues to be a concern for the State of Vermont, due to the fact that work zones are inherently more hazardous for both vehicular and pedestrian traffic. The SHSO will encourage all LEAs with highway safety grants to conduct speed, aggressive, occupant protection, impaired driving and distracted driving enforcement at designated work zones. In 2019 Vermont had one fatality where a flagger (pedestrian) was killed by an alleged impaired driver.

Impaired Driving Performance Measures:

- Increase the current number of LEAs participating in national mobilizations to include impaired driving enforcement campaigns.
- Support a survey of young drivers to determine perceived risks and attitudes about impaired driving
- Measure the increase in drugged driving major crashes and fatalities using geo-mapping
- Measure the number of training sessions the TSRPs are delivering to the members of the judiciary

- Assist the Department of Motor Vehicles with the expansion of the Ignition Interlock Program
- Increase the number of certified Vermont DREs
- Fund additional ARIDE trainings in addition to SFST update trainings

Linkage Between Program Area

Driving under the influence of alcoholic beverage remains a major contributing factor in many of the state’s fatal crashes. Between 2005 and 2018, 255 people were killed in crashes involving a drunk driver. With many small rural law enforcement agencies in Vermont, there are limited resources for costly law enforcement activity and the equipment necessary to assist officers engaged in impaired driving enforcement. This program supports agencies with the opportunity to increase enforcement on the roadways.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22164-101-129	High Visibility Alcohol Enforcement
NH22164-128	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22164-115	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH22164-118	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22164-123	Windham County Safe Highway Accident Reduction Program (SHARP)

Planned Activity: High Visibility Alcohol Enforcement

Planned activity number: NH22164-101-129

Planned Activity Description

More than 70 law enforcement agencies (LEAs), including 57 municipal police departments, 14 county sheriffs’ departments, the VSP, DMV Commercial Vehicle Enforcement Unit, and the Department of Liquor Control (DLC) serve approximately 643,077 residents of Vermont. The enforcement of alcohol impaired driving is a high priority for law enforcement agencies throughout the state.

Vermont LEAs benefit from significant levels of communication and cooperation. Factors strengthening this cooperation are that all officers attend the same police academy, and that all certified officers have statewide law enforcement authority. The academy experience helps to

develop a sense of camaraderie early in officers' careers, and the statewide authority eliminates jurisdictional boundary issues which frees up officers to work together in parts of the state outside their standard regions.

Agency participation in national alcohol impaired driving mobilizations was greatly reduced in 2020 due to the impact of the COVID-19 pandemic. With COVID-19 restrictions in place, approximately 52% of the agencies in Vermont participated in national alcohol impaired driving mobilizations. This is a significant reduction from 2019 when the participation rate was approximately 70%, but it is understandable due to the restrictions that many agencies imposed on pro-active motor vehicle patrols. Agency leaders felt that it would be safer, for both the public and agency members, to reduce contact with the public as much as possible in order to reduce the transmission of the disease. The SHSO is hopeful that the lifting of COVID-19 restrictions will result in agencies returning to, or exceeding, their pre-pandemic participation. In addition, low staffing levels frequently impact agencies' ability to participate in traffic safety mobilizations and sustained enforcement, as approximately 80% of LEAs employ fewer than 24 full time officers.

The enforcement model consists of a three-pronged approach: (1) During national mobilizations, participating agencies work cooperatively with nearby agencies to conduct sobriety checkpoints and saturation patrols. At times, two to three checkpoints are utilized during mobilizations of longer duration. (2) Impaired Driving grantee agencies use their funds for routine DUI enforcement and directed patrols within their respective areas of responsibility. Once again, they use their crash and DUI arrest data to determine locations for increased enforcement. (3) There is a DUI Task Force, modeled after the Click It or Ticket Task Force, in which smaller teams of specially selected officers work together. These teams use crash data and DUI arrest data to target geographic areas throughout the state. This increased enforcement model is especially useful during holidays such as St. Patrick's Day, Super Bowl Sunday and local high-profile community events.

Under normal conditions agencies are required to participate in safety or sobriety checkpoints as well as saturation patrols, but the SHSO suspended this requirement due to COVID-19 concerns. This requirement may be reinstated for the second half of 2021.

All agencies have the opportunity to apply for traffic safety equipment items directly related to improvement of efficiency and effectiveness of their Impaired Driving enforcement projects. This equipment includes but is not limited to: portable breath testing equipment, safety checkpoint lighting and sign packages, traffic cones, and scene lighting.

Vermont specific data for impaired motorcycle crashes in 2020 indicates there were fatalities in 4 of the 14 counties, and impaired motorcycle crashes in 7 of the 14 counties. From 2015 to 2017 Vermont had a spike of motorcycle fatalities with a high of 13 occurring in 2017. There was a significant drop in motorcycle fatalities in 2018 and 2019, but unfortunately in 2020 the number of motorcycle fatalities increased back up to 10. Vermont's CEA for Vulnerable users and motorcyclist's safety includes a strategy to enhance enforcement relating to occupant protection, DUIs and aggressive operation of motorcycles.

Agencies receiving funds from the SHSO must adopt a zero-tolerance policy on impaired driving.

Intended Subrecipients

Sub-recipients are selected through data analysis and prior grant performance. The intended departments will be comprised of State, sheriff and local department both rural and urban.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-101-129	164 Transfer Funds-AL	Sheriff Depts. and Local Law Enforcement	\$756,277.00		\$756,277.00
NH22405D-021	FAST Act 405d Impaired Driving Low	Department of Public Safety	\$125,000.00	\$31,250.00	

Countermeasure Strategy: ID Supporting Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

The SHSO recognizes that due to our demographics, no two areas of Vermont are the same, rather each has its own unique safety needs. Thus, it is the belief of the SHSO that meeting those unique needs in many instances can best be addressed at the local level. In recognition of the uniqueness of Vermont the SHSO has implemented, in part, a regionalized approach to awarding money to grantees in the geographic regional models Chittenden, Windham, Addison and Rutland counties.

The formations of regions are not a mandatory requirement. The decision to create and/or join a regional entity lies solely with county, municipal law enforcement or other non-profit partners. If

an entity chooses not to participate in a regional entity, National Highway Traffic Safety Administration (NHTSA) funding may continue with the SHSO as it currently does.

The choice of a law enforcement agency not to participate in a regional model approach is not a disqualifying event for SHSO awards.

The regional funding model envisions the administration of local grant funding for the three National priorities identified by NHTSA: 1) Occupant Protection; 2) Speed, Aggressive and Distracted Driving; and 3) Impaired Driving.

A regionalization project includes a regionwide Program Coordinator who will organize, supervise, and promote enforcement as well as plan and implement educational activities. In addition, the coordinator will facilitate and supervise Occupant Protection, Distracted Driving, and Speed enforcement activities and funding for combined regionwide sub-awards.

The program coordinator is tasked with identifying and prioritizing critical targeted areas regionwide so that officers can be deployed, and resources directed to the area's most in need of enforcement, with a cohesive strategy and consistent oversight.

Linkage Between Program Area

The project director will set goals based on state and local data to attack traffic safety issues and use *Countermeasures That Work*, Ninth Edition (2017) as a resource to continually implement evidence-based Traffic Safety Enforcement Programs. The project director will also act as a representative voice and community figure for promoting common traffic safety issues using earned media messaging and public outreach to increase impact and improve effectiveness of enforcement. Statewide and local data analysis will identify the appropriate target audience and demographics. The project director will focus education efforts and activities with the goal to strengthen relationships with the community.

The project budget consists of cost, to include; enforcement hours, supplies, educational materials, mileage, indirect cost rate (upon approval) and sub-awards to agencies in the county. A county sheriff's department (CSD) budget is based on contracts with the towns they serve, small federal and state grants and a very minimal state funded general operating budget.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy (Please see planned activities listed in the High Visibility Alcohol Enforcement section)

Unique Identifier	Planned Activity Name
NH22164-128	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22164-115	Rutland County Safe Highway Accident Reduction Program (SHARP)

NH22164-118	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22164-123	Windham County Safe Highway Accident Reduction Program (SHARP)
NH22402-403	Safe Driving Program

Planned Activity: Chittenden County Safe Highway Accident Reduction Program (SHARP)

Planned activity number: NH22164-128

Planned Activity Description

Chittenden County data from 2015 to 2019 demonstrates that the county had 35 total fatalities, 275 serious crashes (includes fatal crashes), and 21,489 total reported crashes.

Participating law enforcement agencies include: Burlington, Colchester, Essex, Hinesburg, Milton, Richmond, Saint Albans, Shelburne, South Burlington, Swanton, Williston, and Winooski Police Departments; Chittenden and Franklin County Sheriffs' Departments; and the University of Vermont Police Services.

Description of Duties: The role of the Project Director for the Chittenden County Project is to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties. This list of activities is inclusive of all SHARP projects, except for the added descriptions found under the respective regional projects.

Enforcement - Key Activities:

- Planning and coordination of multi-agency ongoing enforcement activities
- Planning and organization of HVE campaigns and NHTSA events as per calendar
- Data collection and reporting of enforcement activity
- Monitoring and evaluation of enforcement
- Promotion of evidence-based practices

Education, Outreach, and Media - Key Activities:

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordinate Traffic Safety and Media PSAs and Press Releases
- Participate in road safety audits administered by the Agency of Transportation
- Attend meetings of the Vermont Highway Safety Alliance
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Chittenden and Franklin Counties
- Liaison with SHSO

- Liaison with all Chittenden and Franklin County Law Enforcement and surrounding Agencies

Administrative - Key Activities:

- Inventory/needs assessment of current activities
- Issue Sub-awards to recipients in Chittenden and Franklin Counties
- Understanding of the 2 CFR 200 and NHTSA Grant Regulations
- Monthly preparation and submission of financial forms and activity sheets for each agency
- Monthly reimbursements and payments to sub-grantees
- Preparation and submission of monthly progress reports
- Administrative support to participating county law enforcement agencies
- Preparation and submission of final report and close out.
- Tracking and monitoring of budget and equipment

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-128	164 Transfer Funds-AL	Chittenden County Sheriff Department/Enforcement	\$148,000.00		\$148,000.00
NH22402-106	FAST Act NHTSA 402 OP	Chittenden County Sheriff Department/Enforcement	\$150,000.00	\$37,500.00	\$150,000.00
NH22164-129	164 Transfer Funds-AL	Chittenden County Sheriff Department/Project Director	\$37,868.00		\$37,868.00
NH22402-127	FAST Act NHTSA 402 OP	Chittenden County Sheriff Department/ Project Director	\$37,868.00	\$9,467.00	\$37,868.00

NH22405E-124	FAST 405e Comprehensive DD	Chittenden County Sheriff Department/ Project Director	\$37,868.00	\$9,467.00	
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Planned Activity: Rutland County Safe Highway Accident Reduction Program (SHARP)

Planned activity number: NH22164-115

Planned Activity Description

Rutland County data from 2015 to 2019 demonstrates that the county had 33 total fatalities, 133 serious crashes (includes fatal crashes), and 4,200 total reported crashes.

Participating law enforcement agencies include: Brandon, Castleton, Fair Haven, Hartford, Killington, Norwich, Pittsford, Royalton, Rutland City, Rutland Town, Springfield, and Windsor Police Departments; Rutland and Addison County Sheriffs’ Departments; and the Bethel and Poultney Constables.

Description of Duties: The role of the Project Director for the Rutland County Project is to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement.

The Highway Safety Project Director will be the main point of contact for Traffic Safety Enforcement and Community Education through performance of activities. *(The list of activities can be found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection.)*

- Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County
- Liaison with all Rutland County Law Enforcement and surrounding Agencies

Administrative - Key Activities

- Issue Sub-awards to recipients in Rutland and Windsor Counties

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-116	164 Transfer Funds-AL	Rutland County Sheriff Department/Enforcement	\$148,000.00		\$148,000.00
NH22402-116	FAST Act NHTSA 402 OP	Rutland County Sheriff Department/Enforcement	\$125,000.00	\$31,250.00	\$125,000.00
NH22164-116	164 Transfer Funds-AL	Rutland County Sheriff Department/ Project Director	\$28,473.00		\$28,473.00
NH22402-128	FAST Act NHTSA 402 OP	Rutland County Sheriff Department/ Project Director	\$28,473.00	\$7,118.00	\$28,473.00
NH22405E-125	FAST 405e Comprehensive DD	Rutland County Sheriff Department/ Project Director	\$28,473.00	\$7,118.00	

Planned Activity: Vergennes Safe Highway Accident Reduction Program (SHARP)

Planned activity number: NH22164-118

Planned Activity Description

Addison County data from 2015 to 2019 demonstrates that the county had 26 total fatalities, 97 serious crashes (includes fatal crashes), and 2,736 total reported crashes.

Participating law enforcement agencies include the Bristol, Middlebury, and Vergennes Police Departments.

Description of Duties: The role of the Project Director for the Vergennes Project is to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement.

The Highway Safety Project Director will be the main point of contact for Traffic Safety Enforcement and Community Education through performance of activities. *(The list of activities can be found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection.)*

Enforcement - Key Activities:

- Coordinate ARIDE and other traffic safety training for law enforcement officers in Addison County
- Liaison with Bristol and Middlebury Police Departments
- Issue Sub-awards to recipients in Bristol and Middlebury

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-118	164 Transfer Funds-AL	Vergennes Police Department/Enforcement	\$32,000.00		\$32,000.00
NH22402-118	FAST Act NHTSA 402 OP	Vergennes Police Department/Enforcement	\$35,000.00	\$8,750.00	\$35,000.00
NH22164-119	164 Transfer Funds-AL	Vergennes Police Department/ Project Director	\$34,963.00		\$34,963.00
NH22402-129	FAST Act NHTSA 402 OP	Vergennes Police Department/ Project Director	\$34,963.00	\$8,741.00	\$34,963.00
NH22405E-126	FAST 405e Comprehensive DD	Vergennes Police Department/ Project Director	\$34,963.00	\$8,741.00	

Planned Activity: Windham County Safe Highway Accident Reduction Program (SHARP)

Planned activity number: NH22164-123

Planned Activity Description

Windham County data from 2015 to 2019 demonstrates that the county had 33 total fatalities, 154 serious crashes (includes fatal crashes), and 6,897 total reported crashes.

Participating law enforcement agencies include: Bellows Falls, Brattleboro, and Dover Police Departments, and the Windham County Sheriff’s Department.

Description of Duties: The role of the Project Director for the Windham County Project is to lead in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving techniques.

The Highway Safety Project Director is the main point of contact for Traffic Safety Enforcement and Community Education through performance of activities. *(The list of activities can be found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection.)*

Enforcement - Key Activities:

- Coordinate ARIDE and other traffic safety training for law enforcement officers in Windham County
- Liaison with participating Windham County Law Enforcement Agencies
- Issue Sub-awards to recipients in Windham County

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-123	164 Transfer Funds-AL	Windham County Sheriff Department/Enforcement	\$62,386.00		\$62,386.00
NH22402-123	FAST Act NHTSA 402 OP	Windham County Sheriff Department/Enforcement	\$50,000.00	\$12,500.00	\$50,000.00

NH22164-124	164 Transfer Funds-AL	Windham County Sheriff Department/ Project Director	\$31,127.00		\$31,127.00
NH22402-130	FAST Act NHTSA 402 OP	Windham County Sheriff Department/ Project Director	\$31,127.00	\$6,961.00	\$31,127.00
NH22405E-127	FAST 405e Comprehensive DD	Windham County Sheriff Department/ Project Director	\$31,127.00	\$6,961.00	

Planned Activity: Safe Driving Program

Planned activity number: NH22402-403

Planned Activity Description

The Safe Driving Program is available at 5 community justice centers in an online format throughout Vermont until COVID-19 restrictions have been lifted and when it is safe to meet in person. When classes resume in person, they will be held at 11 Community Justice Centers in Vermont. There are efforts to expand the number of locations for Safe Driving classes to improve accessibility for participants, especially those that have suspended licenses and/or transportation challenges. The increase in access supports the SHSO's objective to: improve the quality of driving in Vermont by lowering the rates of fatal crashes due to impaired or distracted driving; raise awareness of those charged with driving offenses about their responsibility to engage in safe driving habits; and help participants recognize the decision points involved in deciding to drive so they can create an effective Safe Driving Plan.

The project continues to focus on the goal to evaluate and improve the quality and consistency of program delivery statewide. The Participant's Manual has been updated to include current statistical data and resources as well as a page added to the evaluation for the collection of additional participant feedback. This information is shared at the Annual Facilitator's Workshop to share best practices, provide resources to keep current with trends, and to update materials as new videos and statistics become available. New pilot initiatives, such as incorporation of responsible party speakers on day one, will continue to build processes so the program can bring this perspective to additional sites. One coordinator assists with the ongoing training and evaluation of facilitators, the collection of materials and the evaluation of Safe Driving classes. By September 30, 2021, The Vermont Safe Driver Program will conduct a Facilitator's Workshop, oversee the operation and assessment of the Safe Driving classes, conduct outreach to identify potential speakers for victim impact panels, bring responsible party speakers into additional classes, and ensure the success of the Red Ribbon Tree Ceremony in December of 2021.

The Safe Driving Class is an educational program designed to teach participants about the human consequences of unsafe, impaired, and/or distracted driving. This class is not mandatory to have

one’s license reinstated. In this class, through discussion and interactive activities, the participants learn how unsafe driving affects them, their family, and members of the community.

This program was originally designed by Mothers Against Drunk Driving (MADD), but the curriculum has been modified to focus on all types of behaviors that impact road safety. It is based on restorative justice practices that focus on community responsibility to be a safe driver and to raise awareness of potential impacts on others, both through exercises and victim speakers.

Use of funds requested in this grant:

- Project Director Activities
- Office supplies
- Red Ribbon Ceremony Supplies
- Day Long Facilitator’s workshop: Printed material, Food, Flip charts
- Travel for victim panel speakers and workshops
- Speaker stipend for victim panel speakers

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-403	FAST Act NHTSA 402 SA	Addison County Community Justice	\$20,000.00	\$5,000.00	\$20,000.00

Countermeasure Strategy: Highway Safety Office Program Coordinator

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Conduct regular document review; perform programmatic and financial documentation of grant activity; conduct monitoring, site visits and technical assistance for grantees and contractors; and attend training for professional development and collaborative meetings with highway safety partners as needed.

To ensure quality, accuracy, accountability and consistency with grants and contract deliverables which are designed to address the critical emphasis areas in the Strategic Highway Safety Plan and the Highway Safety Plan.

Linkage Between Program Area

Program coordination and grant administration for the State Highway Safety Office. Purpose of program activities is to provide Vermont highway users with information, knowledge and motivation to compel behavior modification to increase safety for the general population and individual. Duties are performed under the direction of the State Highway Safety Program Manager.

Duties include grant oversight, research and statistical analysis in support of the State Highway Safety Office. Activities include developing applicable data gathering systems to evaluate past and current program activities and operations for planning and the identification of future program options. The position also has responsibility for financial oversight of sub-grantees, preparation of the Highway Safety plans and reports, and monitoring of Highway Safety grants.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405D-012	HS Program Coordinator

Planned Activity: HS Program Coordinator

Planned activity number: NH22405D-012

Planned Activity Description

Program coordination is provided by three staff members who ensure SHSO policies are followed, enforcement strategies are effective, and awardees are compliant with best practices. The coordinators review grant documents and ensure that financial transactions are properly filed, documented and accurately reported. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Coordinator
Highway Safety Office Program Coordinator

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH22405D-012	FAST Act 405d Impaired Driving Low	VTrans Staff	\$20,000.00	\$5,000.00	

Countermeasure Strategy: Laboratory Drug Testing Equipment

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Provide the Vermont Forensic Laboratory the necessary resources to operate and expand the blood and breath alcohol testing program. Allow police agencies in Vermont to be reimbursed for the cost of blood testing when a documented attempt was made to locate a DRE, and none were available. To strengthen Vermont drugged driving blood sample testing capacity and expertise and reduce the costs of out of state laboratory services.

Linkage Between Program Area

Inability of Vermont's State Forensic Laboratory (VFL) to perform full range of blood testing relating to drugged driving. Confirmation testing (for analytes other than THC) for DUI-Drug cases are being shipped to an out-of- state laboratory for analysis. The cost of out of state testing on a larger scale has created a model that has inserted cost inhibitors into the cost of prosecution. The ability to perform these tests in Vermont will enhance prosecutor's ability to present these cases to Vermont juries, provide more accurate data on impairment instances in the State, and develop an expert pool that will buttress enforcement methods and process.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405D-019/ NH22164-130	Forensic Laboratory Support Program

Planned Activity: Forensic Laboratory Support Program

Planned activity number: NH22405D-019/ NH22164-130

Planned Activity Description

In February 2019, the VFL began testing blood samples for impairing drugs in DUID cases. The VFL utilizes an instrument called a Randox Evidence Investigator, using an immunoassay method to screen samples for a variety of impairing drugs. The VFL confirms samples that screen positive for Cannabinoids, Opiates/Opioids, Fentanyl, Stimulants, and Benzodiazepines using High Performance Liquid Chromatography/Tandem Mass Spectrometry (LC-MS/MS). If confirmation is required for analytes, samples are sent to an independent laboratory. Access to high quality training opportunities and state of the art technical laboratory equipment and supplies is essential to allow the VFL to continue to provide the highest level of technical support to DUI cases in Vermont and expand its ability to also provide testing and testimony as forensic toxicology analysts in DUI-D cases.

During FFY2022 the implementation of 100% highway safety activities will include:

- Validation of instrumentation for additional drugs
- Continuing the purchase of equipment and supplies
- Updating LIMS software for Toxicology
- Continuing the training of analysts in new methods and procedures
-

Contract Services for 100% highway safety activities:

- Contract with ANAB for annual fees pertaining to the laboratory's accreditation
- Contract with Collaborative Testing Services, the provider of proficiency tests in the forensic field (requirement of analytical staff for accreditation)
- Contract with calibration service providers for the calibration of thermometers, weight sets, balances, pipettes, etc.
- Contract with ENV Services to perform annual evaluation/certification of biological safety cabinets and fume hoods
- Contract with Tradebe to dispose of biohazardous and chemical waste

- Contract with NMS Labs to perform Toxicology testing for DUID cases
- Contract with Foley Distributing for lab coat rental/cleaning and other laboratory supplies (paper towels, bench paper etc.)
- Contract with REMI Elmer to provide extended service for the blood alcohol and immunoassay instruments
- Contract with Waters Corporation to provide extended service for the blood drug confirmation instrument and for the purchase of parts and supplies
- Contract with Peak to provide extended service for the nitrogen generator used with the blood drug confirmation instrument
- Contract with Randox for supplies
- Contract with Intoximeters for parts and supplies

Supplies for 100% highway safety activities:

- Printers/ink, DMT field supplies, standards/controls, compressed gas/supplies, repairs/parts/tools. Laboratory supplies, blood kits, reference/training materials, screening and confirmation kits.

Personnel:

- 1 Forensic Chemist

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Laboratory Drug Testing Equipment

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405D-019	FAST Act 405d Impaired Driving Low	Department of Public Safety	\$150,000.00	\$37,500.00	
NH22164-130	164 Transfer Funds-AL	Department of Public Safety	\$125,000.00		\$0.00

Countermeasure Strategy: Prosecutor Training

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Utilize the Traffic Safety Resource Prosecutors (TSRPs) as support for the fourteen State's Attorneys' Offices throughout the State of Vermont. Also, as support and a resource for the DRE program and the State DRE coordinator.

Linkage Between Program Area

The TSRPs work with the State's Attorneys, their deputies, and the assistant attorneys general throughout Vermont in the prosecution of impaired driving cases and other dangerous driving cases, such as reckless and/or distracted driving cases. The TSRPs provide an additional asset and support for those impaired driving cases and other dangerous driving cases, such as reckless and distracted driving cases, which may pose some extenuating challenges, or which could influence the creation of new law. The TSRPs are fully engaged with the state's DRE program, assisting and instructing at the Vermont sponsored DRE school, participating in the bi-annual DRE recertification training, and participate extensively in the screening process for new DRE school candidates. The TSRPs also strive to promote awareness of the DECP protocol to prosecutors working on impaired driving cases in their counties and routinely assist or lead prosecution in drugged driving cases across the state. Further, the TSRPs litigate the majority of Vermont appeals before the Supreme Court that involve driving while impaired, gross negligent operation, and negligent operation. In addition, the TSRPs provide an advisory role to interagency workgroups and serve as the primary contact between prosecutors and the legislature on matters relating to highway safety. The TSRPs are routinely involved with the legislative process regarding impaired driving and other various laws that impact safety on Vermont's highways.

TSRPs strive to provide training to prosecutors throughout the year on topics such as horizontal gaze nystagmus, evidence and investigation, and prosecution of impaired driving cases. Additionally, TSRPs work with the Vermont Forensic Lab (VFL) to facilitate mock trials, which provide the opportunity for trial preparation training for both prosecutors and chemists. In addition, TSRPs work to bring nationally recognized trainers to Vermont to provide training on various areas of investigation and prosecution of impaired driving and fatal crash cases.

TSRPs are continually working to produce and provide updated and additional resources to prosecutors statewide on impaired driving and other dangerous driving cases. Some of the resources that the TSRPs continually work to provide and update on an ongoing basis are the DUI legal manual; expert bank; brief bank; trial court decision bank, and banks related to specific challenges raised by the defense; trial, and technical resources.

TSRPs provide advisory memorandums to prosecutors and law enforcement on new caselaw and trends regarding impaired driving and other dangerous driving cases.

The TSRPs are involved with training and instructing law enforcement officers at the Vermont Police Academy regarding enforcement of impaired driving laws, search and seizure, evidence collection and preservation, and testimony.

Efforts related to this year’s legislative session include informing legislators of a proposed amendment to the texting statute, providing analysis and data regarding a proposed amendment to closed container and oral fluids statutes.

Rationale

This Countermeasure best fits the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405D-018/NH22164-131	Traffic Safety Resource Prosecutor (North and South)

Planned Activity: Traffic Safety Resource Prosecutor (North and South)

Planned activity number: NH22405D-018/NH22164-131

Planned Activity Description

The TSRPs work with the State Attorneys, their deputies, and Assistant Attorneys General in every Vermont county in the prosecution of impaired driving cases, distracted driving, and other dangerous driving cases, which may pose exceptional challenges that affect prosecution on a statewide level, or which could influence the creation of new law. Additionally, the TSRPs handle the prosecution of fatal crash cases.

The TSRPs are fully engaged with the state’s DRE program, assisting and instructing at the Vermont sponsored DRE school, participating in the bi-annual DRE recertification trainings, and participating extensively in the screening process for new DRE school candidates. The TSRPs also strive to promote awareness of the DECP protocol to prosecutors on working impaired driving cases in their counties and routinely assist or lead prosecution in drugged driving cases across the state.

TSRPs strive to provide training to prosecutors throughout the year on topics such as horizontal gaze nystagmus, evidence investigation, prosecution of drugged driving cases, and toxicology for prosecutors. The TSRPs are also looking to provide a training to prosecutor and law enforcement on fair and impartial policing and prosecuting. The TSRPs also routinely work to provide training to law enforcement on areas such as investigation of impaired and other dangerous driving cases, impaired driving laws, search and seizure, evidence collection and preservation, and testimony. In addition, TSRPs work to bring nationally recognized trainers to Vermont to provide training on various areas of investigation and prosecution of impaired driving and fatal crashes.

TSRPs are working with the other states in the NHTSA Region 1 to create and present an impaired driving training for law enforcement throughout the region. Due to the pandemic over the last year the TSRPs have been limited in their community engagements. The TSRPs are hopeful to become once again more engaged in the community, providing educational presentations to high schools and local community groups on impaired and other dangerous driving.

The TSRPs litigate the majority of Vermont appeals before the Supreme Court that involve driving while impaired, gross negligent operation, and negligent operation. In addition, the TSRPs provide an advisory role to interagency workgroups and serve as the primary contact between prosecutors and the legislature on matters relating to highway safety.

TSRPs are involved in various task forces, committees, and boards with the mission of promoting positive safe driving skills and education on the dangers on highways.

Efforts related to this year’s legislative session include informing legislators of a proposed amendment to the texting statute and providing analysis and data regarding the proposed amendment to closed container and oral fluids statutes.

The TSRPs worked closely with the VFL staff during FFY2021 and will continue to work with them in 2022 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program. In FFY 2021, VFL expanded its testing of evidentiary blood samples in drugged driving cases; TSRPs have and will continue to work closely with VFL on all matters relating to this. Additionally, TSRPs work with VFL to facilitate mock trials, which provide the opportunity for trial preparation training for both prosecutors and chemists.

TSRPs will continue to work with the state Crash Reconstruction Team in order to put forward the best possible evidence in fatal and serious injury crash cases. TSRPs are working with leaders of Vermont State Police Crash Reconstruction and Traffic Safety units to provide materials and guidance to law enforcement in an effort to promote thorough evidence collection and improve the quality of investigations in fatal and serious injury cases.

TSRPs are continually working to produce and provide updated and additional resources to prosecutors statewide on impaired and other dangerous driving cases. Some of the resources that TSRPs continually work to provide and update on an ongoing basis are the DUI legal manual; expert bank; brief bank; trial court decision bank, and banks related to specific challenges raised by the defense; trial, and technical resources.

TSRPs provide advisory memorandums to prosecutors and law enforcement on new caselaw and trends regarding impaired and other dangerous driving cases.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prosecutor Training

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-131	164 Transfer Funds-AL	Department of States Attorney's and Sheriff's	\$118,723.00		\$0.00
NH22405D-018	FAST Act 405d Impaired Driving Low	Department of States Attorney's and Sheriff's	\$190,000.00	\$47,500.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Whereas Vermont historically has a relatively low number of fatalities each year, the task of predicting trends and commonalities is difficult and almost indiscernible. Therefore, although the graphs below reflect some changes in trends, it is difficult to place much weight on these indications. For instance, in 2017 we had 13 fatalities, whereas in the following year we had 7, nearly a 50% decrease. In calendar year 2021 to date, Vermont has had 4 motorcycle fatalities. Likewise, in 2017 we had 32 serious bodily injury crashes involving motorcycles, whereas in the following year Vermont had 41. Although there is no exact measure of the number of motorcycles using Vermont 's highways, we do know that the Department of Motor Vehicles reports that motorcycle registrations in the state are staying relatively level at approximately 30,000 per year. In 2020 there were significantly less motorcycle registrations due to DMV availability/public priority in a pandemic was not registering vehicles; so far in 2021 there are 29,906 motorcycle registrations.

Registered Motorcycles Statistics

Calendar Years:	2016	2017	2018	2019	2020
Vermont:	30,748	30,205	30,049	30,934	23,910

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-7) Number of motorcyclist fatalities (FARS)	2018	5 Year	9.5
2022	C-8) Number of un-helmeted motorcyclist fatalities (FARS)	2018	5 Year	0.25

Countermeasure Strategies in Program Area

Countermeasure Strategy
Motorcycle Rider Training

Countermeasure Strategy: Motorcycle Rider Training

Program Area: **Motorcycle Safety**

Project Safety Impacts

Rider education courses for first-time riders and advanced skills development, social media rider safety messages, and annual national RiderCoach train-the-trainer opportunities for the program administrator.

To educate motorcycle riders about safe and visible vehicle operation and educate motorists with tools for safely sharing the roadways with motorcyclists.

Linkage Between Program Area

The course will provide information about:

- Basic vehicle control
- Motorcycle helmets and riding gear
- Being seen in traffic
- Crash avoidance
- Handling dangerous surfaces and situations
- Dealing with animals
- Carrying passengers and cargo
- Dealing with mechanical problems
- Your responsibilities as a motorcyclist
- Group riding

The goal is commensurate with the objective of adequate training and education for motorcyclists on our highways. The linkage between this countermeasure and the overall goal lies in education and at the same time modification of operators' behaviors.

Rationale

This Countermeasure best fits the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405F-000	State Motorcycle Rider Education Program

Planned Activity: State Motorcycle Rider Education Program

Planned activity number: NH22405F-000

Planned Activity Description

The purpose of the Motorcycle Rider Education Program is to provide motorcycle safety training to at least 1,200 individuals during the motorcycle training season. Courses are designed to train individuals interested in obtaining a first-time motorcycle endorsement, and individuals already holding a motorcycle endorsement interested in honing their motorcycle skills. Training includes exercises designed to teach the basics of motorcycle operation while enhancing skill levels. It also includes instruction on wearing proper riding gear (DOT helmet, eye protection, full fingered gloves, motorcycle riding jacket and pants, and over the ankle footwear), the risks associated with using drugs or alcohol while riding, and how to be visible to other motorists. Courses are provided at eight training facilities located in Berlin, East Dorset, Pittsford, Dummerston, Highgate, St. Johnsbury, and two sites in Colchester.

The program administrator will attend national motorcycle safety related training events and any RiderCoach Trainer updates. The program will train additional RiderCoaches in order to have an adequate number of trainers available and to keep Vermont's roster of trainers up to date with the curriculum and qualified for certification.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405F-000	FAST Act 405f Motorcycle Programs	Department of Motor Vehicles	\$32,196.00	\$8,049.00	

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Occupant Protection Plan

Identification of Safety Problems:

Seat Belt Use

The State of Vermont has a secondary seat belt law. However, our seat belt usage rate is on par with other New England States with primary laws. The five-year moving average for seat belt usage in Vermont is fluctuating between 85.1% and 86.5%. The most recent Attitude Survey conducted for the SHSO revealed that 88.2% of motor vehicle operators indicated that they “always wore seat belts during the daytime” and 89.6% reported that they “always wore their restraint at night.” These two surveys, when read per materia, demonstrate that to consistently break the 85% usage rate ceiling, we must modify behavioral patterns and practices of the motoring public so that seat belt usage becomes the norm while one is an occupant in a motor vehicle in Vermont.

All Occupant Protection projects described in this section are based on a data driven analysis of all available occupant protection related data and other ancillary information. All enforcement projects employ Vermont’s TSEP design.

The SHSO staff has developed and implemented strategies in compliance with the requirements of the provisions defined the FAST Act, Section 1300.21. Applying the FAST Act, matrix Vermont is categorized as a “lower belt rate use state,” reporting a belt use rate of 89.3%.

“In the United States, motor vehicle crashes are a leading cause of death among children. In 2018, 636 children 12 years old and younger died in motor vehicle traffic crashes, and more than 97,000 were injured. Of the children 12 years old and younger who died in a crash in 2018 (for which restraint use was known), 33% were not buckled up. Parents and caregivers can make a lifesaving difference.” [1]

It is further estimated that between 1975 and 2015, child restraints saved 10,940 lives of children ages 4 and younger.[2] Between 2015 and 2018, at least 5 children under the age of 8 received serious injury in a crash in Vermont due to no or improper seat belt use. To instill in the driving public in Vermont an awareness of the law and importance of proper seat belt usage for children, the SHSO is working closely with the Vermont Department of Health to educate operators and train technicians on proper use.

In 2002, the seat belt use rate in Vermont was just below 68% statewide. At that time, Vermont implemented the state’s first *Click It or Ticket* (CIOT) Mobilization Campaign. NHTSA provided the state with special funding to support expanded media outreach, spreading the CIOT tagline throughout Vermont for the first time. Law enforcement agencies across the state engaged in data driven enforcement focused on those areas identified as low use areas of the state.

A targeted, at-risk segment of the motoring public for the lack of seat belt usage is the 16 to 34-year-old males who do not regularly wear their seatbelts. The SHSO and the VHSA have teamed up with in-kind support from Hallstrom Motorsports as 20-year-old race car driver Evan Hallstrom has placed a large “Click It or Ticket” NHTSA logo on the hood of his car. The SHSO also supports educational activities that have the benefits of seat belt use incorporated into the curriculum. In 2020, the SHSO supported the Sheriffs’ Association by funding the complete rehab of the rollover cart. The rollover cart is a teaching tool used statewide by LEA to teach all motoring public the importance of seat belt use. The rollover cart spins and ejects the dummy “passengers” when they are not belted, which is a realistic outcome of non-seat belt use.

In a review of the 2020 Annual Seat Belt Study, only 82.9% of males were observed properly wearing a seat belt, as compared to 93.5% of females. A further breakdown of the data shows 33% of drivers are in the 16-24 age range, and that 76.2% of pickup truck drivers were observed properly wearing a seat belt, with the majority of those being male drivers. Vermont realizes this is an issue, as it is a critical emphasis area in the SHSP to improve younger driver safety. The SHSO has many projects that focus on this age group: Law Enforcement Education presentations to school groups, Youth Safety Council, AGC, Safety Day at the Vermont State House, Driver Education trainings by LEAs, and the Driver Educators’ Summit. New in FFY2022, the SHSO staff is working with the VSP to create a standardized, standards-based curriculum to present to driver education/public forums, while looking at curriculums from the various agencies and looking for ways to streamline. While the current presentations are done very well, the SHSO is going to put more of an effort into resources for this problem area.

[1] *Centers for Disease Control and Prevention*; webpage 6/24/2021, <https://www.cdc.gov/features/passengersafety/index.html>

[2] *Id.* at <https://www.cdc.gov/features/passengersafety/index.html>

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2018	5 Year	58.0
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2018	5 Year	260
2022	C-3) Fatalities/VMT (FARS, FHWA)	2018	5 Year	0.82
2022	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2018	5 Year	20
2022	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2018	5 Year	89.4

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Passenger Safety (CPS) Statewide Program and Data Collection
Communication Campaign
OP Data Collection
OP Supporting Enforcement
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

Countermeasure Strategy: CPS Statewide Program and Data Collection

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

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

Linkage Between Program Area

The goal of Vermont’s Child Passenger Safety (CPS) Program operated by the VDH EMS office is to decrease the number of deaths and injuries due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program will maintain the following objectives for the upcoming fiscal year: increasing community knowledge of the proper use of child restraints through the efforts of the state’s fitting stations, inspection events, *BeSeatSmart* website, a telephone helpline, and distribution of educational materials; reducing the cost barrier of car seats to parents, caregivers and other child-guardians by providing seats at no or reduced cost to low-income families; and offering basic certification education and recertification training for car seat technicians to carry out these services statewide.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405B-000/NH22402-413	Child Passenger Safety (CPS) Statewide Program and Data Support

Planned Activity: CPS Statewide Program and Data Support

Planned activity number: NH22405B-000/NH22402-413

Planned Activity Description

The goal of Vermont's CPS Program, operated by the Vermont Department of Health (VDH): Division of Emergency Preparedness, Response and Injury Prevention is to decrease the number of deaths and injuries due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program will continue with the following objectives for the upcoming fiscal year: increasing community knowledge of the proper use of child restraints through the efforts of the state's fitting stations, inspection events, BeSeatSmart website, a telephone helpline, and distribution of educational materials; and reducing the cost barrier of car seats to parents, caregivers and other child-guardians by providing seats at no cost to low-income families. We will offer basic certification, instructor certification, and renewal training for car seat technicians and instructors to carry out these services statewide. We will continue to offer CPS Educator training for hospitals and childcare centers.

The activities to carry out the CPS Program's objectives include:

- › Organize and manage regional system of district Health Offices for voucher distribution to income-eligible families to access seats, including a log of each site's annual distribution data
- › Support regional organization of local inspection events statewide and promotion of inspection events calendar
- › Support roster of fitting stations and the CPS Educator's Program
- › Collect inspection and installation data from fitting stations and inspection events
- › Maintain a roster of 150+ certified technicians and instructors statewide
- › Conduct and evaluate:
 - Three national standardized basic certification courses as needed
 - Three regionally sited Tech Updates with CEUs
 - Recertification training as needed and other trainings as funding allows
 - Basic Certification course for New CPS Technicians
 - Course Assistant and Instructor Candidate Training as needed.

These activities are planned, implemented and reviewed within a data-informed program framework. VDH's district office structure will help to facilitate statewide access while addressing the demographic needs and highway safety challenges of each region.

The budget consists of allowable expenditures for program coordinator activities, CAP %, inspection supplies, car seats, contract for seat shipping services, mileage/instate travel, SUV gas, SUV and trailer maintenance, marketing and education outreach materials, operating expenses for tech fees and in-house training.

Planned Activities:

- Conduct five CPS Technician courses for new CPS Technicians in FY2022. Locations will be chosen regionally, based on the number of techs per capita around the state. Additional Certification classes as needed based on specific requests and need.
- Maintain a core minimum of 140-180 certified Technicians (mostly volunteers employed as EMTs, fire fighters, medical staff, police and allied professionals at local fitting station sites statewide)
- While these individuals are not paid with grant funding for their time, they are to be monitored by the CPS Coordinator and provided with training and materials necessary to provide service to the public
- Host one regionally cited CPS Tech Update Fall FY2022 that offers continuing education credits to Technicians
- Maintain the CPS for law enforcement curriculum in coordination with the Vermont Police Academy and transition to a CPS training that can be taught as an in-service training at local law enforcement agencies anywhere in the state
- Continue to develop and update culturally competent materials to target minorities and recent immigrant populations

Baseline Data from FFY2020:

- Number of fitting stations: 47 open to the public and 13 for clients only.
- List of CPS Partners: EMS, Fire, Hospitals, Pediatrician offices, Day Care Facilities, DMV, Law Enforcement
- Number of car seats checked at hospitals: 1022
- Percentage of misuse: 43%
- Number of seats distributed: 479
- Number of hotline calls: 72
- Website visits/usage: 10,169
- Number of technicians trained and recertified: 206
- Recertification rate: 80%

Vermont is 1 of 16 states that does not have a primary seat belt law, which highlights the continued need for a robust child passenger safety program. An estimated 263 lives (child occupants 4 and younger) were saved by the use of child restraints and almost 2,800 lives would have been saved

in 2013 if unrestrained occupants 5 and older in fatal crashes had worn their seat belts (NHTSA 2013). Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71% for infants (younger than 1 year old) and by 54% for toddlers (1 to 4 years old) in passenger cars.

Vermont EMS Statewide Incident Reporting Network (SIREN) data during the last two years (2019-2020) recorded 507 motor vehicle crashes involved children (under 12). Of those crashes, 459 children were evaluated by EMS, of those, 29.2% had no signs or symptoms of injury. This highlights the excellent work of the CPS program in ensuring that children are in safety seats, however we still have work in continuing to educate Vermonters. The top five types of misuse during the calendar year 2020 included: incorrect lower anchors, incorrect seat belt, incorrect car seat harness, incorrect recline angle, and an incorrect tether.

The following strategies will be implemented for this program:

- Provide no cost seat distribution to low-income families in local communities statewide;
- Coordinate certification and other training opportunities for CPS technicians; and
- Educate the public and relevant professionals serving children and families on correct car seat and seat belt use for children (infant to 18) in passenger vehicles, school buses, and commercial transportation.

Methods for implementing the program include: trainings, fitting station activities, inspections, access to educational materials via displays, events, and web and media campaigns coordinated with the SHSO.

The Vermont Department of Health (VDH) will continue to use existing relationships with local EMS agencies, Hospitals, Fire Departments, Child Care Centers, Police Departments and other organizations interested in training child passenger safety technicians.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Passenger Safety (CPS) Statewide Program and Data Collection

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405B-000	FAST Act 405b OP Low	Department of Health	\$150,000.00	\$37,500.00	
NH22402-413	FAST Act NHTSA 402 SA	Department of Health	\$50,000.00	\$12,500.00	

Countermeasure Strategy: OP Data Collection

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Post *Click-It-or-Ticket* NHTSA compliant observational study and analysis. To determine the annual post, *Click-It-or-Ticket* seat belt usage rate statewide, analyze multi-year variations and use the results to improve statewide average and low-rate areas of the state.

Linkage Between Program Area

Persistent seat belt usage rate which ranks significantly below the national average.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405B-014	Annual Seat Belt Survey

Planned Activity: Annual Seat Belt Survey

Planned activity number: NH22405B-014

Planned Activity Description

The SHSO will conduct the 2022 annual observational survey (required by NHTSA) designed to increase consistency of year-to-year survey results. The results of this survey will set a new baseline from which Vermont will measure compliance rates. The survey will utilize NHTSA's revised uniform criteria, approved for implementation in 2013. Vermont is up for site resection in calendar year 2023.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Data Collection

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405B-014	FAST Act 405b OP Low	Preusser Research Group, Inc.	\$82,000.00	\$20,500.00	

Countermeasure Strategy: Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

In 2002, the seat belt use rate in Vermont was just below 68% statewide. At that time, Vermont implemented the state's first *Click It or Ticket* (CIOT) Mobilization. NHTSA provided the state with special funding to support expanded media outreach spreading the CIOT tagline throughout Vermont for the first time. Over the course of the past 19 years, through increasing partnerships with law enforcement and education agencies across the state, Vermont has continued to perform education and enforcement details in areas identified as low belt use areas of the state. The COVID-19 pandemic may have had a small impact on Vermont's seat belt use rate. Law enforcement and education agencies across the state still engaged in data driven enforcement and education but not to the same level of effort found in prior years. Additionally, the Click It or Ticket national mobilization that typically occurs immediately prior to the statewide seatbelt survey was cancelled in 2020. Despite this, the statewide use rate for 2020 of 88.8% was similar (i.e., not significantly different) to the 2019 rate of 89.3% albeit slightly lower. Vermont realizes youth seat belt usage is an issue as it is a critical emphasis area in the SHSP to improve younger driver safety. The SHSO has many projects that focus on this age group: Law Enforcement Education presentations to school groups, Youth Safety Council, AGC, and the Driver Educators Summit. The SHSO staff is looking at curriculums from the various agencies and looking for ways to streamline. While the current presentations are done very well, the SHSO continues to put more of an effort in resources to this problem area by implementing a new Chittenden Countywide education project. Our OP focus remains males, age 18-34, pickup truck drivers driving at night and on the weekends.

Table 1. Annual Weighted Seat Belt Use Rates 2007-2020 (% Belted)

Variable	Driver	Passenger	Total
Sex			
Male	82.9%	82.7%	82.9%
Female	94.2%	91.8%	93.5%
Vehicle Type			
Car	91.1%	88.7%	90.7 %
Truck	75.0%	81.5%	76.2%
SUV	92.0%	92.6%	92.2%
Van	91.4%	96.9%	92.7%
Time of Week			
Weekday	88.5%	89.7%	88.7%
Weekend	84.5%	87.2%	85.2%

Table 2. 2020 Statewide Unweighted Survey Results (% Belted)

2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
87.1	87.3	85.3	85.2	84.7	84.2	84.9	84.1	85.0	80.4	84.5	89.8	89.3	88.8

Table 3. 2020 Statewide Unweighted Survey Results by County Groupings (% Belted)

County Grouping	Driver Use	Passenger Use	Total Use
<i>Chittenden</i>	91.3%	91.2%	91.3%
<i>Bennington/Addison</i>	89.5%	89.9%	89.6%
<i>Franklin</i>	79.9%	84.4%	80.9%
<i>Caledonia/Orleans</i>	86.4%	88.3%	86.8%
<i>Rutland</i>	87.8%	88.1%	87.8%
<i>Washington/Lamoille</i>	88.4%	92.6%	89.2%
<i>Windham/Orange/Windsor</i>	90.0%	87.5%	89.5%
Statewide	87.6%	88.7%	87.8%

Linkage Between Program Area

During calendar year 2020, it is estimated that 58% of all traffic fatalities were improperly restrained. Currently, approximately 10% of Vermonters are not properly restrained on a regular basis. Additionally, 81% of Vermont's motor vehicle traffic fatalities happen on local roads in rural areas. With many small rural police agencies in Vermont, there are limited resources for supplemental short-term, high visibility enforcement and costly law enforcement equipment to achieve increased restraint use and maintain use at acceptable levels.

Rationale

The Countermeasure was selected as it best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-101-130	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH22402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22402-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH22402-118	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22402-123	Windham County Safe Highway Accident Reduction Program (SHARP)

Planned Activity: Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement

Planned activity number: NH22402-101-130

Planned Activity Description

Vermont law enforcement agencies (LEAs) have participated in the annual Click It or Ticket (Day and Night) national mobilization since 2002. During the past 19 years, all available resources have been deployed and supported by use of data to determine areas of low seatbelt usage and high, unrestrained crash locations.

Prior to 2020, the number of LEAs participating in High Visibility Enforcement campaigns had leveled off to approximately 80% of all Vermont LEAs. Due to the restrictions placed on LEAs due to the COVID-19 pandemic and resulting executive/emergency orders, the rate of participation, not surprisingly, decreased in 2020. The seatbelt use rate in 2017 rose to 84.5%, in 2018 it climbed again to 89.8%, and in 2019 the seat belt use rate was 89.3%, with the trend showing the rate stabilizing at nearly 90%. The national CIOT enforcement campaigns are key to Vermont's Occupant Protection (OP) program. Funding is provided to partnering agencies to engage in OP enforcement, including child passenger safety seat enforcement and education,

throughout the year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

The SHSO has identified geographic areas which historically manifest low belt use. These areas tend to be rural/agricultural areas connected by rural roadways. Vermont LEAs conduct OP enforcement in these areas. Ongoing and periodic enforcement is conducted day and night, especially May through September when data shows a higher rate of unbelted fatalities.

To supplement regular patrols and enforcement efforts, the Click It or Ticket Task Force was created. The Vermont CIOT Task Force is divided geographically into groups of officers from agencies throughout the state. Due to the flexibility of the Task Force concept, officers frequently work into the evening and nighttime hours when seat belt compliance declines and more severe crashes occur. Guided by data, these teams are a highly productive resource.

In addition to the CIOT Task Force, the Law Enforcement Liaisons recruit individual law enforcement agencies for participation within the agency's own jurisdiction. The Vermont State Police, 44 municipal police departments, 14 county sheriffs' departments, and the Vermont Department of Motor Vehicles' Commercial Vehicle Enforcement Unit all participate in OP enforcement activities.

Vermont plans to continue participation in NHTSA's "Border to Border" (B2B) initiative, working collaboratively with the State of New York along Vermont's western border. This operation has included both day and nighttime seat belt enforcement events, working with several New York law enforcement agencies. In 2019, Vermont participated for the first time in a multi-state B2B event organized by the State of New Hampshire to kick-off the annual CIOT mobilization; however, this event did not occur in 2020 due to COVID-19. In 2021, Vermont resumed its usual participation in the CIOT national mobilization; however, the number of LEAs participating, and the degree of participation, still had not fully returned to pre-pandemic levels.

Intended Subrecipients

Sub-recipients are selected through data analysis and prior grant performance. The intended LEAs will be comprised 26 of State, county and municipal departments both rural and urban. Four of the 26 agencies are regional projects. Regional projects are comprised of approximately 30 agencies.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-101-130	FAST Act NHTSA 402	State, County and Local Law Enforcement	\$863,691.00	\$194,673.00	\$863,691.00

Countermeasure Strategy: OP Supporting Enforcement

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

The SHSO recognizes that no two regions of Vermont are the same, and each county has unique safety needs that are best addressed at the local level. The SHSO has implemented, in part, a regionalized approach to awarding funds to grantees, replicating the regional SHARP models currently utilized in Chittenden and Rutland counties.

The participation in county-wide or regional SHARP program is not mandatory. If a law enforcement agency chooses not to participate in a regional program, the agency can apply independently for NHTSA grant funding. The choice of a law enforcement agency not to participate in SHARP does not disqualify the agency from the SHSO grant program.

The regional funding model, SHARP, awards local grant funding for the three National priorities identified by NHTSA: 1) Occupant Protection; 2) Speed, Aggressive and Distracted Driving; and 3). Impaired Driving.

A regionalization project includes a Project Director who organizes, supervises, and promotes enforcement as well as plans and implements educational activities. In addition, the director facilitates and supervises OP, Distracted Driving, and Speed enforcement activities and funding for combined regionwide sub-awards.

The project director is tasked with identifying and prioritizing critical targeted areas regionwide so that officers are deployed, and resources are directed to the area's most in need of enforcement. The multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement facilitate a cohesive strategy and consistent oversight.

Linkage Between Program Area

The project director sets goals based on state and local data to address traffic safety issues using *Countermeasures That Work*, Ninth Edition (2017) as a resource to implement evidence-based Traffic Safety Enforcement Programs. The project director also publicly represents the SHARP program as the community spokesperson to promote traffic safety with earned media messaging

and public outreach. Education efforts and activities will focus on target audiences to strengthen relationships with the community.

The project budget includes: enforcement hours, supplies, educational materials, mileage, indirect cost rate (upon approval) and sub-awards to agencies in the county or region. A county sheriff’s department (CSD) budget is based on contracts with the towns they serve, small federal and state grants and a very minimal state funded general operating budget.

Rationale

The Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy (Please see planned activities listed in the High Visibility Alcohol Enforcement section)

Unique Identifier	Planned Activity Name
NH22402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22402-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH22402-118	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22402-123	Windham County Safe Highway Accident Reduction Program (SHARP)

Planned Activity: Chittenden County Safe Highway Accident Reduction Program (SHARP)

Planned activity number: NH22402-106

Planned Activity Description

Chittenden County data from 2015 to 2019 demonstrates that the county had 35 total fatalities, 275 serious crashes (includes fatal crashes), and 21,489 total reported crashes.

Participating law enforcement agencies include: the Burlington, Colchester, Essex, Hinesburg, Milton, Richmond, Saint Albans, Shelburne, South Burlington, Swanton, Williston, and Winooski Police Departments; the Chittenden and Franklin County Sheriffs’ Departments; and the University of Vermont Police Services.

This list of activities is inclusive of all SHARP projects, except for the added descriptions found under the respective regional projects.

Description of Duties: The role of the Coordinator for the Chittenden County SHARP is to lead efforts to improve occupant protection compliance, impaired driving enforcement, speed enforcement and distracted driving enforcement. The coordinator is the conduit of traffic safety enforcement and education through performance of the following activities and duties:

Enforcement - Key Activities:

- Planning and coordination of multi-agency ongoing enforcement activities
- Planning and organization of HVE campaigns and NHTSA events as per calendar

- Data collection and reporting of enforcement activity
- Monitoring and evaluation of enforcement
- Promotion of evidence-based practices

Education, Outreach, and Media - Key Activities:

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordination of Traffic Safety and Media PSA's and Press Releases
- Participation in road safety audits administered by the Agency of Transportation
- Attending meetings of the Vermont Highway Safety Alliance
- Coordinating ARIDE and other traffic safety training for law enforcement officers in Chittenden and Franklin Counties
- Liaising with SHSO
- Liaising with all Chittenden and Franklin County Law Enforcement and surrounding Agencies

Administrative - Key Activities:

- Inventory/needs assessment of current activities
- Issue Sub-awards to recipients in Chittenden and Franklin Counties
- Understanding of the 2 CFR 200 and NHTSA Grant Regulations
- Monthly preparation and submission of financial forms and activity sheets for each agency
- Monthly reimbursements and payments to sub-grantees
- Preparation and submission of monthly progress reports
- Administrative support to participating county law enforcement agencies
- Preparation and submission of final report and close out
- Tracking and monitoring of budget and equipment

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Supporting Enforcement
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-128	164 Transfer Funds-AL	Chittenden County Sheriff Department/Enforcement	\$148,000.00		\$148,000.00
NH22402-106	FAST Act NHTSA 402 OP	Chittenden County Sheriff Department/Enforcement	\$150,000.00	\$37,500.00	\$150,000.00
NH22164-129	164 Transfer Funds-AL	Chittenden County Sheriff Department/Project Director	\$37,868.00		\$37,868.00
NH22402-127	FAST Act NHTSA 402 OP	Chittenden County Sheriff Department/ Project Director	\$37,868.00	\$9,467.00	\$37,868.00
NH22405E-124	FAST 405e Comprehensive DD	Chittenden County Sheriff Department/ Project Director	\$37,868.00	\$9,467.00	

Planned Activity: Rutland County Safe Highway Accident Reduction Program (SHARP)

Planned activity number: NH22402-116

Planned Activity Description

Rutland County data from 2015 to 2019 demonstrates that the county had 33 total fatalities, 133 serious crashes (includes fatal crashes), and 4,200 total reported crashes.

Participating law enforcement agencies include: the Brandon, Castleton, Fair Haven, Hartford, Killington, Norwich, Pittsford, Royalton, Rutland City, Rutland Town, Springfield, and Windsor Police Departments; the Rutland and Addison County Sheriffs’ Departments; and the Bethel and Poultney Constables. Rutland County will use the team approach for highway safety needs.

Description of Duties: The role of the Project Director for the Rutland County SHARP is to lead efforts to improve occupant protection compliance, impaired driving enforcement, speed enforcement and distracted driving enforcement.

The Highway Safety Director is the main point of contact for Traffic Safety Enforcement and Community Education through performance of activities. (The list of activities can be found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection.) They will also:

- Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County
- Liaison with all Rutland County Law Enforcement and surrounding Agencies
- Issue Sub-awards to recipients in Rutland and Windsor Counties

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Supporting Enforcement
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-116	164 Transfer Funds-AL	Rutland County Sheriff Department/Enforcement	\$148,000.00		\$148,000.00
NH22402-116	FAST Act NHTSA 402 OP	Rutland County Sheriff Department/Enforcement	\$125,000.00	\$31,250.00	\$125,000.00
NH22164-116	164 Transfer Funds-AL	Rutland County Sheriff Department/ Project Director	\$28,473.00		\$28,473.00
NH22402-128	FAST Act NHTSA 402 OP	Rutland County Sheriff Department/ Project Director	\$28,473.00	\$7,118.00	\$28,473.00
NH22405E-125	FAST 405e Comprehensive DD	Rutland County Sheriff Department/ Project Director	\$28,473.00	\$7,118.00	

Planned Activity: Vergennes Safe Highway Accident Reduction Program (SHARP)

Planned activity number: NH22402-118

Planned Activity Description

Addison County data from 2015 to 2019 demonstrates that the county had 26 total fatalities, 97 serious crashes (includes fatal crashes), and 2,736 total reported crashes.

Participating law enforcement agencies include the Bristol, Middlebury, and Vergennes Police Departments. Addison County will use the team approach for highway safety needs.

Description of Duties: The role of the Project Director for the Vergennes SHARP is to lead efforts to improve occupant protection compliance, impaired driving enforcement, speed enforcement and distracted driving enforcement.

The Highway Safety Director will be the main point of contact for Traffic Safety Enforcement and Community Education through performance of activities. (The list of activities can be found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection.) They will also:

- Coordinate ARIDE and other traffic safety training for law enforcement officers in Addison County
- Liaison with Bristol and Middlebury Police Departments

Issue Sub-awards to recipients in Bristol and Middlebury

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Supporting Enforcement
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-118	164 Transfer Funds-AL	Vergennes Police Department/Enforcement	\$32,000.00		\$32,000.00
NH22402-118	FAST Act NHTSA 402 OP	Vergennes Police Department/Enforcement	\$35,000.00	\$8,750.00	\$35,000.00
NH22164-119	164 Transfer Funds-AL	Vergennes Police Department/ Project Director	\$34,963.00		\$34,963.00
NH22402-129	FAST Act NHTSA 402 OP	Vergennes Police Department/ Project Director	\$34,963.00	\$8,741.00	\$34,963.00
NH22405E-126	FAST 405e Comprehensive DD	Vergennes Police Department/ Project Director	\$34,963.00	\$8,741.00	

Planned Activity: Windham County Safe Highway Accident Reduction Program (SHARP)

Planned activity number: NH22402-123

Planned Activity Description

Windham County data from 2015 to 2019 demonstrates that the county had 33 total fatalities, 154 serious crashes (includes fatal crashes), and 6,897 total reported crashes.

Participating law enforcement agencies include: Bellows Falls, Brattleboro, Dover Police Department, and the Windham County Sheriff’s Department.

Description of Duties: The role of the Project Director for the Windham County SHARP is to lead efforts to improve occupant protection compliance, impaired driving enforcement, speed enforcement and distracted driving techniques.

The Highway Safety Director will be the main point of contact for Traffic Safety Enforcement and Community Education through performance of activities. (The list of activities can be found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection.)

Enforcement - Key Activities:

- Coordinate ARIDE and other traffic safety training for law enforcement officers in Windham County

- Liaison with participating Windham County Law Enforcement Agencies
- Issue Sub-awards to recipients in Windham County

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Supporting Enforcement
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22164-123	164 Transfer Funds-AL	Windham County Sheriff Department/Enforcement	\$62,386.00		\$62,386.00
NH22402-123	FAST Act NHTSA 402 OP	Windham County Sheriff Department/Enforcement	\$50,000.00	\$12,500.00	\$50,000.00
NH22164-124	164 Transfer Funds-AL	Windham County Sheriff Department/ Project Director	\$31,127.00		\$31,127.00
NH22402-130	FAST Act NHTSA 402 OP	Windham County Sheriff Department/ Project Director	\$31,127.00	\$6,961.00	\$31,127.00
NH22405E-127	FAST 405e Comprehensive DD	Windham County Sheriff Department/ Project Director	\$31,127.00	\$6,961.00	

Program Area: Planning & Administration

Description of Highway Safety Problems

What We Do

The Vermont SHSO awards federal highway safety grant funds to local, state and non-profit agencies for projects to improve highway safety and reduce deaths and serious injuries due to crashes. The SHSO is also involved with the Vermont Highway Safety Alliance (VHSA), which has allowed them to build upon a network of highway safety professionals, working in collaboration to increase highway safety through these federally funded programs.

The SHSO has three staff who oversee all areas of program administration: Administrator, Deputy Administrator and Administrative Services Manager. Along with these three staff, one program coordinator performs grant invoicing reviews in GEARS for all projects and performs some specific media/impaired driving program coordination. In addition, the SHSO has an in-house staff of two program coordinators with specific subject matter areas of expertise, to include Occupant Protection, Distracted Driving, Impaired Driving, Law Enforcement (DUI and OP Enforcement), and Education Outreach programs. The staff of the SHSO manages state highway safety grant funds by providing guidance, oversight and monitoring for our partners.

The programs administered through the SHSO are federally funded through the National Highway Traffic Safety Administration (NHTSA). Programs are defined and approved each year in the SHSO Highway Safety Plan (HSP) and align with the State's Strategic Highway Safety Plan (SHSP). Through these plans, we analyze data, identify problems, define emphasis areas, and set goals to administer funds to programs in a responsible manner in accordance with federal guidelines.

Our Mission

Achieve progress "Toward Zero Deaths" by reducing the number of crashes, injuries, and fatalities on Vermont's roads and to provide highway safety data and fact-based analyses to the public. Assist communities and safety advocates in implementing effective programs that will change high-risk driving behavior and increase safety on our highways.

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name
NH22402-001/NH22164-001	Electronic Grant Management
NH22402-000-002-003 /NH22164-000-004-002	SHSO Planning and Administration

Planned Activity: Electronic Grant Management

Planned activity number: NH22402-001/NH22164-001

Planned Activity Description

The most significant planned activity undertaken by the SHSO during the most recent 5-year period has been the adaptation of the Grant Electronic Application and Reporting System (GEARS). The SHSO currently utilizes a web-based electronic grants management Intelligrants system. The program has increased efficiencies in the grant process by providing multiple access points and tracking capabilities. Further, it has increased the administrative and programmatic supervision of the program by facilitating a vehicle for accumulated data to be processed and analyzed. Additionally, the GEARS program provides greater access for programmatic reviews and both internal and outside audits. In FFY2022, the grants management system will possibly be under a new vendor; that is dependent upon the responses to the contract solicitation currently in progress.

The funds for this project are for the annual hosting fee and service enhancements.

Countermeasure strategies

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Contractor	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-001	FAST Act NHTSA 402PA	Vendor TBD for Intelligrants Software	\$40,000.00	\$40,000.00	\$40,000.00
NH22164-001	164 Transfer Funds-PA	Vendor TBD for Intelligrants Software	\$35,000.00	\$0.00	\$35,000.00

Planned Activity: SHSO Planning and Administration

Planned activity number: NH22402-000-002-003 /NH22164-000-004-002

Planned Activity Description

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

Costs associated with planning and administration for the program are as follows:

Personnel
Salaries and related expenses
for:

Operating Expenses
 Program Administrator
 Deputy Administrator
 Administrative Services Manager
 Program Coordinator
 Advertising - Print
 Fee for Space
 Office Supplies
 Postage
 Travel
 Printing and Binding
 Rental of
 Copier/Fax/Printer/Scanner
 Other Purchased Services
 HSP/Annual Report Contractor
 Dues
 GHSA Dues

Countermeasure strategies
 Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-000-002-003	FAST Act NHTSA 402PA	SHSO	\$274,628.00	\$274,628.00	\$0.00
NH22164-000-002-004	164 Transfer Funds-PA	SHSO	\$85,000.00		

Program Area: Police Traffic Services

Description of Highway Safety Problems

The Vermont SHSO offers support to all law enforcement agencies (LEAs) in the state with resources and programs that further the goals of highway safety.

The first step in making these connections is often accomplished by the Law Enforcement Liaisons. It is their deliverable to encourage participation in the enforcement initiatives presented by NHTSA and the SHSO. They are readily available to answer questions and provide information and support to all LEAs.

Crash Reconstruction Teams gather and analyze evidence at crash scenes to determine not only the cause of a crash, but they also assist agencies in court case preparation and testimony. The SHSO provides funding in support of this valuable asset.

Speed, distracted/aggressive driving, and impaired driving are almost always at the core of a crash. The Vermont State Police Speed Enforcement grant allows for additional troopers to monitor traffic and enforce speed laws statewide. In reviewing our FFY 2018 and FFY 2019 data, we are seeing an upward trend in our fatalities and incapacitating injury crashes being directly related to the causation of speed. The SHSO and Vermont Highway Safety Alliance are working with our state, federal and local partners to continue to get the word out about this problem. In reviewing two weeks of speed cart data from Interstate 89, between Exits 12-17 (Chittenden County), an average of 96.7% of the southbound traffic was exceeding the posted speed limit by at least 10 mph. The state has instituted a Safety Corridor in this section, with increased enforcement, speed carts, changeable message signs, and media to get the message out to slow down. This area is currently under the review of a Regional Planning Commission to send out information about safety corridors.

It is the job of the Law Enforcement Program Coordinators to support our LEAs by coordinating, allocating and monitoring the use of grant funds approved for these agencies to ensure that the goal of working “Towards Zero Deaths” is always in the forefront.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	C-1) Number of traffic fatalities (FARS)	2018	5 Year	58
2022	C-2) Number of serious injuries in traffic crashes (State crash data files)	2018	5 Year	260
2022	C-3) Fatalities/VMT (FARS, FHWA)	2018	5 Year	0.82
2022	C-6) Number of speeding-related fatalities (FARS)	2018	5 Year	21
2022	C-7) Number of motorcyclist fatalities (FARS)	2018	5 Year	9.5

Countermeasure Strategies in Program Area

Countermeasure Strategy
Crash Reconstruction
Highway Safety Office Program Coordinator
Law Enforcement Liaison
Speed, Aggressive and Distracted Driving

Countermeasure Strategy: Crash Reconstruction

Program Area: **Police Traffic Services**

Project Safety Impacts

- Reducing the time crash investigators spend collecting data at the scene
- Quicker opening of roadways at crash scenes
- Continuing to produce accurate forensic evidence for prosecutions related to crashes
- Provide crash reconstruction training and equipment to the VSP
- Develop an effective cadre of troopers trained in the skills, science and technology of crash reconstruction in order to provide an appropriate response to each major crash incident

Linkage Between Program Area

Uniform comprehensive crash reconstruction and investigation and incident reporting assists in gathering information to determine who, what, when, where, why, and how motor vehicle crashes and incidents occur. The data gathered is used in planning, evaluating and furthering occupant protection and impaired driving highway safety program goals. A lag time exists between the crash date and the time the crash researcher begins data collection. Scene evidence, such as tire marks and other witness marks, tend to diminish with time. Due to the difficulties associated with scene data collection, crash causation factors are not always readily determined at the scene of a crash by officers not specially trained in reconstruction skills.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-201	Crash Reconstruction Support

Planned Activity: Crash Reconstruction Team (CRT) Support

Planned activity number: **NH22402-201**

Planned Activity Description

The VSP CRT is the primary investigation unit for serious bodily injury and fatality crashes in the State of Vermont. The team responds to more than 50 motor vehicle crashes annually. Approximately 30% of these calls are generated by local and county law enforcement agencies. The team has four Sokkia total stations, one Top Con total station, and five Global Navigation Satellite System (GNSS) GPS receivers which are deployed throughout the state. These surveying tools are supplemented by four small Unmanned Aerial Systems (sUAS) which are utilized to photograph and map collision scenes. The data collected by the sUAS and various forensic measuring tools are then imported into a diagramming software which allows members to accurately map the collision scene and perform an analysis of the crash from those measurements. The time on scene using the sUAS and GNSS GPS to document a crash scene is less than a quarter of the time required for a total station to document the same evidence. This results in the roadway being closed down for a much shorter length of time and reduces the troopers exposed to traffic on the highway.

The Crash Reconstruction Team is also equipped and trained in the imaging of vehicle Event Data Recorders (EDR). The Federal Government mandated all manufactures to have a commercially available software to image an EDR if the vehicle was equipped with one starting in 2013. Because of this, the availability of EDR data, and use of that data, in a collision investigation is becoming more common. The CRT is receiving more frequent calls to perform the downloads on these vehicles to capture speed, braking, seat belt usage and engine throttle.

There are 8 fully certified crash reconstructionist on the team and four members who are currently in training. Troopers are required to attend three levels of nationally recognized trainings to become a certified crash reconstructionist. The required training allows members to better articulate, investigate, and reconstruct the serious collisions that occur around the state.

It is estimated that 33% of fatal crashes had an operator who was impaired and 25% of fatal crashes involved speeding. Complete and detailed investigation of traffic crashes are the first step toward successfully determining cause and contributing factors. The technical analysis and reports provided by the CRT aid in the decision to prosecute or not and the subsequent adjudication, when necessary.

Budget funds received by the team are used to ensure members have the necessary equipment such as tablets, battery pads, GPS mounts, pole mounted tablet, safety equipment and training to perform these extensive investigations. Funds also pay for recurring costs such as licensing fees for software and the purchase of Crash Data Retrieval (CDR) cables.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Crash Reconstruction

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-201	FAST Act NHTSA 402PT	Department of Public Safety	\$80,000.00	\$80,000.00	\$44,000.00

Countermeasure Strategy: Highway Safety Office Program Coordinator

Program Area: **Police Traffic Services**

Project Safety Impacts

Conduct regular document review; perform programmatic and financial documentation of grant activity; conduct monitoring, site visits and technical assistance for grantees and contractors; and attend training for professional development and collaborative meetings with highway safety partners as needed.

To ensure quality, accuracy, accountability and consistency with grants and contract deliverables which are designed to address the critical emphasis areas in the Strategic Highway Safety Plan and the Highway Safety Plan.

Linkage Between Program Area

Program coordination and grant administration for the State Highway Safety Office. The purpose of program activities is to provide Vermont highway users with information, knowledge and motivation to compel behavior modification to increase safety for the general population and individual. Duties are performed under the direction of the State Highway Safety Office Administrator.

The position is responsible for grant oversight, financial oversight of sub-grantees, preparation of the Highway Safety plans and reports, and monitoring of Highway Safety grants.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-290	HS Program Coordinator

Planned Activity: HS Program Coordinator

Planned activity number: **NH22402-290**

Planned Activity Description

Program coordination is provided by three staff members who ensure SHSO policies are followed, enforcement strategies are effective, and awardees are compliant with best practices. The coordinators review grant documents and ensure that financial transactions are properly filed, documented and accurately reported. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Coordinator
Highway Safety Office Program Coordinator

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-290	FAST Act NHTSA 402PT	VTrans Staff	\$40,000.00	\$10,000.00	\$0.00

Countermeasure Strategy: Law Enforcement Liaison

Program Area: **Police Traffic Services**

Project Safety Impacts

Vermont's law enforcement liaison(s) will provide law enforcement expertise, encourage involvement in traffic safety initiatives and act as a link between the state's law enforcement community and the SHSO.

The LELs will continue to increase interest in the support of SHSO 's priority initiatives. They will increase LEA's participation in national enforcement campaigns.

Linkage Between Program Area

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-203/NH22405D-011/NH22405E-101	Law Enforcement Liaison North
NH22402-202/NH22405D-010/NH22405E-102	Law Enforcement Liaison South

Planned Activity: Law Enforcement Liaisons

Planned activity number: NH22402-203/NH22405D-011/NH22405E-101/ NH22402-202/NH22405D-010/NH22405E-102

Planned Activity Description

Vermont contracts with Law Enforcement Liaisons (LELs) who are responsible for providing law enforcement expertise, encouraging involvement in traffic safety initiatives, and acting as a conduit between the law enforcement community and the SHSO staff. This coordination facilitates statewide mobilizations of impaired driving, occupant protection, distracted driving, speed/aggressive driving and other high visibility enforcement (HVE) campaigns, such as the *Click It or Ticket* and *Drive Sober or Get Pulled Over* national mobilizations. Coordinating these activities requires collaboration with law enforcement agencies, VTrans, the Departments of Motor Vehicles, Public Safety, Liquor Control, Health, Education, and other state, county and municipal agencies and organizations.

The SHSO's LELs, in coordination with the SHSO Administrator, provide leadership and guidance for the Impaired Driving Enforcement Task Force and the Click It or Ticket Task Force. It should be noted these are in-state task forces which operate during the national campaign time frames and other periods throughout the year. The LELs work collaboratively with the Vermont Highway Safety Alliance, The Vermont Association of Chiefs of Police, the Vermont Sheriffs'

Association, and the Vermont State Police to achieve sustained, efficient and coordinated enforcement of all the state’s traffic safety priorities. All enforcement strategies are designed using Vermont’s Traffic Safety Enforcement Plan (TSEP).

The SHSO contracts with two (2) LELs who divide coverage of the state into north and south regions; however, the LELs coordinate their activities and work together to provide seamless coverage for the entire state.

Occupant Protection and Impaired Driving: The LELs continue to develop and retain occupant protection and impaired driving task forces which work in partnership with members of the VHSA. In addition, the LELs are responsible for tracking and reporting participation in the national mobilizations, which includes organizing participation and data gathering.

Distracted Driving: The LELs support efforts to curb distracted driving and promote and collect data for the Connect to Disconnect (C2D) HVE campaign. C2D is a High Visibility Enforcement Campaign that focuses on reducing the use of hand-held electronic devices while driving a motor vehicle. In addition, the SHSO will issue up to a \$1M in Distracted Driving Enforcement grant funds to law enforcement agencies statewide and the LELs will assist with coordinating those efforts.

Drug Recognition Expert: The LELs actively promote the state’s DRE program and encourage and promote the Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Standard Field Sobriety Testing (SFST) programs. The LELs coordinate this effort with the Vermont Criminal Justice Council. The LELs are the proxies for the SHSO Administrator on the Drug Evaluation and Classification Program oversight committee.

Media: The LELs have the responsibility of supporting media messaging for NHTSA campaigns and highway safety messaging throughout the year. The LELs are involved in both television and radio interviews, and they send out press releases supporting high visibility programs like Click it or Ticket, Drive Sober or Get Pulled Over, and C2D. The LELs can be called upon any time media support is needed.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Liaison

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Contractor	Estimated Funding Amount	Match Amount	Local Benefit
NH22405D-011	FAST Act 405d Impaired Driving Low	LEL North	\$36,200.00	\$9,050.00	
NH22405E-101	FAST Act 405e - Comprehensive DD	LEL North	\$36,200.00	\$9,050.00	
NH22402-203	FAST Act NHTSA 402PT	LEL North	\$36,200.00	\$9,050.00	\$0.00
NH22405D-010	FAST Act 405d Impaired Driving Low	LEL South	\$36,200.00	\$9,050.00	
NH22405E-102	FAST Act 405e - Comprehensive DD	LEL South	\$36,200.00	\$9,050.00	
NH22402-202	FAST Act NHTSA 402PT	LEL South	\$36,200.00	\$9,050.00	\$0.00

Countermeasure Strategy: Speed and Aggressive Driving

Program Area: **Police Traffic Services**

Project Safety Impacts

Crash location maps and other data will be used to target areas and roadways for enforcement on Vermont's major routes, consistent with the TSEP model.

To increase the enforcement of speeding and aggressive driving laws in select work zones across the state using grant funding for overtime enforcement and maintenance of safe work zone environments. Combining reinforcement of strict and uniform adherence to procedures with reduced speed limits will help create a systematic approach to the use of law enforcement within highway work zones.

Linkage Between Program Area

One of the major causes of crashes on Vermont roads is excessive speed, including driving too fast for road and weather conditions. In 2020, 15 of Vermont's 57 fatal crashes (26%) were found to be speed related. Vermont law requires drivers to drive at a reasonable and prudent rate of speed for roadway conditions, in addition to adhering to the posted speed limit. In Vermont, dangers associated with driving over the speed limit are compounded by winter driving and roadway conditions. In 2020, Vermont law enforcement agencies collectively issued 55,619

traffic tickets, representing a decrease of 36% from the previous year. Of those tickets, 53% (29578) were issued for speeding violations.

Reducing crashes that are the result of excessive speed and aggressive driving, driving is a priority for the Vermont SHSO.

Work zone safety is a concern for the State of Vermont. While the number of fatal work zone crashes in Vermont falls below the national average, increasing numbers of workers and motorists are injured in work zones every year. There were 251 work zone crashes in Vermont from 2010 to 2014. Vermont’s SHSP classified work zone safety as an area of significant emphasis. Work zones are inherently more hazardous for motorized and non-motorized traffic due to unexpected situations, such as drivers not heeding speed reduction warnings, distracted drivers and traffic congestion. Vehicles and pedestrians are moved out of their normal patterns and when confronted by equipment or flaggers, often stop abruptly in traffic. In this type of precarious environment, excess speed and distracted driving carry even more potential to result in destructive consequences.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-207	Vermont State Police Speed and Aggressive Driving Enforcement

Planned Activity: Vermont State Police Speed and Aggressive Driving Enforcement

Planned activity number: NH22402-207

Planned Activity Description

The Vermont State Police (VSP) provides primary law enforcement services to approximately 200 towns, representing approximately 90% of the landmass and 50% of the population in Vermont. In addition, VSP has primary responsibility for Vermont’s four (4) interstate highways (I-89, I-91, I-93 and I-189). The VSP is the default law enforcement agency for most rural towns that do not have their own municipal police department. As a result of the wide-spread area of responsibility, State Troopers investigate the majority of injury and fatal crashes in the state. VSP regularly investigates more than half of Vermont’s fatal crash events. In 2018, 2019, and 2020, VSP investigated 74%, 77%, and 63% of the fatal crashes respectively. Given the landmass covered by the VSP, they have a statewide impact on speed and aggressive driving behaviors regardless of municipality or county lines.

VSP will be allocated funds for high visibility enforcement to deter speed and aggressive driving throughout the calendar year. The overtime enforcement associated with this will be managed by

the VSP Traffic Safety Unit. High visibility enforcement efforts will be conducted in areas where crash data shows a high incidence of speed/aggressive driving-related crashes.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Speed, Aggressive and Distracted Driving

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-207	FAST Act NHTSA 402 PT	Department of Public Safety	\$50,000.00	\$12,500.00	\$0.00

Program Area: Racial Profiling Data Collection
 Description of Highway Safety Problems

Vermont Law Enforcement agencies are required by statute (**20 V.S.A. § 2366 et. al.**) to report to the Vermont Criminal Justice Council all pertinent race data information gathered at the time of a motor vehicle stop. In accord with the previously referenced statute the information gathered from these stops is then required to be accessible to the public for further analysis. The State currently lacks the capacity to analyze the data and translate it into a form where it can be utilized as a training tool.

A professor at the University of Vermont conducted a study in 2017 that looked at traffic stop data from the 29 largest departments in the State. In summary, the report concluded that black and Hispanic drivers were stopped and searched at a higher frequency than white drivers. The report also opined that white and Asian drivers are more often found with contraband when stopped. The report entitled "Driving while Black and Brown in Vermont" examined traffic data from the year of 2015. It should be noted that the Vermont law enforcement community harbors concerns about the quality of the data and the methods of analysis that were used for this study, as the data used in the analysis was from 2015, the first-year law enforcement agencies were required to collect it.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Evidence Based Race Data Enforcement Reporting	2021	Annual	50.00%

Countermeasure Strategies in Program Area

Countermeasure Strategy
Data Collection and Analysis

Countermeasure Strategy: Fair and Impartial Police Training, Data Collection and Analysis

Program Area: **Racial Profiling Data Collection**

Project Safety Impacts

The expected safety impact upon complete compliance by all law enforcement agencies with race data reporting requirements would be to ameliorate the effects of implicit bias from the process of motor vehicle enforcements stops. The chosen countermeasure would provide a near complete data subset of race data information from which an analysis could be taken, and the

results of that analysis transformed and incorporated into a training tool for law enforcement. The funding for this planned activity will originate from the subject grant.

Linkage Between Program Area

There are several obstacles to conducting evaluation research to support evidence-based law enforcement programming. Those problems include: (1) the disparate data collection efforts and data management systems used by law enforcement; (2) almost all police departments have collected and submitted some traffic stop information; however, the data has been submitted using different timelines and is incomplete and inaccurate due to a lack of a standardized reporting format, collection procedures and training; (3) there's no annual comprehensive analysis of data collected; and (4) there's a lack of public access to the data collected.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH221906-001	Fair and Impartial Police Training

Planned Activity: Fair and Impartial Police Training

Planned activity number: NH221906-001

Planned Activity Description

The Vermont Criminal Justice Council is in the final stages of hiring a contractor(s), to develop and administer live training relative to FIP on behalf of the Council. This training will be specifically targeted to race data collection and be developed in concert with the Council and the Law Enforcement Community. Presently, the plan is for hired contractor(s) to administer this training in 2021 and into 2022 to all Vermont Law Enforcement Officers with in-person, classroom settings regionally throughout the State. Additionally, the contractors will provide technical support to Vermont Law Enforcement Agencies to ensure that department policy and practice are in line with best practice for collecting and reporting traffic stop race data. This will support the continued quality of collected data. Due to the pandemic, there was a significant delay in hiring contractors under the 2020 grant. Therefore, funding in 2021 is vital to complete this project. This training will translate to a more targeted approach for future potential trainings by providing scientifically measurable data. The data will help Vermont's Law Enforcement Executives make targeted decisions and craft policy change where data supported evidence directs them to do so. A significant portion of this process includes the collection of data pertaining to race. Vermont Law Enforcement Officers would benefit from training relative to the proper recording of data, so translatable, scientific methodology can be applied to analyze policing in our communities relative to bias.

In doing so, all Vermont Law Enforcement Officers will receive this training per statutory mandate. The result of the training will be consistent data collection that will be recorded by Law Enforcement Officers for further analysis. The analysis will aid in providing information to Law Enforcement Executives for specifically targeted training, policy development and implementation.

The contractor(s) will provide the Council with a detailed monthly report, outlining the training process and its progress. This will help ensure this training is reaching the entire Vermont Law Enforcement Community. This will translate to the Council being able to fulfill its mission to meet statutory requirements for FIP training and provide meaningful, usable data.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Data Collection and Analysis

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH221906-001	FAST Act 1906 Prohibit Racial Profiling	Vermont Criminal Justice Council	\$375,000.00	\$93,750.00	

Program Area: Traffic Records

Description of Highway Safety Problems

The goal of Vermont’s Traffic Records program is to ensure SHSO, AOT, and law enforcement communities are able to access accurate and complete data. The data is critical for identifying problem areas in need of attention by the SHSO and its partners. With funding from SHSO, the Traffic Records Coordinating Committee (TRCC) and AOT maintain the database on motor vehicle fatalities and injuries. Vermont made great strides in data processing improvement, including the redesign of the Crash Report Form. TRCC, under the direction of the SHSO and AOT, continue to work on a number of projects to enhance data collection.

Planning in FY22, Vermont will continue to deploy the electronic citation system statewide. This has proven to significantly improve the timeliness and accuracy of citations issued within the state. Additionally, the Department of Public Safety is working diligently to secure long term funding to maintain the system.

This traffic records strategic plan includes projects that improve crash reporting (i.e., AOT Crash Data Reporting System), EMS run reporting (i.e., SIREN), and the further deployment of the DPS E-Citation Implementation project. Continuing this year will be (Phase 1) of the Integration of SIREN and CRASH data elements. This was not initiated in FFY21 due to staffing re-assignments for statewide COVID emergency response. We will begin with “test” data fields and use of the guidance provided by the 2019 Go Team final report.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2022	Target for Citation Uniformity	2021	Annual	75
2022	Electronic Citation Usage	2021	Annual	63

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Coordinator
Improves accessibility of a core highway safety database
Improves completeness of a core highway safety database

Countermeasure Strategy: Highway Safety Office Program Coordinator

Program Area: **Traffic Records**

Project Safety Impacts

Facilitation of TRCC meetings, preparation for the 2022 Traffic Records Assessment; coordinate the application and submission of the 405C Traffic Records Improvements application.

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

Regular document review, site visits and technical assistance with sub-awardees and contractors; attend training for professional development; lead the TRCC and other collaborative meetings with highway safety partners as needed.

To ensure quality and consistency with grants and contract deliverables, which are designed to address the critical emphasis areas (CEAs) in the SHSP and the HSP.

Linkage Between Program Area

The problem identification information was identified by the state subject matter expert for a specific section of the TRCC assessment. That assessment information will provide guidance to the TRCC committee and the TRCC program coordinator. The funds allocated to this program area will be resourced by the program coordinator to further the goals and objectives of the assessment report and will further help in achieving the performance targets.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22402-300	TRCC Program Coordinator

Planned Activity: TRCC Program Coordinator

Planned activity number: NH22402-300

Planned Activity Description

A State Highway Safety Office Behavioral Safety Unit staff member manages the Traffic Records Program as well as all Law Enforcement grants and other scheduled assessments/evaluations. The individual tracks time proportionally between traffic records and police traffic under the 405 fund programs.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Coordinator

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-300	FAST Act NHTSA 402 TR	VTrans Staff	\$36,497.00	\$9,124.00	\$0.00

Countermeasure Strategy: Improves accessibility of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

Hardware and software upgrades and development of a plan with recommendations to improve run-time field loss of law enforcement connectivity in rural areas of the state.

To improve uniformity of the crash data production process and applications.

Data improvement recommendations contained in the 2016 Traffic Records Assessment.

Technical assistance for issues identified by law enforcement users of WebCrash and coordination of implementation activities with the e-Citation vendor contract and pilot implementation.

Linkage Between Program Area

The online data entry system for law enforcement crash reporting and the VTrans legacy data records system requires periodic evaluation for upgrade and improvement in interface.

Rationale

The current traffic ticketing system used in Vermont is a manual, paper-based system. The number of traffic tickets during the last five years has declined 43% from 94,908 tickets in 2016 to 41,240 tickets in 2020. Traffic tickets can be dismissed due to various process, data quality problems or other non-quality related issues. These quality data problems included illegible tickets, missing data, wrong data, and tickets filed outside the statutory limits. In current practice, it takes 30 days or more after the ticket is issued to the motor vehicle operator before the traffic ticket arrives at the Judicial Bureau.

Most police agencies wait until they have several traffic tickets before mailing the ticket batches to the Judicial Bureau, causing a cyclical backlog in the processing of tickets. Also, the Judicial Bureau has stated that a significant problem with processing traffic tickets is illegibility. Additionally, no efficient method to data mine information from the current paper-based system exists.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405C-700	AOT Crash Data Reporting System
NH22405C-702	e-Citation
NH22402-301	TRCC Contractor
NH22405C-704	MIRE Project

Planned Activity: AOT Crash Data Reporting System

Planned activity number: NH22405C-700

Planned Activity Description

This is a project for ongoing enhancements to the crash data interface. The FFY2022 goal is to complete six components: 1) To use the new MMUCC standards to update the Uniform Crash Report Form and implement any necessary changes. 2) Build a Crash Collection Stand Alone Client Application. The client application will provide law enforcement with the ability to create and submit crash reports from the field. When connectivity is lost, law enforcement will be able to continue with crash reporting and submit at a time when connectivity is re-established. The Client Application was a recommendation in both the Vermont 2012 Crash Data Improvement Program (CDIP) review as well as in the 2012 and 2016 Traffic Records Assessments. This feature will provide for improved timeliness in reporting, per the CDIP and TR Assessments. 3) SIREN - Web Crash bridge. NHTSA suggests a link for the purposes of looking for outcomes across these datasets. With the NHTSA GO Team help, this project should move forward starting with an MOU between VTrans & DOH. 4) Valcour & eTicket - Web Crash bridge/interface. Now that eTicket is up and running, it would be helpful have a link to this data. The state is moving to Valcour so this project would also include an upgrade to the current interface with Valcour. 5) Investigate and potentially implement a predictive analytics software in Web Crash for Law Enforcement to use in their data driven directed patrols. 6) Integrate roadway data into Web Crash. Having the roadway data entered at time of crash entry would save time and resources to do this work after the crash is submitted.

Funds for this project are for updating Web Crash with any new crash form changes, begin work on the Web Crash Client Application, assist with any integration needs for SIREN bridge and E-Ticket, implement predictive analysis software in Web Crash, and integrate roadway data into Web Crash.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405C-700	FAST Act 405c Data Program	Agency of Transportation	\$94,838.00	\$23,710.00	

Planned Activity: e-Citation

Planned activity number: NH22405C-702

Planned Activity Description

eTicket is a pilot based on the implementation proposal in the 2012 Master Business Plan. Regular review and evaluation of all aspects of the effort will be conducted by the eTicket interagency advisory work group with regular reports provided to the TRCC.

The Vermont Department of Public Safety (DPS) will continue to lead this project and work closely with the Vermont Agency of Digital Services (ADS) to continue to build the electronic ticket platform and expand the test pilot program (test pilot #3) of the TraCS e-Ticket software in FFY 2018. This 3rd Pilot would build on the proof in concept and a learning experience from the previous test pilots for the improvements and fixes to the electronic traffic ticket system. The e-Ticket system will be tested at roadside by a sampling of all three branches of the Vermont Law Enforcement Community (VSP, County Sheriffs, Local (Municipal)). Valuable feedback from these law enforcement agencies will help improve and shape the application to be a better roadside data gathering solution. Lessons learned from this pilot would be evaluated and used to help shape the finally state-wide roll out phase in FY19 and FY20.

DPS and ADS have been fostering a collaborative work environment with the Judicial Bureau (JB). This will allow the stakeholders to have an open channel to address issues and concerns as they arise. The process for the on boarding of new e-ticket agencies in a way that does not cause delay and works for all involved.

DPS has created a Steering Committee which will be chaired by the Deputy Commissioner of DSP and will to provide long range oversight of the program and has as one of its priorities the identification sustainable funding for the e-ticket. The group has representation from municipal LE agencies that use both Valcour and Spillman platforms. In addition, a sub-committee of the steering committee to address changes in the system and to make recommendations for system improvement to the Steering Committee.

Lastly, as more vehicles are outfitted over the next year (Oct 1, 2021-Sept 30, 2022) efforts will be made to expand the role and importance of e-ticket. For example, the concept of integration of e-ticket with Crash has been posited by the Crash and FARS Analyst to integrate the two.

Researching this makes sense and a feasibility plan should be investigated for this and other modalities which would allow for more effective use of data.

Projected expenditures are as follows:

1. – Crosswinds Contract to assist with the move to Valcour’ s platform
2. Equipment: to include printers and bar code scanners.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405C-702	FAST Act 405c Data Program	Department of Public Safety	\$104,050.00	\$26,013.00	

Planned Activity: Systemic Identification of Roadway Features Related to Roadway Departure Crashes and Inventory of High-Risk Sites

Planned activity number: NH22405C-704

Planned Activity Description

This is a new project that will integrate crash data with roadway data from existing Vermont Agency of Transportation (AOT) databases to develop multi-regression predictive models to identify the roadway features that are associated with roadway departure crashes.

The project will use the predictive models that were developed to screen the road network (state and local roads) to identify the locations with a high risk for roadway departure crashes based on the identified correlated roadway features.

This integration will prioritize and rank the high-risk sites identified based on the measure of highest potential for safety improvement from the expected benefits of applying certain treatments.

The funds for this project are for consultant services to develop regression models, identify roadway features and the sites with the features and rank the sites

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405C-704	FAST Act 405c Data Program	Agency of Transportation	\$80,000.00	\$20,000.00	

Planned Activity: TRCC Consultant

Planned activity number: NH22402-301

Planned Activity Description

LexisNexis Coplogic Solutions Inc. served as the TRCC Consultant for Vermont up to October 30th, 2017. Vermont sent out an RFP for a TRCC Consultant. No bid was accepted, and the RFP was sent out a second time with updated specifications, no bids were received as of April 2018. We will continue to hold this option open to hire a consultant at an undetermined future time, as of this time, we are operating without contractor services.

The Vermont State Highway Safety Office sent out another RFP in early spring 2021.

LexisNexis Coplogic Solutions Inc did respond and was selected. At the time of this report, they are in contract negotiations with the Vermont Agency of Transportation and could be under contract by July 1st, 2021. This is undetermined at the time of this report.

Per the Traffic Records Coordinating Committee Charter (referenced in Section 2.2 of this Document) , the co-chairs will assume the responsibilities of scheduling, and calling to order the TRCC meetings; convene TREC meetings; interface with SHSO-BSU staff, interface with any current TRCC consultants or project managers; interface with Federal partners; provide meeting agendas and review meeting notes; monitor annual update of TRCC strategic plan; publicize traffic records efforts for other internal (SHSP) and external partners; schedule strategic direction and system information updates from member agencies.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22402-301	FAST Act 402 TR Data Program	Contractor TBD	\$60,000.00	\$15,000.00	

Countermeasure Strategy: Improves completeness of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

This performance measure is based on the I-T-1 model.

Vermont will improve the timeliness of the Vermont EMS Statewide Incident Reporting Network (SIREN) as measured in terms of a decrease in the average number of days from the occurrence of an EMS Run to the date the EMS Patient Care Report is entered into the EMS database within a period determined by the State.

The state will show measurable progress using the following method: The average number of days from the occurrence of an EMS Run to the date the EMS Patient Care Report is entered into the EMS database using a baseline period of April 1, 2019, to March 31, 2020, and a current period of April 1, 2021, to March 31, 2022.

There were 108 reporting services during the baseline period with an average timeliness of 2.00 days. There were 111 reporting EMS agencies during the current performance period with an average timeliness of 2.40 days. As detailed in the supporting documentation, there has been a decrease in the timeliness of 0.40 days.

Linkage Between Program Area

Vermont will improve the Integration of the EMS system as measured in terms of an increase of:

The percentage of appropriate records in the EMS file that are linked to another system or file. Specifically, the percentage of records linked between Vermont's pre-hospital electronic patient care reporting system (SIREN – Statewide Incident Reporting Network) and hospital electronic medical record databases with spinal injury outcomes reported.

The state will continue to measure progress using the following method: The percentage of hospital spinal injury outcome records from the hospital electronic medical record database that were linked with records in SIREN with motor vehicle crash related injuries.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405C-701	SIREN

Planned Activity: SIREN

Planned activity number: NH22405C-701

Planned Activity Description

The Vermont Department of Health Emergency Medical Services (VDH EMS) ongoing completion of the SIREN data system implementation involves the following key components for FFY2022:

Analyzing prehospital EMS data with law enforcement crash records would allow for a more thorough analysis of crash severity, beginning with factors of the crash itself reported by law enforcement and initial injury assessment performed by EMS. As a result, this data will have the capacity to inform and lead highway safety programs aimed at reducing economic losses, injuries, as well as traffic fatalities.

The funds for this project are for the contract for Field-Bridge, (the laptop-based software for real-time EMS data entry), will be continued. Field-Bridge is essential for ongoing SIREN implementation development. A data host system will also be explored, such as the Data Mart feature or the Hospital Information Hub, offered by the software vendor, ImageTrend® for an approach to integrate hospital data with prehospital SIREN data.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405C-701	FAST Act 405c Data Program	Department of Health	\$40,000.00	\$10,000.00	

Program Area: Media

VT Goal: To achieve at least 8,000 clicks, 450,00 views and 3,000,000 impressions for all new Drive Well Vermont Campaigns. After reviewing the previous two Drive Well campaigns, Distracted Driving and Speed and Aggressive, reports from our marketing vendor HMC, the SHSO determined that these targets should be attainable.

Description of Highway Safety Problems

The Agency of Transportation (VTrans) seeks to retain qualified, strategic, and innovative marketing firm(s) for the development and implementation of a variety of traffic safety-related advertising media campaigns and initiatives to the SHSO on either a full-time or on-call basis to meet the goals of the VTrans Highway Safety Plan. Specifically, working toward the target of “Zero Deaths” by promoting highway safety awareness through education and enforcement, thereby reducing crashes, saving lives, and improving the overall quality of life for those using Vermont’s roadways. Countermeasure Strategy: Media Campaigns – Drive Well Vermont

Program Area: **Media Campaigns**

Project Safety Impacts

The SHSO continues the new, multiyear media initiative that focuses on encouraging drivers to “Drive Well”, by showing what Vermonters are doing right while using our roadways rather than the consequences of bad decisions. Drive Well Vermont is a shift in our messaging that challenges road users to become engaged and make decisions for the right reasons. The data tells us that not all Vermonters are engaged while using our roadways and as a result, unintended consequences occur.

Linkage Between Program Area

The idea behind the Drive Well Vermont initiative is to create an opportunity for Vermonters to start thinking and talking about what’s appropriate behind the wheel, in the passenger’s seat, while riding bikes, motorcycling, and while walking on our roadways. Using real Vermont road users in these commercials and still images, we’re showing road users why their fellow Vermonters “Drive Well.” Drive Well Vermont is a program designed to help share techniques and strategies to reduce distractions, to improve vehicle operation behaviors and grow engagement of those using our roadways. This approach is based on the concept of Positive Culture Framework, a system that promotes health and safety by building on shared values, beliefs and attitudes.

Rationale

This Countermeasure best fits the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH22405B-015	Creative Media (New) - OP Message
NH22405F-001	Paid Media
NH22405D-026	Impaired Driving Media Outreach
NH22405E-401	Media Buys (New) - Drive Well VT Younger Driver DD Message
NH22405E-402	Creative (New) -Drive Well VT Younger Driver DD Message
NH22405E-403	Creative (New) - Drive Well Vt Social Media Younger Driver
NH22405E-404	Media Buys (New) - Drive Well VT Social Media Younger Driver
NH22405E-405	DD Drive Well VT - Posters/Pamphlets PI&E
NH22405E-601	Drive Well Vermont - Impaired Creative (split with 405D)
NH22405E-602	Drive Well Vermont - Impaired Media Buy

Planned Activity: Distracted Driving DD Media Projects – Drive Well Vermont

Planned activity number: NH22405E-401-405

Planned Activity Description

Strategies: Create and utilize social, television and radio media to engage drivers and create better behavior choices from our road users. Media buys will be used to target the respective audience for the project. The media “story” will be created by the vendor and approved by the SHSO and the VTrans Public Information Officer. In reviewing Vermont’s four years of citation data for DD we have found that men and women each received nearly 50% of this type of traffic citation. We believe that our CRASH data is under reported in the area of DD driving as it can be difficult to tell if the portable electronic device was in use. HMC was used as the vendor for the first two installments of Drive Well Vermont, but the project will need to go out to bid for each upcoming campaign.

Goals: To influence VT’s road users to make better decisions while driving by encouraging others to drive well.

Project Description: media vendor, in conjunction with VTrans SHSO staff, will create a :30 second DD Public Service Announcement and deploy using the concept and tagline “Drive Well Vermont” under the following areas:

- DD Drive Well Vermont Creative Message and Media Buys – target all motor vehicle operators, particularly younger drivers, by emphasizing why the operator is not to use their portable electronic devices (PED) while operating a motor vehicle on everyday trips.

- DD Drive Well Vermont social media Creative Message and Media Buys – target younger operators, age 15-30, by emphasizing why the operator is not to use their PED while operating a motor vehicle on everyday trips.
- DD Public information brochures.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media Campaigns

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405E-401	FAST Act 405e Distracted Driving	TBD	\$85,000.00	\$21,250.00	
NH22405E-402	FAST Act 405e Distracted Driving	TBD	\$85,000.00	\$21,250.00	
NH22405E-403	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	
NH22405E-404	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	
NH22405E-405	FAST Act 405e Distracted Driving	TBD	\$25,000.00	\$6,250.00	

Planned Activity: Media Projects – Drive Well Vermont

Planned activity number: NH22405E-601-602/NH22405D-026

Planned Activity Description

Strategies: Create and utilize social, television and radio media to engage drivers and create better behavior choices from our road users. Media buys will be used to target the respective audience for the project. The media “story” will be created by the vendor and approved by the SHSO and the VTrans PIO. The vendor for this project has not been chosen at this time, though HMC has been used for the previous installments of Drive Well Vermont.

Goals: To influence VT’s road users to make better decisions while driving by encouraging others to “Drive Well Vermont.” To promote a traffic safety culture that leverages those who already engage in safe road user behaviors to help influence those who do not.

Project Description: The media vendor, in conjunction with VTrans SHSO and PIO staff, will create a :30 second DD PSA and deploy using the concept “Drive Well Vermont” under the following areas:

- Drive Well Vermont Impaired Driving Creative and Media buys. Target all motor vehicle operators, skewed toward 19-39-year-old operators, by describing why they make better choices using resources like calling a friend, taxicab, a rideshare or giving their keys to their friend etc.
- Drive Well Vermont Motorcycle Creative and Media buys. Target all motorcycle riders with one rider describing why they wear the appropriate safety gear and DOT approved helmet, that they never drive impaired, and that they drive the speed limit so they can get home to their family.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media Campaigns

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405D-026	FAST Act 405d Impaired Driving	TBD	\$83,166.00	\$20,792.00	
NH22405E-601	FAST Act 405e Distracted Driving Flex	TBD	\$50,000.00	\$12,500.00	

NH22405E-602	FAST Act 405e Distracted Driving Flex	TBD	\$35,148.00	\$8,787.00	
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Planned Activity: Occupant Protection Media Projects – Drive Well Vermont

Planned activity number: NH22405B-015

Planned Activity Description

Strategies: Create and utilize social, television and radio media to engage drivers and create better behavior choices from our road users. Media buys will be used to target the respective audience for the project. The media “story” will be created by the vendor and approved by the SHSO and the VTrans PIO. In reviewing Vermont Seat Belt Survey data and reports, the target market continues to be male, pickup drivers, at night, ages 16-34 and in several rural areas of the state. The vendor for this project has not been chosen at this time.

Goals: To influence VT’s road users to make better decisions while driving by encouraging others to “Drive Well Vermont.”

Project Description: The media vendor will create a :30 second seat belt PSA as well as social media graphics/images and deploy using the concept and tagline “Drive Well Vermont.”

The vendor will design Drive Well Vermont seat belt creative and negotiate media buys. The goal is to target all operators by using local Vermonters who are shown wearing their seat belts in familiar, real life situations.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media Campaigns

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405B-015	FAST Act 405b Occupant Protection	TBD	\$55,373.00	\$13,843.00	

Planned Activity: Motorcycle Safety Media Buy

Planned activity number: NH22405F-001

Primary Countermeasure Strategy ID:

Planned Activity Description

Problem Statement: As the weather warms up, more motorcycles are on the road, which results in an increase of motorcycle crashes during the summer months. Other motorists need to be aware of motorcycles on the road and the potential blind spots they may experience while driving.

Strategies: Use a .30 second video on local and gas station television to promote blind spot awareness and motorcycle safety on Vermont’s roadways.

Goals: To influence Vermont’s road users to be aware of potential blind spots within their vehicles and be extra vigilant about looking for motorcycles on the roadways.

Project Description: In 2021, VTrans rebranded a .30 second motorcycle safety “blind spot awareness” video from the Traffic Safety Marketing site and broadcast it on local television and gas station television to promote motorcycle safety. Due to its success, the same message will be broadcast in 2022. HMC will do the media buys and manage the broadcast schedule.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media Campaigns

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH22405F-001	FAST Act 405f Motorcycle Programs	TBD	\$3,059.00	\$765.00	

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
NH22402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22164-128	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22402-101-130	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH22164-101-129	High Visibility Alcohol Enforcement
NH22402-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH22164-115	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH22402-118	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22164-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22402-123	Windham County Safe Highway Accident Reduction Program (SHARP)
NH22164-123	Windham County Safe Highway Accident Reduction Program (SHARP)

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Evidence-based means approaches that are proven effective with consistent results when making decisions related to countermeasure strategies and projects. Vermont uses evidence-based approaches to reduce all crash rates. The SHSO has direct access to timely crash data and other traffic enforcement related information to add in the formation and utilization of proven evidence-based solutions. The flexibility of the SHSO TSEP enables direct application of priority enforcement projects based on the evaluation of these data sets. For example, the seat belt use rate survey, occupant protection citations issued and improperly restrained (operators/occupants) crash data are incorporated into the strategies directing occupant protection enforcement grants. Likewise, impaired driving crashes and arrests are indicators of where DUI and drugged driving enforcement efforts must be directed. The TSEP approach is applied to speeding, distracted driving and all other SHSO critical emphasis areas which may emerge.

- › Periodic analysis by the SHSO staff of aggregate statewide crash data coupled with localized data facilitates the State's data-based approach to highway safety problems. Local data is the cornerstone for addressing local traffic issues in a defined geographical area.

- › During the grant application process each potential sub-awardee is issued an application prepared by SHSO in GEARS with local data that identifies target areas of crash locations with associated times of the day and day(s) of the week that the majority of crashes occur. The data supports problem identification and is the foundation for setting performance targets and measurable outcomes.
- › Funding for sub-awardees is commensurate to the jurisdiction's proportion of the overall state problem.

It is a policy of the SHSO to assure that all NHTSA funds are being used in the most effective and productive way possible to effect safety on Vermont roadways. To accomplish this, it is necessary to monitor and assess ongoing grant programs and their performance. Therefore, in furtherance of this objective all participating agencies are required to submit monthly activity reports and quarterly progress reports.

SHSO Program Coordinators are tasked with evaluating all agency reports and assessing productivity and progress towards defined goals and outcomes. Program Coordinators work closely with other members of the SHSO staff and LELs to determine if any strategic adjustments, modifications or other changes are necessary and appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provides feedback which enables project adjustments where and when appropriate.

Although the exercise of discretion is an important tool in the program coordinators oversight of programmatic activity and systems the following is a partial listing of items and events that shall require a programmatic site visit and program assessment:

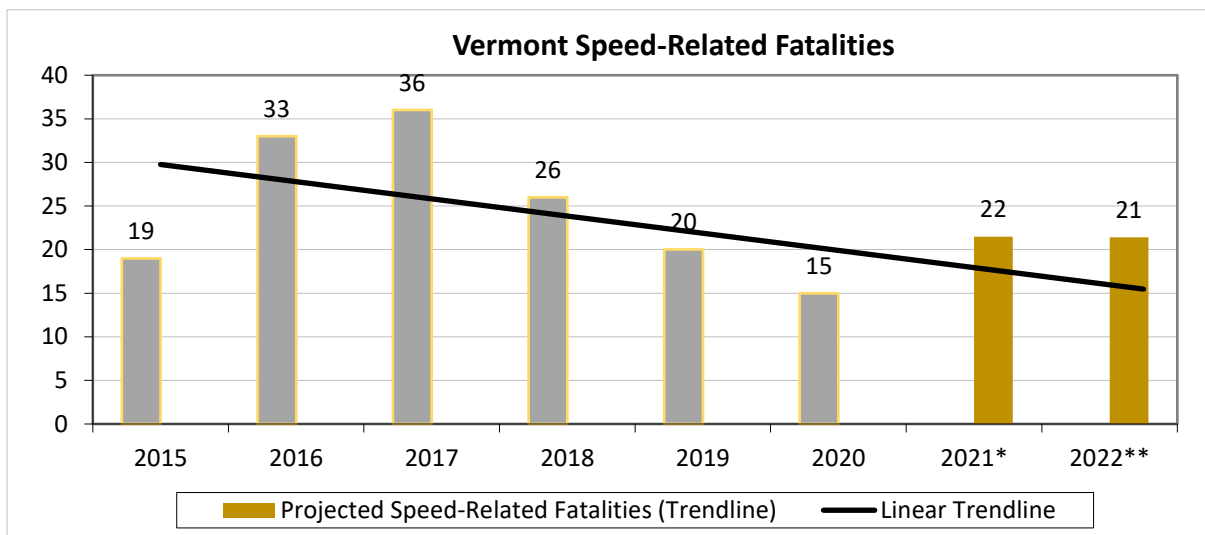
- Over 40% of grant award expended by the end of the first quarter of the fiscal year.
- Under 10% of grant award expended by the end of the second quarter of the fiscal year.
- Lack of progress in achieving performance measures.
- Not participating in a required campaign.
- Activity reporting two months or more in the arrears.
- Failure to file a final report within 45 days of the end of the performance period: or
- Any other just cause as determined by the program administrators.

The redeployment and allocation of resources is a programmatic and databased decision. For instance, the information below indicates that Vermont had 47 fatal crashes during the most recent completed and verified FARS reporting in 2019. In 2020 the state had 61 fatalities and that year has not been completed yet in FARS. A close look at the aggregate data reveals, that when examined by county, the counties with the highest population are also the counties with the proportionally greatest number of fatalities. Moreover, the data shows that the greatest number of fatalities are occurring on rural roadways. This SHSO analysis includes Serious Bodily Injury

crash analysis and the steady reductions in those crashes that are due in part by the HVE, and education performed by our law enforcement partners.

Site visits and program monitoring allow SHSO to assess needs within a specific area and effectiveness of specific programs in that area. If it is found that the grantees are not meeting program requirements or vice-versa are meeting program requirements and having success a redeployment of resources may be necessary to achieve SHSO goals and objectives. One area that has received a great deal of attention and focus by HVE and other targeted enforcement is high speed areas the data is clear that Vermont is not making significant progress in reducing the number of fatalities that are speed related and it continues to be an area of attention in allocating law enforcement resources and engineering response. [See Information Below]

Speed Related Fatalities



Year	Speed-Related Fatalities	5-Year Average
2015	19	20.6
2016	33	23.2
2017	36	23.8
2018	26	25.4
2019	20	26.8
2020	15	26.0
2021*	22	23.8
2022**		21.0
*Projected based on current number.		
**Forecasted based on trendline		

Deployment of Resources

Potential sub-awardees are required to use countermeasures and evidence-based strategies to address the problem areas identified in their agreement. The selected strategies and countermeasures are designed using local data. TSEP is applicable to all SHSO priority programs.

- › The applicant agency must demonstrate sufficient available resources to successfully accomplish the agency's stated objectives. These enforcement resources must be deployed based on data analysis on focused data-driven strategies to ensure efficiency and effectiveness.
- › Vermont's approach to TSEP provides enforcement coverage in all of the state's 14 counties. SHSO's partnership with the Vermont State Police, all sheriff's departments, and 92% (48 of 52) of municipal agencies, provides a multi-tiered, interlocking system of sustained enforcement in areas identified using all available data sets.
- › Clear and concise goals and expected outcomes are developed and described within the agency's grant application.

A county-wide Safe Highway Accident Reduction Program (SHARP) model has been implemented in Chittenden, Rutland, Addison and Windham Counties. In each of these "Regional Enforcement models" there is a dedicated project director. The Project Director organizes, supervises, and promotes law enforcement activities and also plans and implements educational initiatives. Additionally, the coordinator facilitates and supervises OP, DUI, Distracted Driving, and Speed enforcement activities.

The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The project director provides the team with a cohesive approach and consistent oversight to address local problems effectively and efficiently. The director sets goals based on state and local data to confront traffic safety issues and continually implement evidence-based enforcement. The director also tracks and assesses productivity and progress through monitoring of activity reports and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals. Quarterly meetings are held with a representative from each agency to discuss and evaluate the strategies and results of the enforcement activity. Modifications to the project are made based on the input and results of these meetings.

Effectiveness Monitoring

Vermont's execution of an Evidence-Based TSEP is based on three components:

- (1) **Collection and analysis of specific data** related to individual SHSO priorities. The data identifies who is crashing, where they are crashing, when they are crashing and how they are crashing. In addition, performance-related data such as enforcement activities and citation data.

- (2) **Deployment of resources** and the allocation of funding to enforcement sub-awardees based on problem identification for the implementation of effective and efficient strategies and countermeasures.
- (3) **Continual monitoring, evaluation and adjustments/modifications** to strategies and countermeasures as appropriate. These three steps are integral to SHSO's TSEP principles and will remain in place for all future granting considerations.

To support Vermont's evidence-based enforcement strategies, specific data-driven media messaging and public outreach have been, and will be, created to increase impact and improve effectiveness of the SHSO communication plan. Vermont's statewide and local data identifies the target audience to deliver the appropriate message to the right demographic. For example, localized data indicates the geographic areas of the state with the lowest belt use rates.

The TSEP process incorporates Data Driven Approaches to Crime and Traffic Safety (DDACTS) and closely follows the strategies listed in the seven guiding principles:

- Partner and Stakeholder Participation
- Data Collection
- Data Analysis
- Strategic Operations
- Information Sharing and Outreach
- Monitoring, Evaluation and Adjustments
- Outcomes

The utilization of geo-mapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of a statewide TSEP. The following is a timeline description of the Vermont TSEP process.

Statewide data is certainly important and serves as a well-defined background for operational planning and subsequent deployment of resources. But traffic safety problems are also local issues and are most effectively and efficiently addressed with local strategies and countermeasures. Vermont's approach to using local data and attacking traffic safety issues at the local level with local data and available resources is a basic exercise in TSEP.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Communication Campaign
High Visibility Enforcement
ID Supporting Enforcement
OP Supporting Enforcement
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
NH22402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22164-128	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22402-101-130	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH22164-101-129	High Visibility Alcohol Enforcement
NH22402-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH22164-115	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH22402-118	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22164-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22402-123	Windham County Safe Highway Accident Reduction Program (SHARP)
NH22164-123	Windham County Safe Highway Accident Reduction Program (SHARP)

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Driver Education and Behavior
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT and Task Force Participants

Barre City Police Department
Bennington County Sheriff's Department
Chittenden County Sheriff's Department
Burlington Police Department
Colchester Police Department
Essex Police Department
Franklin County Sheriff's Department
Hinesburg Police Department
Milton Police Department
Richmond Police Department
Shelburne Police Department
South Burlington Police Department
St. Albans Police Department
Swanton Police Department
University of Vermont Police Services
Williston Police Department
Winooski Police Department
Vergennes Police Department
Bristol Police Department
Middlebury Police Department
Department of Motor Vehicles
Vermont State Police
Essex County Sheriff's Department
Grand Isle County Sheriff's Department

Orange County Sheriff's Department
Orleans County Sheriff's Department
Rutland County Sheriff's Department
Addison County Sheriff's Department
Bethel Constable
Brandon Police Department
Castleton Police Department
Fair Haven Police Department
Hartford Police Department
Killington Police Department
Norwich Police Department
Pittsford Police Department
Poultney Constable
Royalton Police Department
Rutland City Police Department
Rutland Town Police Department
Springfield Police Department
Windsor Police Department
Barre Town Police Department
Bennington Police Department
Berlin Police Department
Hardwick Police Department
Ludlow Police Department
Manchester Police Department
Morristown Police Department
St. Johnsbury Police Department
Weathersfield Police Department
Wilmington Police Department
Winhall Police Department
Woodstock Police Department
Washington County Sheriff's Department
Windham County Sheriff's Department
Bellows Falls Police Department
Brattleboro Police Department
Dover Police Department
Windsor County Sheriff's Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

Vermont law enforcement agencies (LEAs) have participated in the annual CIOT (Day and Night) campaigns since 2002. During the past 19 years, resources have been deployed and supported by use of data to determine areas of low seat belt usage and high, unrestrained crash locations.

The number of LEAs participating in HVE campaigns has leveled off to approximately 80% of all Vermont LEAs. During 2018-2019, the seat belt use rate remained relatively steady, with a slight decrease from 89.8% in 2018 to 89.3% in 2019. The national CIOT enforcement mobilizations are key to Vermont's Occupant Protection (OP) Program. Funding is provided to partnering agencies to engage in OP enforcement, including child passenger safety seats and education throughout each year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

The SHSO has identified specific geographic areas which historically have low belt use. These areas tend to be rural/agricultural areas connected by rural roadways. Vermont has a vast network of rural roads with 14,174 Total Miles of Local and State Roadways. High crash locations on these rural roadways are reviewed before planning enforcement details. Vermont law enforcement officials conduct OP enforcement in these areas. Ongoing and periodic enforcement is conducted day and night, especially May through September when data shows a higher rate of unbelted fatalities occur.

In May 2021 Vermont again participated in the national CIOT mobilization. This operation included both day and nighttime seatbelt enforcement events.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Passenger Safety (CPS) Statewide Program and Data Collection

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
NH22405B-000/NH22402-413	Child Passenger Safety (CPS) Statewide Program and Data Support

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **20-25**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **0 as Vermont does not have any cities with population of 50K**

Populations served - rural: **60 fitting stations and 20-25 events**

Populations served - at risk: **60 fitting stations and 20-25 events**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians: VDH will attempt to hold at least one class in Rutland, Chittenden County, and the Windsor County area each year. In addition, VDH determines where they need better fitting station coverage and then tries to have a class in that area. VDH will attempt to have enough classes to mitigate the attrition of technicians each year.

Countermeasure Strategy
Child Passenger Safety (CPS) Statewide Program and Data Collection

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
NH22405B-000/NH22402-413	Child Passenger Safety (CPS) Statewide Program and Data Support

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians:

Estimated total number of classes: **6 or 7**

Estimated total number of technicians: **50-75**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: **No**

Occupant protection statute: **Yes**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program: **No**

Occupant protection program assessment: **Yes**

Occupant protection statute

Requirement Description	State citation(s) captured
Requirement for occupants to be secured in a seat belt.	Yes
Requirement for occupants to be secured in an age-appropriate child restraint.	Yes
Coverage of all passenger motor vehicles.	Yes
Minimum fine of at least \$25.	Yes

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **23 V.S.A 1259(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **23 V.S.A 1259(b)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age-appropriate child restraint.**

Legal Citation: **23 V.S.A 1258(1)-(3)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age-appropriate child restraint.**

Legal Citation: **23 V.S.A 1258(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **23 V.S.A 1259(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **23 V.S.A 1259(b)(1)-(7)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25.**

Legal Citation: **23 V.S.A 1259(f)(1)**

Amended Date: **6/30/2015**

Legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **23 V.S.A 1259(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age-appropriate child restraint.**

Legal Citation: **23 V.S.A 1258(1)-(3)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age-appropriate child restraint.**

Legal Citation: **23 V.S.A 1258(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Child restraint systems; Persons under age 18 (Exemptions for Minors)**

Legal Citation: **23 V.S.A 1258(b)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **23 V.S.A 1259(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt (Exemptions)**

Legal Citation: **23 V.S.A 1259(b)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **23 V.S.A 1259(b)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **23 V.S.A 1259(b)(1)-(7)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25.**

Legal Citation: **23 V.S.A 1259(f)(1)**

Amended Date: **6/30/2015**

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred, or combined fatalities and serious injuries occurred:

Countermeasure Strategy
OP Supporting Enforcement
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred, or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
NH22405B-000/NH22402-413	Child Passenger Safety (CPS) Statewide Program and Data Support
NH22402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22402-101-130	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH22402-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH22402-118	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22402-123	Windham County Safe Highway Accident Reduction Program (SHARP)

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Child Passenger Safety (CPS) Statewide Program and Data Collection
Communication Campaign
OP Data Collection
OP Supporting Enforcement
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
NH22402-402/406/407/408/412	Local Law Enforcement Community Education Programs
NH22405B-015	OP Media
NH22405B-014	Seat Belt Survey
NH22405B-000/NH22402-413	Child Passenger Safety (CPS) Statewide Program and Data Support
NH22402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH22402-101-130	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH22402-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH22402-118	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH22402-123	Windham County Safe Highway Accident Reduction Program (SHARP)

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Dates
July 15, 2020
October 21, 2020
January 20, 2021
April 21, 2021

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Jim Baraw**

Title of State's Traffic Records Coordinator: **Program Coordinator**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

2.3 TRCC Committees

2.3.1 Executive Committee

Name / Title	Organization	Function
Joshua Schultz Director	Operations and Safety Bureau	Highway Safety
Allison LaFlamme Administrator	State Highway Safety Office, Behavioral Safety	Highway Safety
John Quinn Secretary and State CIO	Agency of Digital Services	Information Technology
Mark Levine, MD Commissioner	Department of Health	Injury Surveillance System
Joe Flynn Secretary	Agency of Transportation	Crash/Roadway
Michael Schirling Commissioner	Department of Public Safety	Law Enforcement
Patricia Gabel State Court Administrator	Court Administrators Office	Citation
Wanda Manoli Commissioner	Department of Motor Vehicles	Driver/Vehicle

2.3.2 Technical Committee

Name / Title	Organization	Function
Joe Arduca Safety Program Manager	FMCSA	FMCSA
Jennifer Pittsley IT Manager	ADS IT	Information Tech
Sgt. Owen Ballinger Vermont State Police	Vermont State Police Traffic Operations	Law Enforcement
James H. Baraw Highway Safety Office TRCC Co Chair	Agency of Transportation State Highway Safety Office	Highway Safety
Dan Batsie EMS Div Chief	Department of Health	Injury Surveillance System
Gabriel Cano Deputy Regional Administrator	NHTSA Region 1	NHTSA
Eleni Churchill Sr. Trans Planner	Agency of Transportation	Roadway
Evelyn McFarlane VHSA Coordinator	Vermont Highway Safety Alliance	Highway Safety
Leslie Bodette CJTC Trainer	Vermont Police Academy	Law Enforcement
Johnathan Croft AOT Mapping Chief	Agency of Transportation	Roadway
Dan DeMille Regional Program Manager	NHTSA Region 1	NHTSA
Aleigh Jerome Regional Program Manager	NHTSA Region 1	NHTSA
Charlene Oakley Regional Program Manager	NHTSA Region 1	NHTSA
Mario Dupigny-Giroux Traffic Safety Engineer	Agency of Transportation State Highway Safety Office	Roadway

Name / Title	Organization	Function
Donna Earle DMV Chief of Records	Department of Motor Vehicles	Driver/Vehicle
Col. William Elovirta Chief	Department of Motor Vehicles	Law Enforcement/ Commercial Driver/Vehicle
Paul White Law Enforcement Liaison	Agency of Transportation State Highway Safety Office	Law Enforcement/ Highway Safety
Bill Jenkins Law Enforcement Liaison	Agency of Transportation State Highway Safety Office	Law Enforcement/ Highway Safety
Lt. Tara Thomas VT State Police	Vermont State Police Traffic Safety Unit	Law Enforcement
Sgt. Jay Rikken VT State Police	Vermont State Police Traffic Safety Unit	Law Enforcement
Chelsea Dubie SIREN Data Analyst	Department of Health	Injury Surveillance System
Karen Gennette Director, Crime Research Group	Crime Research Inc.	Research
Christopher Herrick Deputy Commissioner E-Ticket IT Manager	Department of Public Safety	Information Tech
Jon Kaplan AOT Bike/Ped Coordinator	Agency of Transportation	Roadway
Deb Laferriere Exec. Assistant	Judiciary	Citation
Mike Smith Director of Driver Improvement	Department of Motor Vehicles	Driver/Vehicle
Jeffrey Loewer Chief Information Officer	Vermont Judiciary	Citation
Ture Nelson	FHWA	FHWA

Name / Title	Organization	Function
FHWA Region Administrator		
Laurie Roberts AOT Technician II	Agency of Transportation State Highway Safety Office	Crash
Skyler Genest DLC Chief	Department of Liquor Control	Law Enforcement
Cindy Taylor Training Coordinator	Vermont Police Academy	Law Enforcement
Roger Thompson Safety Engineer	FHWA	FHWA
Lise Veronneau Business Administrator	Burlington PD	Law Enforcement
Mandy White Data Unit Manager TRCC Co Chair	Agency of Transportation State Operations & Safety Bureau	Crash, FARS
Jennifer Gratton	University of Vermont Medical Center – Trauma Program Manager	Health Care Information

Traffic Records System Assessment

7.1.1 Crash Recommendations

- *Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont plans to continue to train more law enforcement officers to use Web Crash electronically in the field as well as researching technologies that could make this easier when connectivity is a problem. We will plan a MMUCC review to see where we are at with our most current crash report form. Since the Traffic Records Assessment, we changed the injury codes on the crash report form to reflect the new MMUCC elements and the manual reflects the same definition as well. We will also continue to explore new interfaces with other traffic records programs such as EMS and enhance those we currently have.

Related Project: AOT Crash Data Reporting System

- *Improve the data quality control program the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont will explore possible ways to track errors that make it through to the database. Crashes are not “rejected” in Web Crash because they cannot be submitted without a minimum amount of data. We will also look for ways to institute a more formal performance measurement monitoring program.

Related Project: AOT Crash Data Reporting System

7.1.2 Data Use and Integration Recommendation

1. *Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State of Vermont Department of Information and Innovation will continue existing efforts to implement a formal data governance process.

The TRCC continues to promote the development of a Traffic Records Inventory of the State’s traffic records data systems (i.e., crash, roadway, ISS, citation, vehicle, driver, etc.). The inventory will contain or reference the data dictionaries, ownership, and business rules for each of the constituent data systems.

Related Project: EMS Siren and Web CRASH interface.

7.1.3 Driver Recommendations

- *Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will promote the development of a State of Vermont Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g., vehicle, crash).

Related Project: No related project.

- *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will emphasize the importance of data quality control programs to each of the traffic records data component systems, including the Driver data system.

Related Project: No related project.

7.1.4 Roadway Recommendations

1. *Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: VTrans understands the recommendation and can see the benefits of a single data dictionary. There are currently different data systems and processes, each with specific data schemas that may not be able to be pulled together into a single dataset but could have their schemas defined in a single data dictionary. This could be done provided adequate resources are available.

Related Project: No related project.

Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: Quality assurance and quality control are important to the integrity of any data system, and VTrans needs to review the recommendation and evaluate to what extent this can be implemented within the existing system.

Related Project: VTrans will need to define projects associated with this recommendation, which has not happened at this time.

There are limited resources and staffing available to perform all the necessary tasks to support collection, storage, and analysis of the roadway data elements, and as much as we may want to implement certain solutions, resources may not be available to do so.

7.1.5 Vehicle Recommendations

- *Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

- *Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

- *Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

7.1.6 Citation/Adjudication Recommendations

1. *Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in pilot phase II, and moving into Phase III, has a statewide implementation plan. This will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

2. *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in its planning phase, will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Citation Upgrade project.

Related Project: DPS E-Citation Implementation

7.1.7 EMS/Injury Surveillance Recommendations

1. *Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The TRCC will review and evaluate integration opportunities of the various traffic records data sets.

Related Project: SIREN

2. *Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The TRCC will promote the use of completeness and accuracy performance measures for Vermont's Injury Surveillance data systems.

Related Project: SIREN

Traffic Records for Measurable Progress

State highway safety data and traffic records system assessment section

7.1.1 Crash Recommendations

- *Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont plans to continue to train more law enforcement officers to use Web Crash electronically in the field as well as researching technologies that could make this easier when connectivity is a problem. We will plan a MMUCC review to see where we are at with our most current crash report form. Since the Traffic Records Assessment, we changed the injury codes on the crash report form to reflect the new MMUCC elements and the manual reflects the same definition as well. We will also continue to explore new interfaces with other traffic records programs such as EMS and enhance those we currently have.

Related Project: AOT Crash Data Reporting System

- *Improve the data quality control program the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont will explore possible ways to track errors that make it through to the database. Crashes are not “rejected” in Web Crash because they cannot be submitted without a minimum amount of data. We will also look for ways to institute a more formal performance measurement monitoring program.

Related Project: AOT Crash Data Reporting System

7.1.2 Data Use and Integration Recommendation

1. *Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State of Vermont Department of Information and Innovation will continue existing efforts to implement a formal data governance process.

The TRCC continues to promote the development of a Traffic Records Inventory of the State’s traffic records data systems (i.e., crash, roadway, ISS, citation, vehicle, driver, etc.). The inventory will contain or reference the data dictionaries, ownership, and business rules for each of the constituent data systems.

Related Project: EMS Siren and Web CRASH interface.

7.1.3 Driver Recommendations

- *Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will promote the development of a State of Vermont Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g., vehicle, crash).

Related Project: No related project.

- *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will emphasize the importance of data quality control programs to each of the traffic records data component systems, including the Driver data system.

Related Project: No related project.

7.1.4 Roadway Recommendations

1. *Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: VTrans understands the recommendation and can see the benefits of a single data dictionary. There are currently different data systems and processes, each with specific data schemas that may not be able to be pulled together into a single dataset but could have their schemas defined in a single data dictionary. This could be done provided adequate resources are available.

Related Project: No related project.

Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: Quality assurance and quality control are important to the integrity of any data system, and VTrans needs to review the recommendation and evaluate to what extent this can be implemented within the existing system.

Related Project: VTrans will need to define projects associated with this recommendation, which has not happened at this time.

There are limited resources and staffing available to perform all the necessary tasks to support collection, storage, and analysis of the roadway data elements, and as much as we may want to implement certain solutions, resources may not be available to do so.

7.1.5 Vehicle Recommendations

- *Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

- *Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

- *Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

7.1.6 Citation/Adjudication Recommendations

1. *Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in pilot phase II, and moving into Phase III, has a statewide implementation plan. This will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

2. *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in its planning phase, will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and

enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

7.1.7 EMS/Injury Surveillance Recommendations

1. ***Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The TRCC will review and evaluate integration opportunities of the various traffic records data sets.

Related Project: SIREN

2. ***Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The TRCC will promote the use of completeness and accuracy performance measures for Vermont's Injury Surveillance data systems.

Related Project: SIREN

Traffic Records Supporting Non-Implemented Recommendations

The State accepted all recommendations and is planning to implement each that was proffered.

Completeness - Roadway Departure Crashes and Inventory of High-Risk Sites.

Label: C-U-01

Status of Improvement: (New) Demonstrated Improvement

Active Status: Active

Revision Date: 01-April-2021

Narrative

This new project will integrate crash data with roadway data from existing VTrans' databases to develop multi-regression predictive models to identify the roadway features that are associated with roadway departure crashes.

The project will then use the predictive models that were developed to screen the road network (state and local roads) to identify the locations with a high risk for roadway departure crashes based on the identified correlated roadway features.

The project will prioritize and rank the high-risk sites identified based on the measure of highest potential for safety improvement from the expected benefits of applying certain treatments.

3.1.5 Schedule

October 1, 2021, through September 30, 2022

Measurements

Target for Completeness - Roadway Departure Crashes and Inventory of High-Risk Sites.

Start Date	End Date	Data Elements	Percent of Total Completeness
April 1, 2021	March 31, 2022	To be Identified	50%

Supporting Document
Vermont FY2022 405c Master Doc.pdf

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
NH22405C-700	AOT Crash Data Reporting System
NH22405C-702	e-Citation
NH22405C-701	SIREN
NH22405C-703	TRCC Contractor
NH22405C-704	MIRE Project

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Document
Vermont FY2022 405c Master Doc.pdf

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 2/6/2017

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(e) Distracted driving grant

Sample Questions

15. Drivers who are distracted by activities not related to driving:

- A. React more slowly to traffic conditions or events.
- B. Fail more often to recognize potential hazards.
- C. Take risks they might not otherwise take.
- *D. All of the answers.

15. Drivers who are distracted by activities not related to driving:

- A. React more slowly to traffic conditions or events.
- B. Fail more often to recognize potential hazards.
- C. Take risks they might not otherwise take.
- *D. All of the answers.

15. Drivers who are distracted by activities not related to driving:

- A. React more slowly to traffic conditions or events.
- B. Fail more often to recognize potential hazards.
- C. Take risks they might not otherwise take.
- *D. All of the answers.

15. Drivers who are distracted by activities not related to driving:

- A. React more slowly to traffic conditions or events.
- B. Fail more often to recognize potential hazards.
- C. Take risks they might not otherwise take.
- *D. All of the answers.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: **Primary Offense**

Date enacted: **9/30/2014**

Date amended: **6/30/2019**

Prohibition on texting while driving.

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **23 V.S.A. 1095(b)**

Amended Date: **6/30/2019**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **23 V.S.A. 1095(b)(a)**

Amended Date: **6/30/2019**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25 for an offense.**

Legal Citation: **23 V.S.A. 1095b(c)(1)(2)**

Amended Date: **6/30/2019**

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: **23 V.S.A. 1095b(3)(a-e)**

Amended Date: **6/30/2019**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: **Primary Offense**

Date enacted: **5/31/2010**

Date amended: **6/30/2019**

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **23 V.S.A. 1095a(a)(b)**

Amended Date: **6/30/2019**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **23 V.S.A. 1095a(a)(b)**

Amended Date: **6/30/2019**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25 for an offense.**

Legal Citation: **23 V.S.A. 1095a(d)**

Amended Date: **6/30/2019**

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: **23 V.S.A 1095a(c)**

Amended Date: **6/30/2019**

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

- Motorcycle rider training course: **Yes**
- Motorcyclist awareness program: **No**
- Reduction of fatalities and crashes: **No**
- Impaired driving program: **Yes**
- Reduction of impaired fatalities and accidents: **No**
- Use of fees collected from motorcyclists: **No**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Department of Motor Vehicles**

State authority name/title: **Wanda Minoli, Commissioner**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula:

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Unknown	26
Addison	1516
Bennington County	1425
Caledonia County	1104
Chittenden County	4922

Essex	300
Franklin County	1815
Grand Isle	332
Lamoille	1028
Orange	1269
Orleans	1139
Rutland County	2518
Washington County	2272
Windham County	1843
Windsor	2401

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **23,910***

***The SHSO thinks that due to COVID-19 less motorcycle riders registered their motorcycles. To date, in calendar year 2021, 29,906 motorcycle registrations have been accounted for at the Department of Motor Vehicles.**

Impaired driving program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2022	C-1) Number of traffic fatalities (FARS)	5 Year	2018	2022	58	1
2022	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2018	2022	13	5
2022	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2018	2022	9.5	7
2022	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2018	2022	0.25	8

Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest based upon State data.

Countermeasure Strategy
High Visibility Enforcement
Motorcycle Rider Training

Unique Identifier	Planned Activity Name
NH22164-101-129	High Visibility Alcohol Enforcement
NH22405F-000	State Motorcycle Rider Education Program

Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.

County or Political Subdivision	# of MCC involving an impaired operator
Addison County	0
Bennington County	1
Caledonia County	0
Chittenden County	2
Essex County	1
Franklin County	3
Grand Isle County	0
Lamoille County	0
Orange County	1
Orleans County	2
Rutland County	0
Washington County	0
Windham County	2
Windsor County	2

Total number of motorcycle crashes involving an impaired operator:

Total # of MCC involving an impaired operator: **14**

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: Assurance

Assurance

Countermeasure strategies and Planned activities supporting the assurance that the State will undertake activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Fiscal Year Countermeasure Strategy Program Area
2022

Data Collection and Analysis

Racial Profiling Data Collection

Unique Identifier	Planned Activity Name
NH221906-001	Fair and Impartial Police Training

Fair and Impartial Police Training

Projects Validation:

State: VERMONT

Legal Citation Law Validation: 1

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.