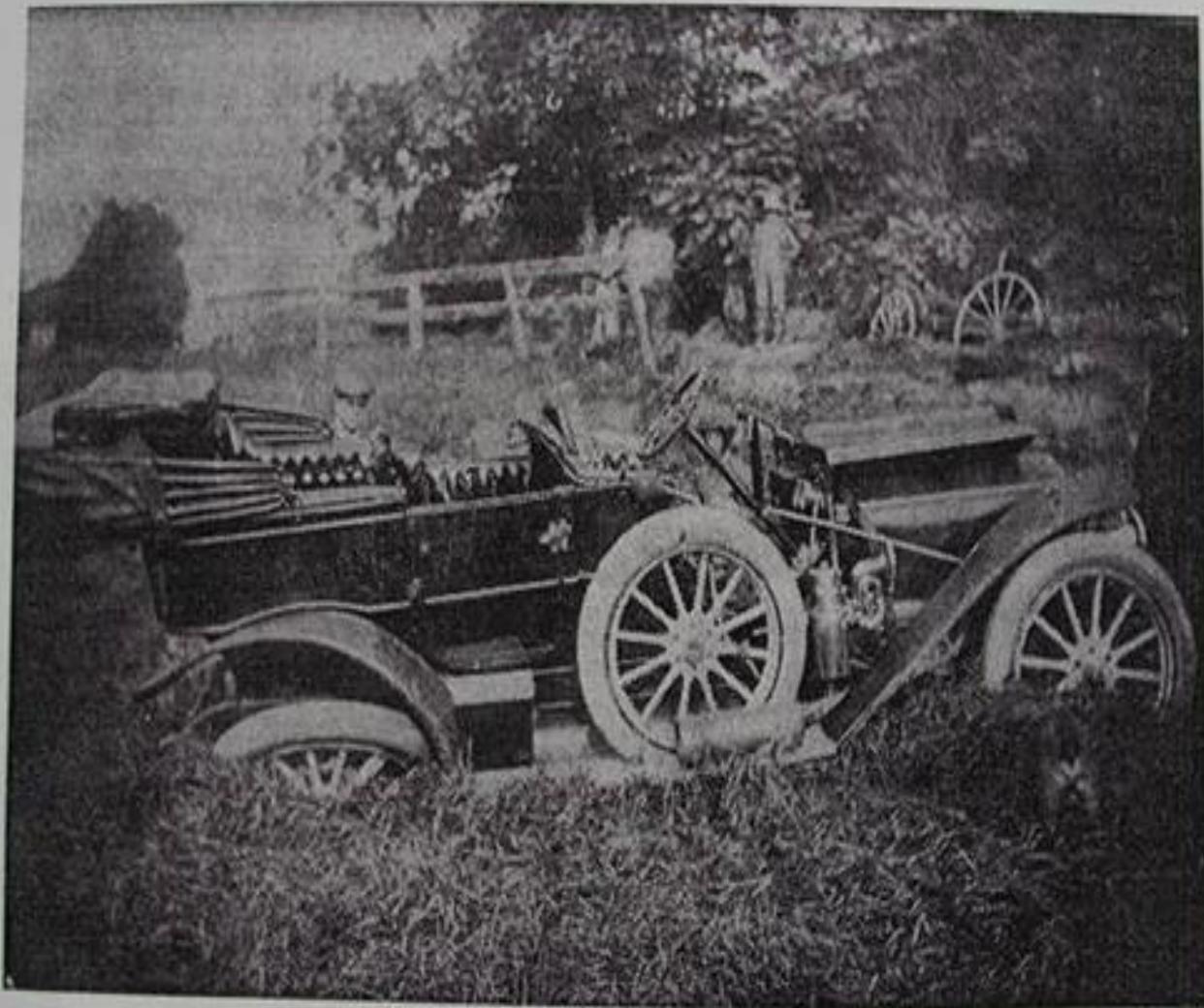


# *Vermont Highway Safety Office*

## *2019 Annual Report*



**FIRST FATAL ACCIDENT** — This Studebaker, Oren Hills tells us, was in the first fatal automobile accident in Vermont — September, 1909. He took the picture as a budding photographer and when it was put upright again, according to Mr. Hill.

**First Auto Accident Fatality In Vermont Reported In 1909**

# Operations and Safety Bureau

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## Contact Information

Agency of Transportation

### Office of Operations and Safety Bureau

Josh Schultz,  
VTrans Director of Operations and Safety Bureau  
Dill Building, Unit A  
2178 Airport Road  
Barre, VT 05641  
802-371-8133  
[Joshua.Schultz@vermont.gov](mailto:Joshua.Schultz@vermont.gov)



## Assessment of State Programs

### Core Performance Measures

All crash data considered for this report was complete as of 11/25/2019.

#### Data

The goals identified in this section were derived from the 2019 Governor's Highway Safety Plan. In those instances where 2019 data is not available, 2018 data was used in its stead. The data reviewed for each of the listed goals is set forth in a table. The evaluation is based on a five-year moving average consistent with the Strategic Highway Safety Plan.

The elements of a crash (accident) as defined in 23 V.S.A §1129 (b) are those in which a motor vehicle comes in contact with:

1. A person
2. Object; or
3. Another motor vehicle

All reportable crashes must have occurred on a public highway open to the general circulation of traffic.

A crash report must include at least one vehicle or unit that was involved in one of the three resulting harms: property damage only, injury or fatal. Property damage only crashes do not involve any injuries or fatalities and therefore are not included in the data. A fatal crash reportable to the National Highway Traffic Safety Administration (NHTSA) must have at least one fatality involved in a crash with a least one motor vehicle, in transport, and the death must occur within 720 hours of the initial crash.

This data has been collected, collated and analyzed and/or reviewed by the VTrans via the Fatality Analysis Reporting System (FARS) Analyst, the Operations and Safety Bureau Director and members of the SHSO staff<sup>1</sup>. This team ensures accurate and informative reporting is provided. This team has also been successful in getting all law enforcement agencies in the state to use Vermont's electronic reporting system "Web Crash" for submitting motor vehicle crash reports.

Generally, April is the cut off month used for annual reporting for the previous calendar year. This procedure is communicated to law enforcement annually to ensure that VTrans has received all the previous calendar year data and that this information is entered into Web Crash. However, there are instances

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<sup>1</sup> At the time of the Annual Report compilation, the national FARS data available is from the prior year (2017). Any 2018 state data cited is current at the time of the report.

## Operations and Safety Bureau

where the crash reports may not be submitted within this timeframe. If a late report is received, Web Crash is built to not reject a law enforcement report, regardless of when the information is submitted. This will explain the discrepancies in the yearly counts from report year to report year.

## Performance Targets/Measures

[From The National Fatality Analysis Reporting System (FARS) database as of December 2019]

### Goals

#### Core Outcome Measures (C)

##### Goal C1: Number of Traffic Fatalities (FARS2)

**Goal:** To decrease traffic fatalities by 4.37% from the five-year average of 62 for the time period of 2012-2016 to a five-year average of 56 by December 31, 2019.

**Outcome:** Vermont did not reach its performance target of reducing traffic fatalities from the five-year average of 62 for the time period of 2012-2016 to a five-year average of 56 by December 31, 2019<sup>2</sup>. The estimated five-year average for the time period ending December 31, 2019 is projected to be 60 or only a 4.15% decrease.

#### Evaluation/Progress

The State will adjust its upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities:

1. Impaired Driving - contributing factor in 53.66% of all fatalities in 2019
  - Increasing education efforts and awareness
  - Enhancing detection, apprehension and prosecution capabilities
  - Bolstering prevention, intervention, communication and outreach efforts
  - Enhance the awareness to target groups on the inherent dangers of underage drinking and driving
2. Speed - contributing factor in 34.15% of all fatalities in 2019
  - Data collection and analysis using e-Ticket information
  - Enhanced and specialized speed reduction programs
  - Communication and outreach
3. Older Drivers - contributing factor in 31.71% of all fatalities in 2019
  - Increase education and outreach to older drivers

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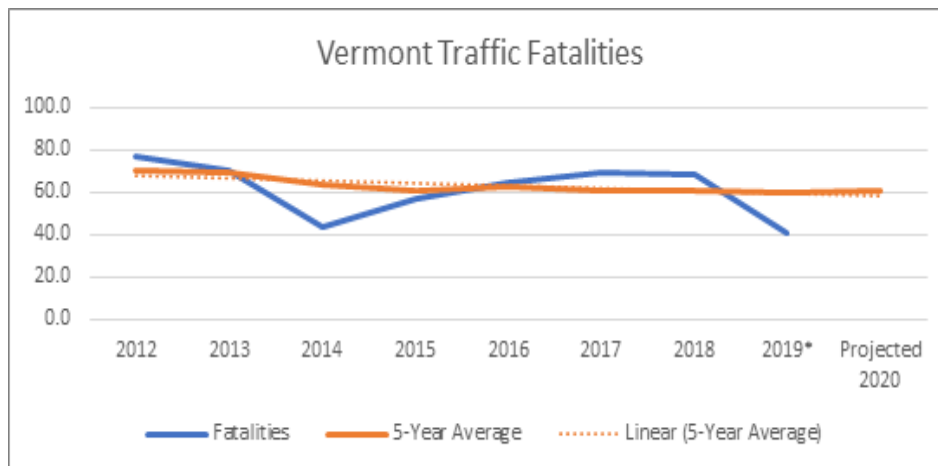
<sup>2</sup> The five-year average of 60 fatalities is an estimate based on data submitted as of 11/26/19.



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- Continue improving infrastructure to meet the needs of all roadway users
  - Develop and implement programs to increase public understanding and enforcement of driving with diminished skills
  - Continue to research statistics, trends, and legislation for older drivers
4. Distracted Driving<sup>3</sup>
- Communication, education and outreach
  - Enhanced law enforcement preventative actions and activities
5. Improper/No Belt Use - 55% of the decedents in fatal crashes in 2019 were not properly restrained
- Continued educational efforts promoting seatbelt compliance
  - Communication and outreach

Year	Fatalities	5-Year Average
2012	77.0	70.0
2013	70.0	69.4
2014	44.0	63.4
2015	57.0	60.6
2016	65.0	62.6
2017	69.0	61.0
2018	68.0	60.6
2019*	41.0	60.0
<b>Projected 2020</b>		<b>61.0</b>



<sup>3</sup> Although we have incomplete data on the role that distracted driving plays in fatalities, the SHSO recognizes the role that distracted driving plays in fatalities thus it is emphasis area.

**Goal C2: Serious Injury Crashes (VTrans Crash Database)<sup>4</sup>**

**Goal:** To maintain serious injury crashes at the five-year average of 265.5 which is the rate from 2012-2016 through December 31, 2019.

**Outcome:** Vermont did meet the performance target of maintaining the five-year average of serious injury crashes from 2012-2016 through December 31, 2019.

**Evaluation/Progress**

Vermont Law Enforcement as well as our other Highway Safety partners have put forth extraordinary effort in areas such as education, speed enforcement, impaired driving enforcement and occupant protection which all contributed to the overall reduction of serious traffic injuries. SHSO will continue its efforts to sustain/or reduce our serious traffic injury rate by focusing its efforts in the following areas:

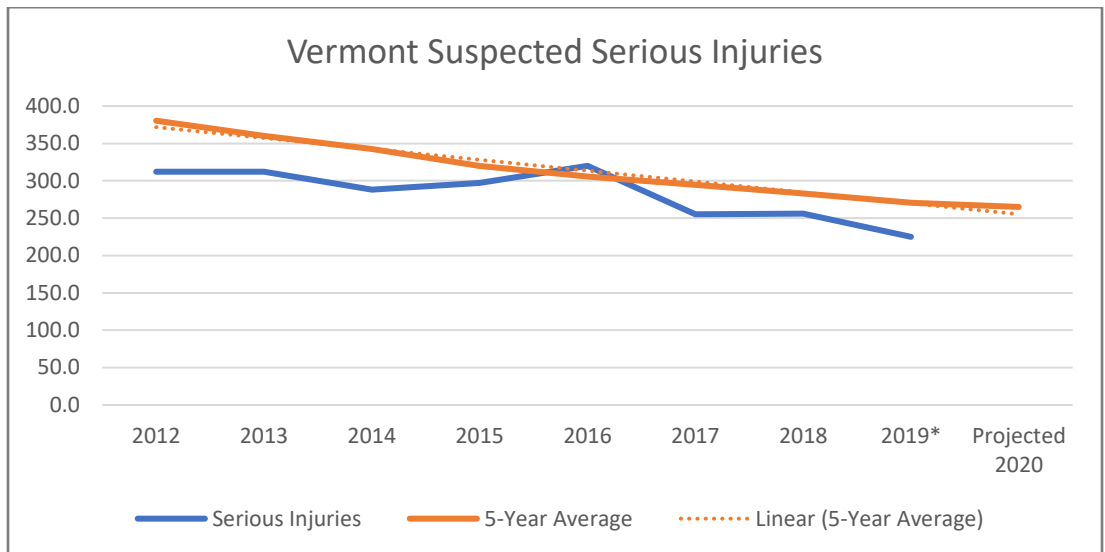
1. support partnerships with enforcement, engineering, education and emergency responders;
2. enhance Vermont’s emergency medical services capabilities;
3. improve the timeliness of EMS response and transport; and
4. create a culture of safety associated with emergency vehicle operation and emergency scene response.

Year	Serious Injuries	5-Year Average
2012	312.0	380.4
2013	312.0	360.2
2014	288.0	342.4
2015	297.0	319.8
2016	320.0	305.8
2017	255.0	294.4
2018	256.0	283.2
2019*	225.0	270.6
<b>Projected 2020</b>		<b>265.0</b>

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<sup>4</sup> In drafting the current year’s response, it was discovered that in previous years fatalities had been inadvertently included within the category of serious injuries. This has been corrected for the current reporting year by excluding fatalities consistent with Vermont Crash Reporting Requirements.

### Serious Injury Crashes



### Goal C3: Fatalities/VMT3

**Goal:** to reduce fatalities per 100 million vehicle miles travelled by 6.97% from the five-year average of 0.86 in 2012-2016 to a five-year average of 0.80 by December 31, 2019.

**Outcome:** It is unknown if Vermont met its goal of reducing fatalities per 100 million vehicle miles travelled by 6.97% from the five-year average of 0.86 in 2012-2016 to a five-year average of 0.80 by December 31, 2019. Vermont's 2012-2016 five-year average of 0.83% is reflective of the most current data available as of this writing. The State expects to receive the data in June of 2020.

### Evaluation/Progress

The State will adjust its upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities. When the data becomes available from FARS, SHSO will make the substitution. SHSO will continue its efforts to reduce our fatality rate per vehicle miles traveled by focusing its efforts in the following areas:

1. to educate the public on the dangers of speed;
2. the utilization of aggressive media messaging;
3. the creation of designated speed corridors on local and rural roads;
4. the continuation of designated speed corridors on our interstate highways; and
5. aggressive national and local enforcement mobilizations.

Preliminary Source: AOT Crash Database; Final Source: FARS

Year	Fatalities			Rates (per 100million VMT)					
	Urban	Rural	Total Fatalities	Urban	5-Year Average	Rural	5-Year Average	Statewide Rate (Urban and Rural)	5-Year Average
2012	14	63	77	0.75	0.68	1.18	1.04	1.07	0.96
2013	14	55	70	0.75	0.69	1.05	1.04	0.98	0.95
2014	6	38	44	0.29	0.68	0.76	0.96	0.62	0.88
2015	6	51	57	0.29	0.56	0.97	0.95	0.78	0.84
2016	17	47	65	0.80	0.58	0.90	0.97	0.87	0.86
2017	14	55	69	0.65	0.56	1.04	0.94	0.94	0.84
2018	4	53	57	0.19	0.44	1.02	0.94	0.93	0.83
2019*	8	60	68	2019 Numbers not available as of 11/26/19					
Goal 2020									

\*2019 Annual VMT not available at the time of this report

**Goal C4: Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)**

**Goal:** To decrease unrestrained passenger vehicle occupant fatalities 18.48 % from the five-year average of 23.8 in 2012-2016 to a five-year average of 19.4 by December 31, 2019.

**Outcome:** Vermont did not meet its goal of decreasing unrestrained passenger vehicle occupant fatalities 18.48 % from the five-year average of 23.8 in 2012-2016 to a five-year average of 19.4 by December 31, 2019.

**Evaluation/Progress**

The State will adjust its upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities.

SHSO will continue its efforts to reduce our unrestrained passenger vehicle fatality rate by focusing its efforts in the following areas:

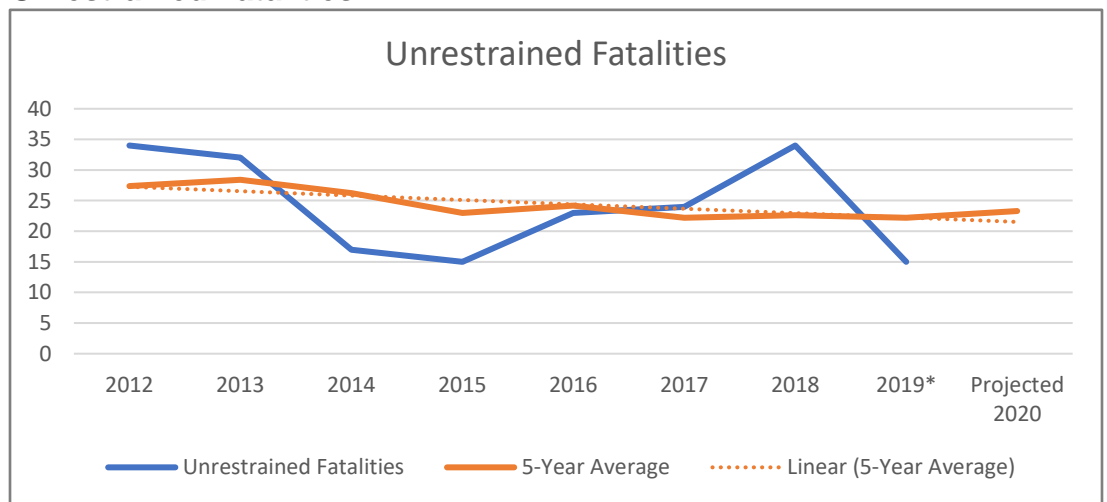
1. raise awareness of the importance of using seat belts and occupant protection for all users;
2. increase enforcement and strengthen safety belt laws in Vermont;
3. increase proper use and installation of child safety restraints;
4. strengthen child safety restraint use laws;
5. implement programs for consistent education for a wide range of stakeholders including motorists, parents, and schools;

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6. implement programs that target at-risk demographics (such as 21-35-year-old males);
7. implement programs for occupant protection use on busses.

Year	Unrestrained Fatalities	5-Year Average
2012	34	27.4
2013	32	28.4
2014	17	26.2
2015	15	23.0
2016	23	24.2
2017	24	22.2
2018	34	22.6
2019*	15	22.2
<b>Projected 2020</b>		<b>23.3</b>

### Unrestrained Fatalities



Source: The national Fatality Analysis Reporting System (FARS) database link: [http://www.nhtsa.gov/Data/Fatality-Analysis-Reporting-System-\(FARS\)](http://www.nhtsa.gov/Data/Fatality-Analysis-Reporting-System-(FARS))

### Goal C5: Alcohol-Impaired Driving Fatalities

**Goal:** to decrease alcohol-impaired driving fatalities by 1.14 % from the 2012-2016 five-year average of 17.4 people to 17.2 people through December 31, 2019.

**Outcome:** Vermont achieved its goal to decrease alcohol-impaired driving fatalities by 1.14 % from the 2012-2016 five-year average of 17.4 people to 17.2 people through December 31, 2019. The projected five-year average through December 31, 2019 is 15.6.

Evaluation/Progress

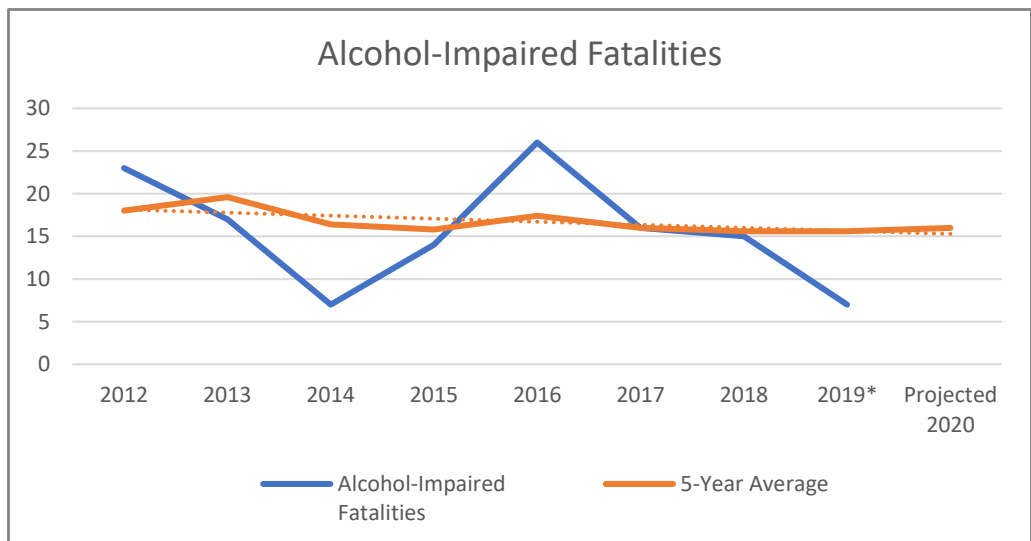
Alcohol impaired driving fatalities in 2019 dropped below the five-year moving average. SHSO attributes this reduction to continued efforts in education, increased enforcement and media messaging. Also, SHSO will continue its efforts to reduce our Alcohol Impaired driving fatality rate by focusing its efforts in the following areas:

1. improve public awareness of what impaired driving is and its associated dangers;
2. regularly update and promote programs for consistent education for individuals and organizations charged with addressing impairment issues;
3. increase and enforce penalties for impaired driving with a streamlined approach to enforcement;
4. continue updating and implementing programs from impairment analysis and rehabilitation;
5. increase training for law enforcement officers to assist them in detecting incidents of Driving While Impaired by Drugs;
6. support a more efficient means of collecting evidentiary samples in Driving While Impaired by Drugs cases; and
7. support expansion of use of Ignition Interlock Devices by all DWI Alcohol offenders.

\*Used trend line to determine projection.

Year	Alcohol-Impaired Fatalities	5-Year Average
2012	23	18.0
2013	17	19.6
2014	7	16.4
2015	14	15.8
2016	26	17.4
2017	16	16.0
2018	15	15.6
2019*	7	15.6
<b>Projected 2020</b>		<b>16.0</b>

### Alcohol-Impaired Fatalities



Source: SOV Web Crash Database

### Goal C6: Speed-Related Fatalities (FARS)

**Goal:** To maintain speed-related fatalities at the five-year average of 23.2 from 2012-2016 to a five-year through December 31, 2019.

**Outcome:** Vermont did not meet its goal to maintain speed-related fatalities at the five-year average of 23.2 from 2012-2016 to a five-year through December 31, 2019. The projected five-year moving average in 2019 is 25.8.

### Evaluation/Progress

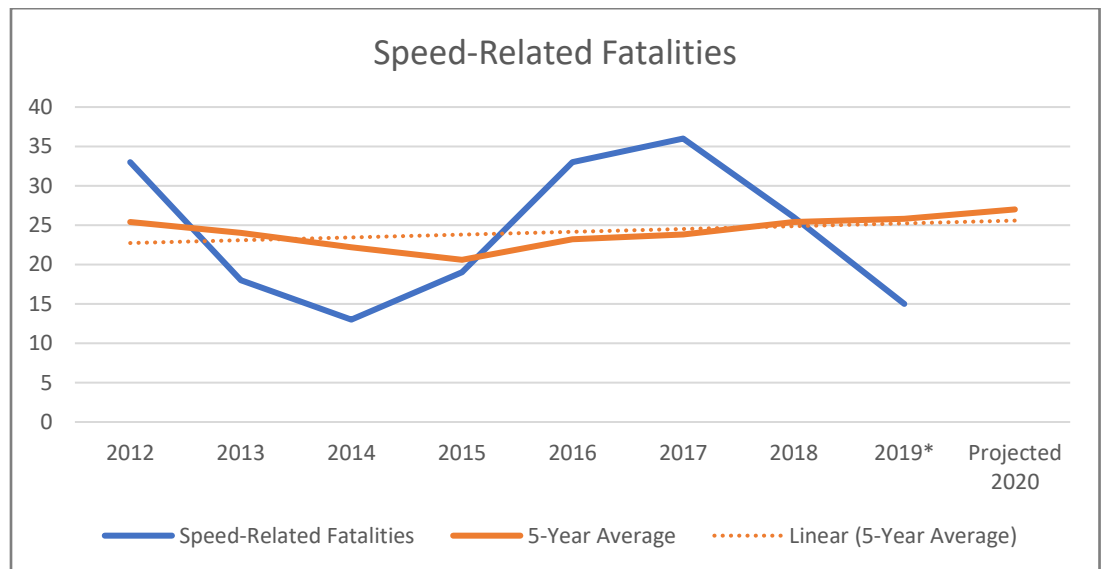
Vermont will adjust the 2019 Highway Safety Plan to better meet its performance targets as follows:

1. educate the public on the dangers of speed;
2. continued utilization of aggressive media messaging both earned and paid;
3. further utilization of designated speed corridors on local and rural roads;
4. further utilization of designated speed corridors on our interstate highways;
5. aggressive national and local enforcement mobilizations; and
6. utilization of data in deploying HVE resources (i.e. DDACTS).

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Year	Speed-Related Fatalities	5-Year Average
2012	33	25.4
2013	18	24.0
2014	13	22.2
2015	19	20.6
2016	33	23.2
2017	36	23.8
2018	26	25.4
2019*	15	25.8
<b>Projected 2020</b>		<b>27.0</b>

### Speed-Related Fatalities



### Goal C7: Motorcyclist Fatalities (FARS)

**Goal:** To maintain, or reduce, motorcycle fatalities at the five-year average of 9.4 from 2012-2016 through December 31, 2019.

**Outcome:** Vermont did not meet its goal to maintain, or reduce, motorcycle fatalities at the five-year average of 9.4 from 2012-2016 through December 31, 2019. The five-year average in 2019 was 10.

### Evaluation/Progress

Vermont will adjust the 2020 Highway Safety Plan to better meet its performance targets as follows:

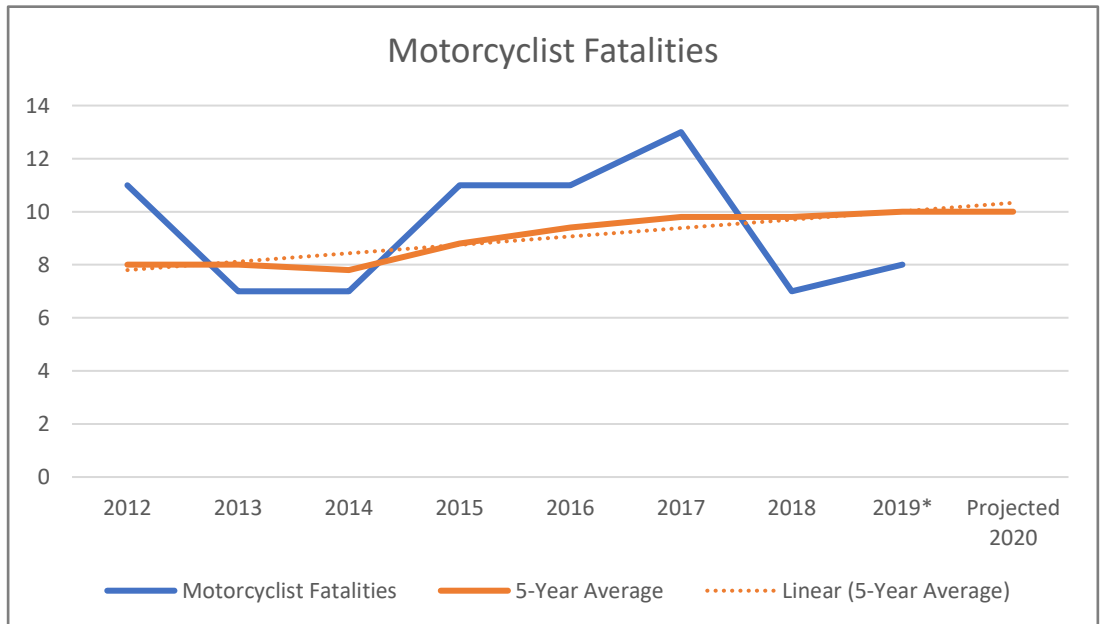


## Operations and Safety Bureau

1. continuing to educate on Motorcycle awareness and Occupant Protection;
2. renewing our commitment to motorcycle safety programs;
3. dangers of motorcycling and speed;
4. educating the entire motoring public to be aware of motorcyclist on the road; and
5. re-commitment to an aggressive motorcycle safety and awareness media campaign.

Year	Motorcyclist Fatalities	5-Year Average
2012	11	8.0
2013	7	8.0
2014	7	7.8
2015	11	8.8
2016	11	9.4
2017	13	9.8
2018	7	9.8
2019*	8	10.0
<b>Projected 2020</b>		<b>10.0</b>

### Motorcyclist Fatalities



Source: SOV Web Crash Database

**Goal C8: Number of un-helmeted motorcyclist fatalities (FARS)**

**Goal:** To reduce the number of un-helmeted motorcyclist fatalities by 50% from the five-year average of 1.0 in 2012-2016 to .50 through December 31, 2019.

**Outcome:** Vermont narrowly failed to meet its goal to reduce the number of un-helmeted motorcyclist fatalities by 50% from the five-year average of 1.0 in 2012-2016 to .50 through December 31, 2019. The five-year average was .60.

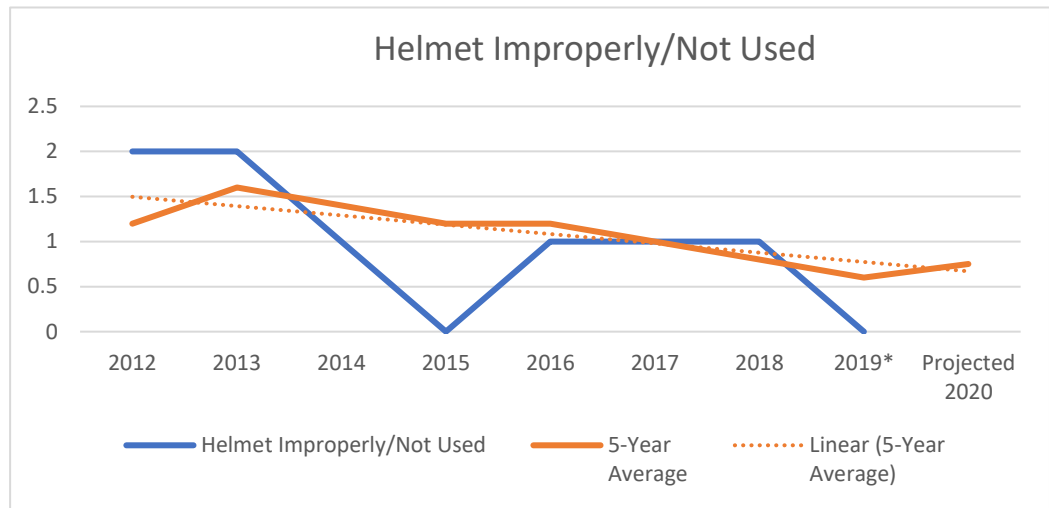
**Evaluation/Progress**

Since 2014 Vermont has not experienced more than 1 un-helmeted motorcyclist fatality per year. The SHSO will continue to educate on Motorcycle awareness and Occupant Protection, along with support for motorcycle safety programs, and increased funding for an aggressive media messaging campaign is in place for FFY19. Vermont will adjust the 2020 Highway Safety Plan to better meet its performance targets as follows:

1. educating on Motorcycle awareness and Occupant Protection;
2. renewing our commitment to motorcycle safety programs;
3. dangers of motorcycling without a DOT approved helmet; and
4. re-commitment to an aggressive motorcycle safety and awareness media campaign.

Year	Helmet Improperly/Not Used	5-Year Average
2012	2	1.2
2013	2	1.6
2014	1	1.4
2015	0	1.2
2016	1	1.2
2017	1	1.0
2018	1	0.8
2019*	0	0.6
<b>Projected 2020</b>		<b>0.8</b>

## Helmet Improperly/Not Used



Source: SOV Web Crash Database

## Goal C9: Drivers Age 20 or Younger Involved in Fatal Crashes

**Goal:** To decrease drivers age 20 or younger involved in fatal crashes 26.47 % from the five-year average of 6.8 in 2012-2016 to a five-year average of 5.0 by December 31, 2019.

**Outcome:** Vermont achieved its goal to decrease drivers age 20 or younger involved in fatal crashes 26.47 % from the five-year average of 6.8 in 2012-2016 to a five-year average of 5.0 by December 31, 2019. The five-year average in 2019 was 4.8%.

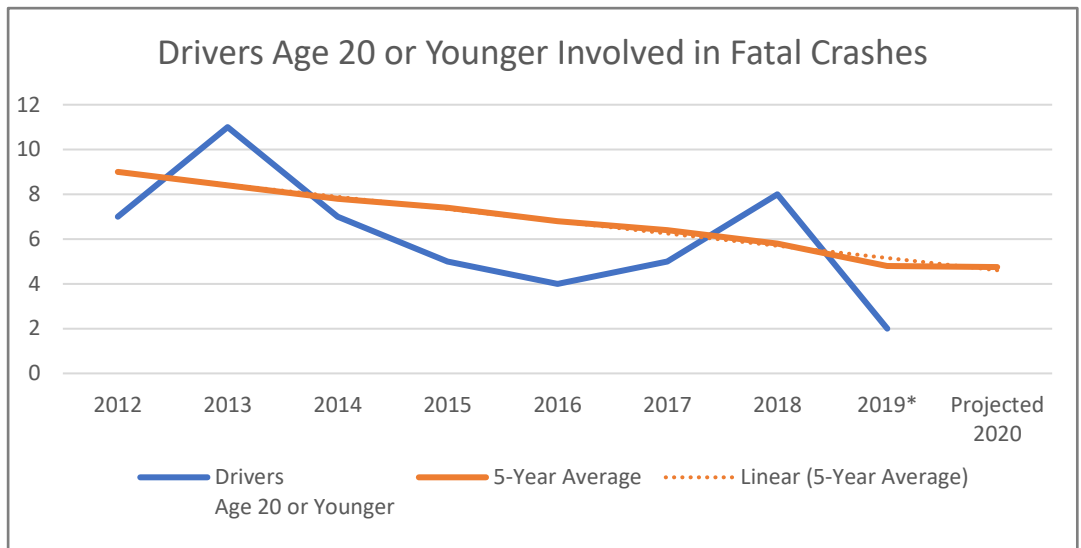
## Evaluation/Progress

Vermont will continue to aggressively reduce the number of fatalities in this age group by utilizing the following:

1. strengthen the VT graduated licensing law (GDL) for young drivers;
2. expand and incentivize initial driver education and advanced skills training;
3. provide resources and training opportunities to parents of young drivers;
4. create outreach programs targeting the 20 and younger age group through colleges, employers, and other resources;
5. continue to research statistics, trends, and legislation that can help improve understanding of the culture and mindset of young drivers; and
6. mandate driver education for all novice drivers under age 25.

Year	Drivers Age 20 or Younger	5-Year Average
2012	7	9.0
2013	11	8.4
2014	7	7.8
2015	5	7.4
2016	4	6.8
2017	5	6.4
2018	8	5.8
2019*	2	4.8
<b>Projected 2020</b>		<b>4.8</b>

**Drivers Age 20 or Younger Involved in Fatal Crashes**



Source: SOV Web Crash Database

**Goal C10: Pedestrian Fatalities (FARS)**

**Goal:** To reduce the number of pedestrian fatalities by 6.67% from the five-year average of 6.0 in 2012-2016 to 5.60 through December 31, 2019.

**Outcome:** Vermont achieved its goal to reduce the number of pedestrian fatalities by 6.67% from the five-year average of 6.0 in 2012-2016 to 5.60 through December 31, 2019. As of 2019 the five-year moving average is 5.0.

**Evaluation/Progress**

SHSO will continue its efforts not only to maintain but to reduce the pedestrian fatality rate by the following:

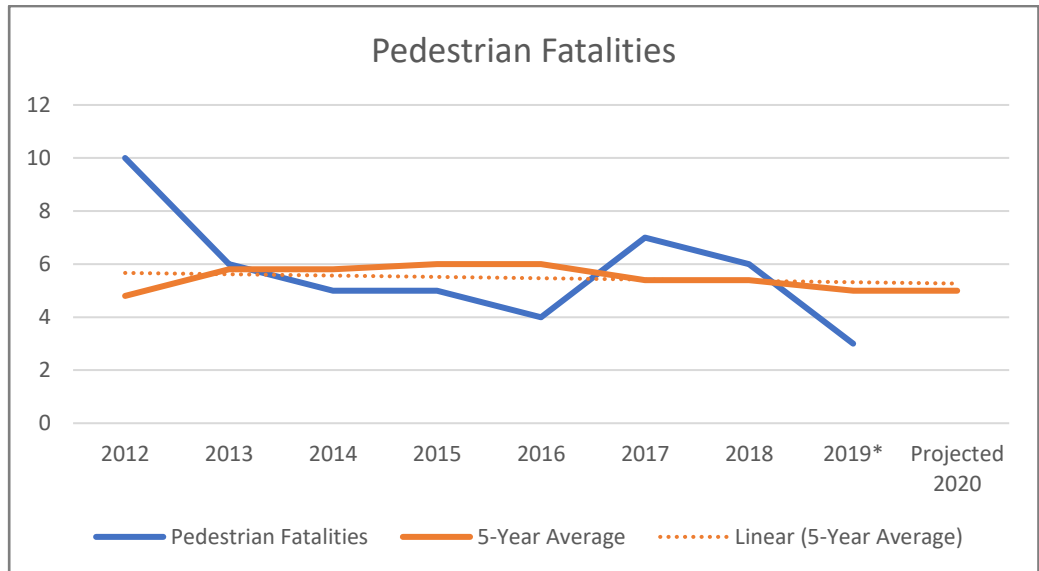
1. will continue to work with the VHSA for education and outreach;

## Operations and Safety Bureau

2. continue to fund local motion, a member supported non-profit organization promoting people-powered transportation and recreation for healthy and sustainable Vermont communities; and
3. we have funded a Road Users Group to promote comprehensive pedestrian safety.

Year	Pedestrian Fatalities	5-Year Average
2012	10	4.8
2013	6	5.8
2014	5	5.8
2015	5	6.0
2016	4	6.0
2017	7	5.4
2018	6	5.4
2019*	3	5.0
<b>Projected 2020</b>		<b>5.0</b>

### Pedestrian Fatalities



Source: SOV Web Crash Database

**Goal C11: Bicycle Safety Performance Measures:**

Bicyclist Fatalities C11a.

Bicyclist Crashes C11b.

**Goal:** To maintain the number of bicyclist fatalities at the five-year of 1.0 in 2012-2016 through December 31, 2019.

**Outcome:** Vermont achieved its goal to maintain the number of bicyclist fatalities at the five-year of 1.0 in 2012-2016 through December 31, 2019.

**Evaluation/Progress**

**Bicyclist Fatalities C11a.**

Although the five-year average for bicycle fatalities remains at 1.0 the State of Vermont has not experienced a bicycle fatality for the last two years. The five-year average is being driven by four fatalities that occurred in 2015. The reduction in fatalities over the last three years is due in part to aggressive work by advocacy groups focusing on education and operator awareness. The SHSO will continue its efforts to maintain a low bike fatality by the following:

1. improve bicyclist and driver understanding and education of how to properly share the road;
2. continue to implement and promote “Complete Streets” policies and traffic calming measures that consider bicyclist early in the design phase of changes to the built environment;
3. educate municipalities about the guidelines and opportunities that exist to create safer communities for bicyclists;
4. implement and promote educational programs for bicyclists regarding proper equipment and safe riding in traffic including commuter programs and Safe Routes to School; and
5. enhance education and increase enforcement of improper bicycling and aggressive or harassing behavior on the part of motorists.

**Bicyclist Crashes C11b.**

The five-year bicycle crash average in 2019 was 80.4. The historical reduction of the crash rate is due in part to an aggressive plan to reduce bicycle crashes with local bicycle advocacy groups continuing to conduct outreach and education and that work has shown in our statewide data. The SHSO will continue its efforts to maintain a low crash rate by the following:

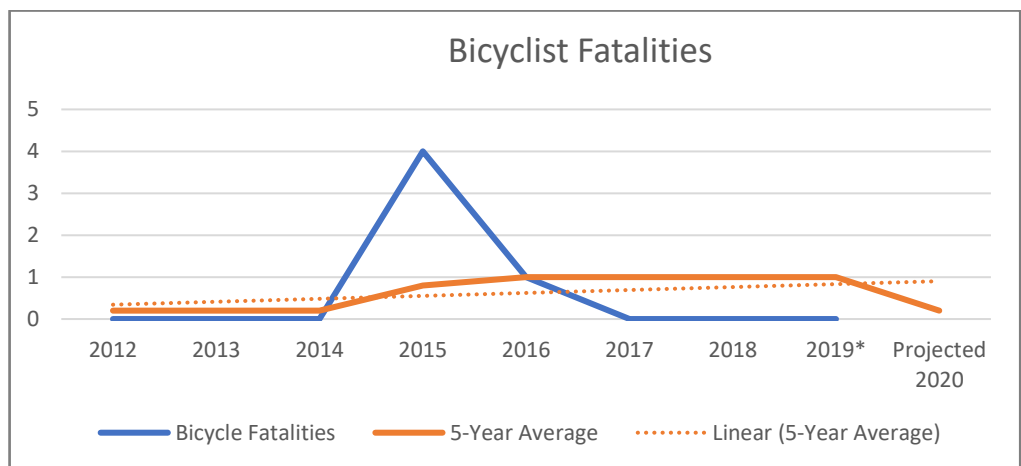
1. improve bicyclist and driver understanding and education of how to properly share the road;

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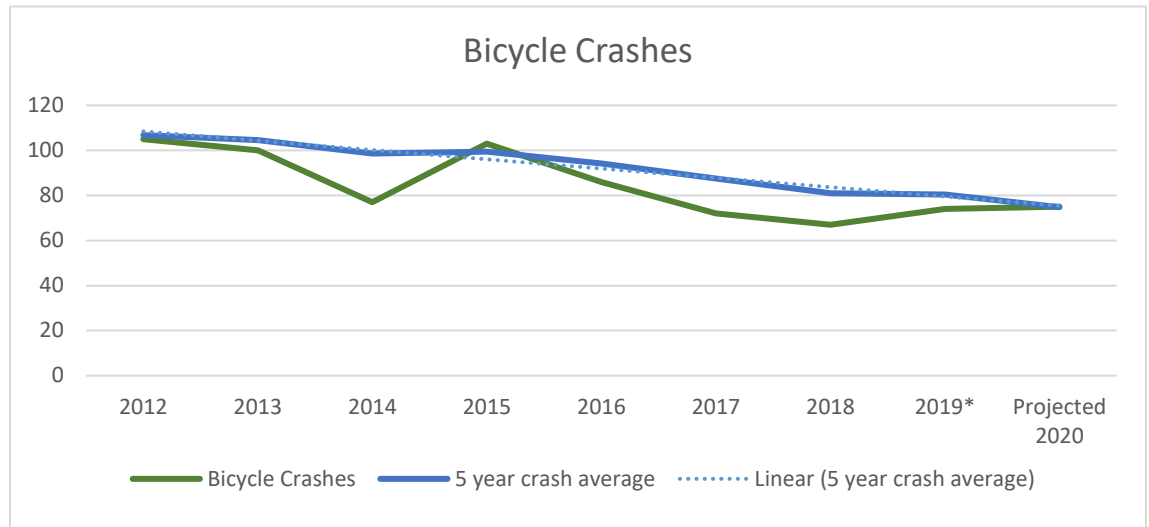
2. continue to implement and promote “Complete Streets” policies and traffic calming measures that consider bicyclist early in the design phase of changes to the built environment;
3. educate municipalities about the guidelines and opportunities that exist to create safer communities for bicyclists;
4. implement and promote educational programs for bicyclists regarding proper equipment and safe riding in traffic including commuter programs and Safe Routes to School; and
5. enhance education and increase enforcement of improper bicycling and aggressive or harassing behavior on the part of motorists.

Year	Bicycle Fatalities	Bicycle Crashes	5-Year Average
2012	0	105	0.2
2013	0	100	0.2
2014	0	77	0.2
2015	4	103	0.8
2016	1	86	1.0
2017	0	72	1.0
2018	0	67	1.0
2019*	0	74	1.0
<b>Projected 2020</b>		<b>75</b>	<b>0.2</b>

### Bicyclist Fatalities



Bicycle Crashes



Source: SOV Web Crash Database. Used trend line to determine projection.

## Core Behavior Measures (B)

### Goal B1: Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

**Goal:** To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 1.38% from the five-year average of 84% Seat Belt Use Rate from 2012-2016 to 84.4% through December 31, 2019.

**Outcome:** The five-year moving average in 2019 was 85.8%, a 1.4% increase the State exceeded the goal of 84.4%. The 2016 Seat Belt Survey appears to be an outlier and negatively effecting our 5-year moving average. The projected 2019 seat belt use rate was 82.4% however, the latest report showed that the state's rate is 89.3%. This outcome is a positive one.

#### Evaluation/Progress

It should also be noted that Vermont's most recent Seat Belt Survey showed a compliance rate of 89.3%. This rate was achieved with a Secondary Seat Belt law. SHSO staff will remain focused on reviewing data and creating focused messaging and enforcement models to increase the use rate. SHSO has made aggressive changes to increase Occupant Protection education and data driven enforcement statewide.

1. continued educational efforts promoting seatbelt compliance; and
2. communication and outreach.



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Year	Belt Use Rate	5-Year Average
2010	85.2%	84.8%
2011	84.7%	85.0%
2012	84.2%	84.0%
2013	84.9%	84.0%
2014	84.1%	84.6%
2015	85.0%	84.6%
2016	80.4%	83.7%
2017	84.5%	83.8%
2018	89.8%	84.8%
2019	89.3%	85.8%
<b>Projected 2020</b>		86.0%

2019 Statewide Unweighted Survey Results by County Grouping (% Belted)

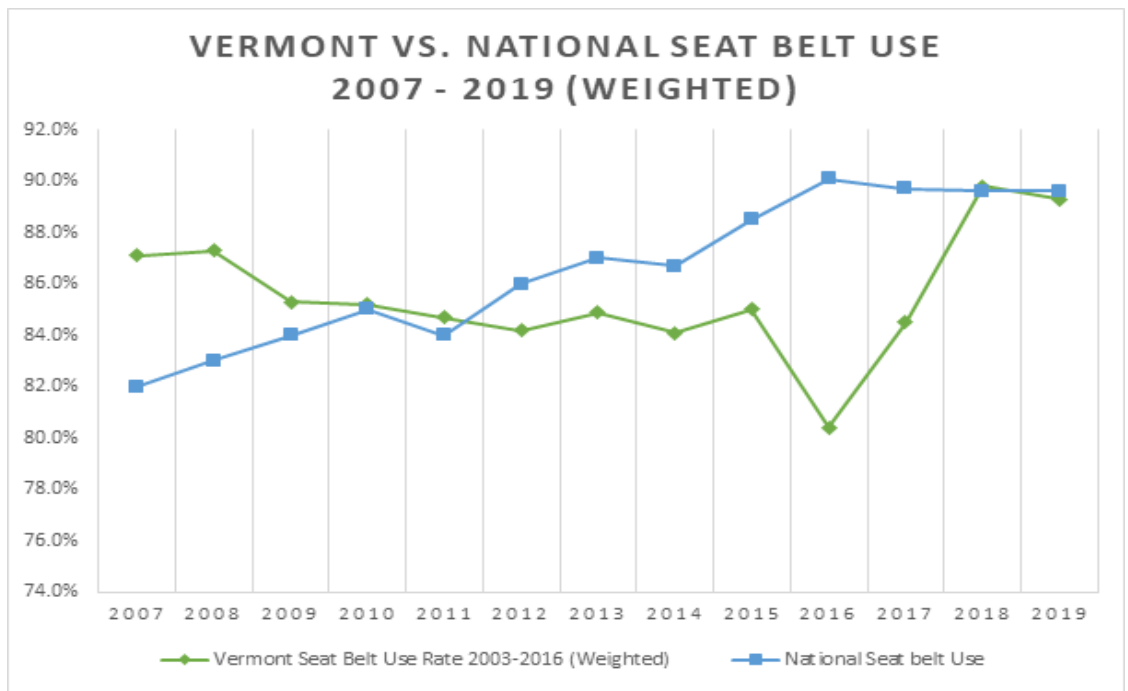


Table 1. Annual Weighted Seat Belt Use Rates 2007-2019 (% Belted)

2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
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

\*Vermont Safety Belt Use Study

### Performance Measure: Target for Citation Uniformity

**Progress:** In Progress

#### Program-Area-Level Report

This performance measure shows the percentage of Vermont citations issued electronically versus paper. The State started issuing electronic citations on 7/1/2016.

For the current measurement period, 18.0% of Vermont citations were issued electronically.

Vermont's target for citation uniformity is reflective of the most current data available as of this writing. The State expects to receive the data in April of 2020.

The target for citation uniformity as a percentage of electronic reports:

Start Date	End Date	Percent Electronic
April 1, 2018	March 31, 2019	18%

#### 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%

### Performance Measure: Electronic Citation Usage

**Progress:** In Progress

#### Program-Area-Level Report

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

The State began piloting its eCitation program in 2016 and continues to rollout eCitation statewide as resources and interfaces become available. Beginning in July 2016, Vermont law enforcement started issuing citations electronically in three of the State's 95 law enforcement agencies. By the end

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of March 2018, eCitation has been 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 RFP's for new agencies were sent out as of early May 2019; this increase of agencies will be reflected in the 2021 TRCC Strategic Plan. The Department of Public Safety anticipates having an additional 109 State police vehicles and 50 other (Municipal and County) police vehicles online by September 30th, 2019.

Vermont's target for citation completeness is reflective of the most current data available as of this writing. The State expects to receive the data in April of 2020.

The target for citation completeness for agencies deployed:

Start Date	End Date	Agencies	Percent of Total Agencies
April 1, 2018	March 31, 2019	25	25.3%

### Measurements

Start Date	End Date	Agencies	Percent of Total Agencies
April 1, 2015	March 31, 2016	0	0%
April 1, 2016	March 31, 2017	11	12%
April 1, 2017	March 31, 2018	21	22%
April 1, 2018	March 31, 2019	21	22%

### Performance Measure: EMS Usage of NEMSIS V3

**Progress: Met**

#### Program-Area-Level Report

Projection: Vermont will improve the Uniformity of EMS patient care reports as measured in terms of an increase in the number of NEMSIS V3 compliant EMS patient care reports entered into the database or obtained via linkage to other databases.

The state will show measurable progress using the following method: Count the number of NEMSIS V3 reports during the baseline period and compare against the same numbers during the performance period.

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This performance measure demonstrates an increase in uniformity of EMS patient care reports during the performance period as compared to the baseline period.

The result is a 100 % increase in uniformity of NEMESIS V3 compliant data reports.

The target for EMS Uniformity has reached maximum performance for NEMESIS V3 compliance.

Start Date	End Date	NEMESIS V3 Percentage
April 1, 2018	March 31, 2019	100%

**Progress:** The State of Vermont (SOV) has met its target goal of 100% uniformity with the 1-U-02 criteria.

### Performance Measure: Evidence Based Race Data Enforcement Reporting

**Progress:** In Progress

**Target Value:** 100%

#### Program-Area-Level Report

Projection: A report will be received during this fiscal year that utilizes an Evidence Based Race Data Enforcement Reporting analytical framework.

Progress: In progress, awaiting report. Vermont's evidence-based race data is reflective of the most current data available as of this writing. The State expects to receive the data in October of 2020.

### Performance Measure: Increase in Positive Highway Safety Behaviors that correspond to C-1 through C-11

**Progress:** In Progress

#### Program-Area-Level Report

The target is derived by reviewing the results of an attitude survey and those results are then quantified and qualified into the respective highway safety targeted behaviors. That data is then capable of measurement and the underlying behaviors can be affected by specifically targeted by applying educational approaches. The target reflects a number of those surveyed

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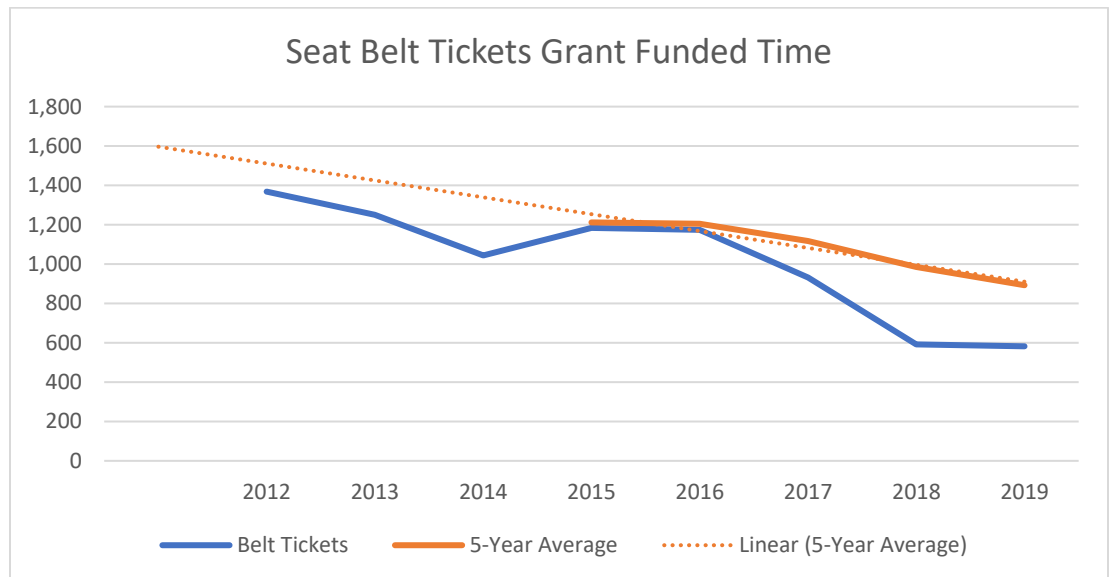
whose behavior was said to have been modified through these educational endeavors.

## Activity Performance Measures (A)

A1: Seat Belt Citations made during grant-funded enforcement activities (SHSO Performance Charts)

FFY	Belt Tickets	5-Year Average
2012	1,368	
2013	1,251	
2014	1,043	
2015	1,184	1,212
2016	1,174	1,204
2017	931	1,117
2018	591	985
2019	582	892

### Evaluation/Progress



\*Seat belt citations include both Child Passenger Restraint and Occupant Protection Violations

The number of citations issued in 2019 is similar to that which was issued in 2018. The SHSO is of the opinion that Vermont is making slow, but consistent, progress in seat belt compliance and education. Currently 9 out of every 10 front seat occupants in Vermont are choosing to use their seat belts. The natural result of the compliance rate of 89.3% is that less citations are being written because more people are complying.

Seatbelt tickets issued in Vermont have generally been on a steady decline for several years, both tickets issued on grant-funded time and tickets issued on “regular duty” time. The 2019 numbers show a continuation of this decline.

It should also be noted that a large percentage of the grant-funded seatbelt tickets issued in any given year are issued during the two-week national Click It or Ticket (CIOT) mobilization in May. The 2018 national CIOT mobilization saw a significant decrease in law enforcement agency participation in Vermont as compared to previous years, and that decreased level of participation continued during the 2019 mobilization. This decrease in participation can be attributed to a number of factors including staffing issues, competing overtime opportunities, and an overall decrease in law enforcement activity in general. The decrease in activity during the 2018 CIOT mobilization, when compared to the 2017 mobilization, was seen across all metrics: the number of agencies participating in the campaign decreased by 14%; the number of hours worked during the campaign decreased by 23%; and the number of OP tickets issued during the campaign dropped by 38%. The 2019 mobilization saw a level of participation similar to that of 2018: the number of participating agencies rebounded by 3%; the number of hours worked during the campaign rebounded by just 2%; however the number of OP tickets issued during the campaign declined an additional 20% from 2018’s results.

Vermont will report actual data and trends of its five-year average of Seat Belt Citations issued during grant-funded enforcement activities. The performance period evaluated is from 10/01 – 09/30 each federal fiscal year.

### A2: Impaired Driving Arrests made during grant-funded enforcement activities (SHSO Performance Charts)

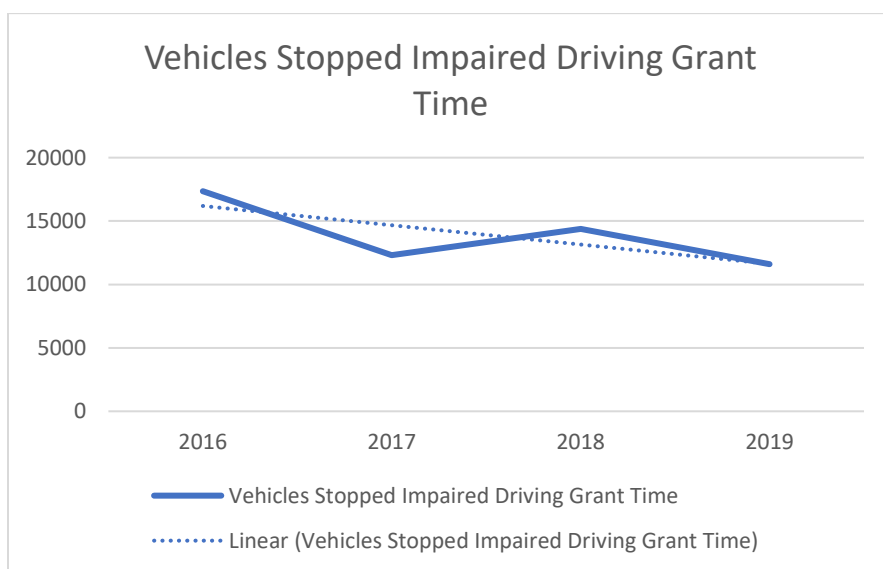
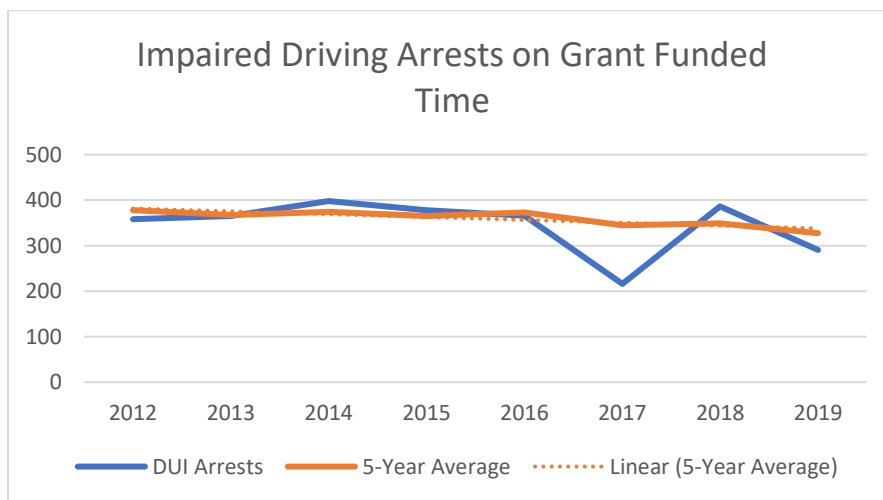
#### Evaluation/Progress

The actual number of impaired driving arrests during the 2019 grant period fell moderately below the five-year average and the active trendline. In July 2018 Vermont legalized the recreational use of cannabis. Our data has not matured enough to allow us to draw any conclusions as to what, if any, impact that may or may not have had on the number of impaired driving incidents in Vermont. Additionally, we’ve seen a slight decrease in the number of hours being worked by law enforcement on enforcement activities.

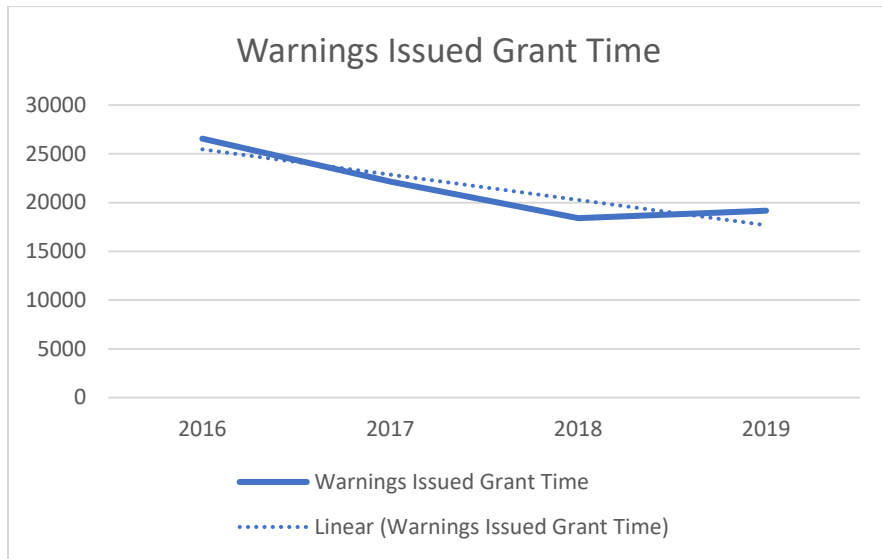
Vermont will report actual data and trends of its five-year average of Impaired driving arrests during grant funded enforcement activities. The performance period evaluated is from 10/01 – 09/30 each federal fiscal year.

Year	DUI Arrests	5-Year Average
2012	358	378
2013	365	367
2014	398	374
2015	378	365
2016	366	373
2017	216	345
2018	386	349
2019	291	327

Impaired Driving Arrests Grant Funded Time







**Goal A3: Speeding citations issued during grant-funded enforcement activities (SHSO Performance Charts)**

**Evaluation/Progress**

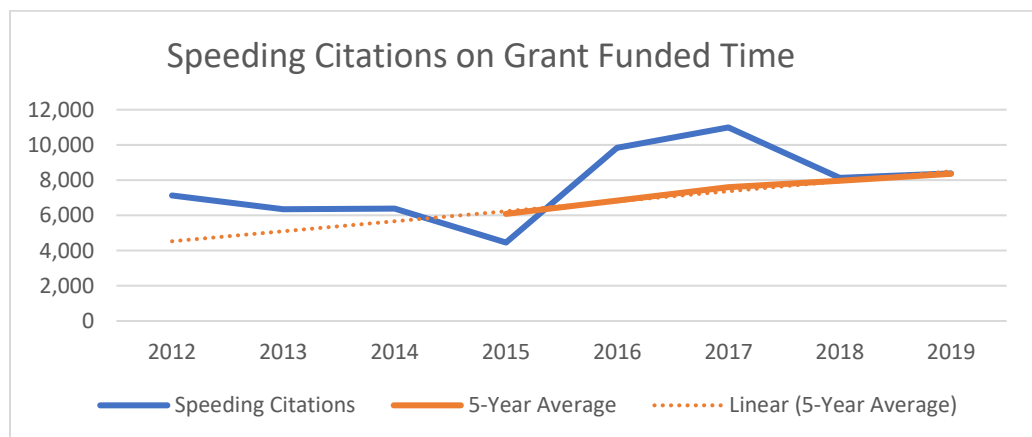
Vermont experienced a slight increase in the number of speeding citations issued on grant funded time. Vermont also experienced a slight increase in the number of speeding citations issued on non-grant time. Further, the number of warnings issued on grant time and non-grant time for law enforcement activities also continues to be a prominent practice for officers to engage in exercising their discretion. That practice may influence this data set.

Vermont will continue to institute a data-based approach to identifying problem speed areas on our highways and will devote resources to alleviating those high-speed areas. As of this writing 36% of the fatalities in Vermont had speed as a contributing factor. Through Data Driven Approaches to Crime and Traffic Safety (DDACTS) and other analytical tools Vermont will continue to identify “hot spots” and implement focused speed reduction programs to address those problem areas.

Vermont will report actual data and trends of its five-year average of Speeding Citations issued during grant-funded enforcement activities.

Year	Speeding Citations	5-Year Average
2012	7,134	
2013	6,353	
2014	6,383	
2015	4,455	6,081
2016	9,842	6,833
2017	10,993	7,605
2018	8,119	7,958
2019	8,383	8,358

**Speeding Citations issued during grant-funded enforcement activities**



Total of all Grant Funded Enforcement Activity

Values	Grand Total
Sum of Hours Patrolled	18084
Sum of Vehicles Stopped	31743
Sum of Warnings	19164
Sum of Child Passenger Violations	79
Sum of Safety Belt Violations	503
Sum of Speeding Violations	8323
Sum of Portable Electronic Device Violations	1133
Sum of OSC Violations	575
Sum of Other Traffic Violations	3924
Sum of Excessive Speed Arrests	60
Sum of DLS Arrests	264
Sum of Other Arrests	134
Sum of Processing Hours for Above	316
Sum of Number of Checkpoints	214
Sum of Hours at Checkpoint	619
Sum of DUI Arrests Patrol (Alcohol)	222
Sum of DUI Arrests Patrol (Drugs)	31
Sum of DUI Arrests Patrol (Drugs & Alcohol)	6
Sum of DUI Arrests - CP (Alcohol)	17
Sum of DUI Arrests - CP (Drugs)	2
Sum of DUI Arrests - CP (Drugs & Alcohol)	4
Sum of Handheld Tests	455
Sum of Evidentiary Tests	178
Sum of .02 Violations	9
Sum of DUI Processing Hours	600
Sum of DRE Evaluations	92
Sum of Saliva Roadside Swab Testing	0

## Traffic Safety Enforcement Plan

The State shall describe how it plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and planned activities in the HSP, as applicable, in accordance with this part.

The execution of an evidence-based traffic safety enforcement plan is based on three major 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. It also includes performance data such as enforcement activities and citation data.
- (2) Deployment of resources and the allocation of funding to law 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 Vermont's evidence-based enforcement principles and will remain in place for all future granting considerations.

The principles listed below subscribe to the state's evidence-based traffic safety enforcement plan:

- Problem identification, using SHSO-provided data;
- Countermeasures offered;
- Progress measurements and metrics;
- Project goals, strategies and performance measures;
- Availability of resources to accomplish described goals;
- Agencies' past performance (activities, reporting, spending, etc.);
- Subscriptions to necessary certificates and assurances.

Regarding the collection and analysis of specific data, Vermont employs a crash data analyst who serves as the focal point for information such as the date, time, location, and causes of traffic crashes. This analyst publishes weekly reports/updates on fatal crash statistics that include year-to-date information to compare the current year rates and causes with previous years' values. This report is provided to other state agencies and officials (including the Governor and the Governor's Representative), all law enforcement agencies, other highway safety partners, SHSO staff members, and the coordinator of the Vermont Highway Safety Alliance (VHSA).

Vermont's data analyst develops crash data and mapping resulting in nearly real-time crash information. SHSO program coordinators utilize these data

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trends to evaluate sub-awardee performance and to provide sub-awardees with actionable data and information. The data supports problem identification and is the foundation for setting performance targets and measurable outcomes. This employee is also Vermont's FARS data analyst. A version of this information is also available "on-demand" using the Crash Data Query Tool. This query tool is available to the public in a format that protects the identity of crash victims.

Other resources available to enhance the evidence-based traffic safety enforcement plan include information obtained from the Vermont Judicial Bureau, the annual Occupant Protection (seatbelt) Surveys, and major motor vehicle offense arrest records.

Vermont's countywide Safe Highway Accident Reduction Program (SHARP) model for Chittenden and Rutland Counties continued during 2019, and two additional countywide programs were launched. These new programs were in Addison County (hosted by the Vergennes Police Department), and in Windham County (hosted by the Windham County Sheriff's Department). The law enforcement agencies located within each county have agreed to the terms of the project. In doing so, they dedicate officers to the project each month. The Project Directors in each county provide leadership, supervision, coordination and direction to the participating agencies in their county.

In addition, the Click It or Ticket (CIOT) Task Force and the DUI Task Force were mobilized throughout 2019 as needed. The CIOT Task Force was primarily used during the National Mobilization in May; however, the DUI Task Force was activated throughout the year for local events such as concerts, fairs, and festivals. Teams were active for holidays such as the Fourth of July, Labor Day and the Holiday DUI campaign.

The OP and DUI grants focused on sustained traffic enforcement of motor vehicle traffic laws with a special emphasis on seatbelt compliance, impaired driving violations, speeding, aggressive and distracted driving violations. All participating agencies are required to submit monthly activity reports and quarterly progress reports. SHSO Program Coordinators evaluate all agency reports and assess productivity and progress toward defined goals and outcomes.

## High Visibility Enforcement

High Visibility Enforcement (HVE) is a traffic safety methodology designed to have a deterrent effect and change unlawful driving behaviors. HVE consists of highly visible and proactive law enforcement targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. There are a variety of HVE methods which can be employed by themselves or in combination, including the following, Saturation Patrols, Wave, Checkpoints, Integrated Enforcement and Multi-Jurisdictional.

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 FFY 2019, law enforcement agencies (LEAs) participated in four (4) national mobilizations:

- Drive Sober or Get Pulled Over (December - January)
- Click It or Ticket (May-June and November)
- Drive Sober or Get Pulled Over (August-September)

To support these national mobilizations, law enforcement agencies conducted high visibility enforcement details throughout the state. Using statewide and local data to direct their activities, LEAs participated in the Click It or Ticket Task Force, the DUI Task Force, and county-wide SHARP Projects. With approximately 50 municipal LEA's, combined with 10 State Police barracks and 14 county sheriffs' departments participated in four national mobilizations, these LEA's combined conducted a minimum of 3,600 hours of high visibility enforcement during these periods.

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 in need of

enforcement. This strategy is made possible because generally all law enforcement officers in Vermont have statewide enforcement authority.<sup>5</sup>

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 three (3) interstate highways (I-89, I-91, and I-93). Most small, rural towns do not have their own municipal police department, thus, VSP is the default law enforcement agency. As a result of this wide-spread area of responsibility, VSP troopers investigate a majority (64% in 2016) 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 reduce speed violations, aggressive and distracted driving behaviors on Vermont's 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 state's 14 county sheriffs' departments, coordinated by the Vermont Sheriffs' Association, were allocated funds to increase the enforcement of speed and distracted driving laws in select work zones across the state.

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<sup>5</sup> 23 V.S.A. § 4(11)(A) Defines who enforcement officers are in Vermont. The authority of Constables outside of a designated jurisdiction may be limited under 24 V.S.A. §1936a.

## (b) Program Area Analysis

### Occupant Protection Program Area

*Click It or Ticket* (Day and Night) National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement and Support Equipment

**GOAL:** To increase the statewide use of proper occupant restraints, including properly installed child passenger safety seats.

#### Project Evaluation

Each year, CIOT Task Force teams work in conjunction with Vermont law enforcement agencies to increase the statewide use of proper occupant restraints, including properly installed child passenger safety seats. Law enforcement officers are deployed throughout the state to participate in the national CIOT mobilization and media kick-off events that serve as a precursor to the May CIOT campaign. The LELs coordinate with their counterparts in New York State and participate in a Border-to-Border (B2B) CIOT Kick-Off event at or near the New York/Vermont border on the first day of the national mobilization. In 2019, for the first time, Vermont participated in a B2B kick-off event with the State of New Hampshire. B2B events signify the start of the CIOT campaign, demonstrate the commitment that each state has to highway safety, and are well covered by news outlets from each state. This year's B2B kick-off event with New York took place on May 20th and included a press conference that was held at the state line in the middle of the Champlain Bridge, which spans Lake Champlain between Crown Point, NY and Chimney Point, VT.

The 2019 National Click It or Ticket Mobilization took place between May 20th and June 2nd and this marked the 18th year that Vermont participated in this campaign. During the mobilization the following law enforcement agencies participated in the campaign:

- 39 municipal police departments
- 12 county sheriffs' departments
- 10 Vermont State Police field stations
- the Vermont Department of Motor Vehicles
- the University of Vermont police

Many of these agencies also contributed officers to the CIOT Task Force teams described above. These agencies collectively performed over 4,800 hours of high visibility enforcement activities, resulting in the following:

- 10,640 vehicles contacted
- 249 operators ticketed for seatbelt violations



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- 18 operators ticketed for child passenger safety violations
- 1,688 operators ticketed for speeding
- 206 operators ticketed for using handheld devices while driving
- 1,276 other tickets issued
- 209 persons arrested for various criminal violations

In addition to the national CIOT mobilization in May, Vermont's LELs organized a high visibility enforcement campaign during the Thanksgiving holiday travel period. As a tourist destination state, Vermont experiences a significant increase in motor vehicle travel during this period. During this campaign 56 law enforcement agencies logged 2,131 hours of high visibility enforcement.

The CIOT Task Force leaders and the LELs participated in a variety of media/outreach events, to include social media postings, interviews on local talk radio stations, and partnered with the American Red Cross to sponsor blood drives to promote the use of seatbelts.

31 departments were awarded equipment funds. An average of 75% of equipment funds awarded were expended. The equipment that was purchased most commonly was speed feedback signs, in-car camera systems, radar/lidar units, PBT's, spike strips, and smaller items such as traffic safety vests and flares. There were a couple of departments that also purchased checkpoint lighting equipment for their agencies.

## Countywide Safe Highway Accident Reduction Program (SHARP)

**GOAL:** To identify and prioritize high crash areas countywide so that officers can be deployed, and resources directed to high risk areas with a cohesive strategy and consistent oversight.

### Project Evaluation

This countywide approach to traffic enforcement in Vermont's two most populated counties has proven to be effective. Vermont's Highway Safety Office has awarded both OP and DUI enforcement funds to the countywide projects in Chittenden, Rutland, Windham, and Addison Counties. The Coordinators are full-time certified police officers in Vermont that have proven to be highway safety leaders. They organized the law enforcement agencies in their county to work to combat the problems of Speeding, Distracted/Aggressive Driving, Impaired Driving and failure of drivers and

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passengers to wear safety restraints. These participating agencies have agreed to participate in most enforcement actions scheduled by their Coordinator. In addition, they have the approval of their Chief or Sheriff as well as that agency's town or city government to develop this project in their respective counties.

The county Coordinators actively participate in each patrol alongside their local, State and Municipal partners. Consequently, the result is close supervision of the patrol team with accurate and timely reporting of grant funds used and the productivity generated.

SHARP OP: NH19402 FY2019	Chittenden	Rutland	Windham	Vergennes
<b>Patrol Activity</b>				
Hours Patrolled	2470	1611	544	433
Vehicles Stopped - Patrol	4022	3253	1384	686
<b>Checkpoints</b>				
Number of Checkpoints	0	1	0	1
CP Hours	0	2	0	2
<b>Action Taken</b>				
Warnings	2454	996	847	341
<b>Vermont Traffic Violations Written</b>				
CPS - Violations	12	10	4	0
Safety Belt Violation	57	100	82	1
Speeding Violations	921	1667	578	275
All OCS detected	87	48	17	9
Other Traffic Violations	632	443	136	83
Handheld Devices Violations	212	174	32	31
<b>NON-DUI Actions</b>				
Non-Impaired driving arrests - Patrol & CP	14	8	3	1
<b>DUI Actions</b>				
	16	5	3	1

SHARP OP: NH19402 FY2019	Chittenden	Rutland	Windham	Vergennes
Alco Given Handheld Test	7	4	0	0
Evidentiary Tests Given	1	4	0	0
Impaired driving arrests Patrols	0	0	0	0
.02 Violations	0	0	0	0
Impaired driving arrests Checkpoint				

### Child Passenger Safety Statewide Program

**GOAL:** To promote proper and regular use of child safety seats and to provide greater access to child passenger safety seats regardless of income.

#### Project Evaluation

During FFY19, the focus of the funded activities included three full courses for new technicians, located in regions based on identified need for Child Passenger Safety (CPS) technicians:

- South Burlington, May 2019 – 15 attendees
- Vermont Police Academy, June 2019 – 15 attendees
- Orleans, Feb/March 2019 – 11 attendees

The number of nationally certified technicians stayed static at 191 technicians. Vermont continues to have the highest per capita rate of certified technicians in the country. The program has worked to increase the number of senior level technicians; tech proxies and instructors from 11 to 15 and 8 to 10 respectively. Senior level technicians can lead events and sign off seat check requirements for other technicians.

In observance of Child Passenger Safety Awareness Month in September, we held our annual tech update in Rutland. The update allows technicians to obtain three of the six CEUs needed for their two-year recertification cycle. If they attend each year, the update fulfills all their CEU needs. 56 technicians attended the update. Eight fitting stations opened for Seat Check Saturday on September 21, 2019.

The program supports 69 fitting stations and held 24 community events where nearly 2000 inspections/installations were conducted.

The program distributed 444 child safety seats to low income families. The low-income seat voucher distribution program remains in place through the 12 Women Infants and Children (WIC) offices statewide to assure access for

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income qualified families (less than 300% poverty level), one per child installed in a vehicle by a certified technician with the child present (or expectant mother). This program works to increase awareness of existing fitting stations as a community resource and will ultimately decrease misuse.

The Vermont Police Academy facilitates a CPS training program to increase law enforcement officers' awareness of CPS issues. 67 new officers were trained this fiscal year. The Vermont Department of Health held a CPS New Technician course at the Police Academy this summer where the state certified nine new law enforcement officers. Our hope is to increase the number of law enforcement technicians through increased exposure to the program. Law enforcement currently comprises 26% of our technician base and is the largest sector.

The Vermont Department of Health provides a hotline for people to call and ask child passenger safety related questions directly. The hotline received nearly 100 calls in FFY2019.

The program sends out thousands of educational rack cards each year to doctor's offices, insurance companies and also passes many out at community events. VHD translated the cards into six languages most commonly represented in Vermont and have them available as requested.

Vermont had one motor vehicle crash death in car seat age children (under 12) in FFY2019.

### Road Users Group Statewide Program

**GOAL:** To provide statewide education and training focused on pedestrians and EMS providers on traffic safety best practices.

#### Project Evaluation

The project evaluation is based on current available data. We have completed a literature review, assessment of relevant and accessible data sources, and data analysis utilizing EMS run data, hospital discharge data, and vital records data. The evaluation is directed at the findings of data analyses and includes process measures such as number of trainings delivered, number of public events, and number of community partners engaged. Outcome measures include number/rate of pedestrian injuries and deaths. Analysis was conducted of injury/fatality data from SIREN (EMS), Crash (Police), VT Uniform Hospital Discharge Data (VUHDDS), and Vermont Vital Statistics (death certificates). We also initiated conversations with law enforcement to identify barriers to vulnerable road user safety.

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MEASURES	TOTAL
NUMBER OF TRAININGS	16
NUMBER OF PUBLIC EVENTS,	8
NUMBER OF SOCIAL MEDIA POSTS	40
NUMBER AND RATE OF PEDESTRIAN CRASHES	<b>108</b> hospitalizations/ED visits among Vermont pedestrians in 2016, and <b>133</b> in 2017. In 2016 and 2017, the highest rates of pedestrian injuries (per 100,000 Vermonters) were in Chittenden (28.7), Washington (26.5), and Franklin (23.5) counties. In 2016 there were 5 pedestrian fatalities, and in 2017 there were 9 pedestrian fatalities.
NUMBER OF SRTS ANNUAL MEETING ATTENDEES	75
NUMBER OF LAW ENFORCEMENT SURVEY RESPONDENTS	175
# VISITS TO ROAD SAFETY WEBSITE	649
<b>TOTAL NUMBER OF PEOPLE ENGAGED IN PERSON</b>	<b>1630</b>

## Operations and Safety Bureau

### Vermont Highway Safety Alliance (VHSA): Partnership for Education and Outreach

**GOAL:** To address five of the seven Vermont Strategic Highway Safety Plan (SHSP) Critical Emphasis Areas (CEAs) that involve driver behavior with education and outreach.

#### Project Evaluation

VHSA seeks to plan and execute strategies that support minimizing the occurrence and severity of highway crashes and related injuries and fatalities. The VHSA leveraged the expertise of partners and members through networking and communication with seven advisory council meetings and six board meetings over the course of FFY2019. The VHSA engaged in public education and awareness with activities that included: fairs, professional conferences, and social media, and safety events with high schools, businesses and select public entities. The VHSA partnered with AT&T for educational outreach on distracted driving which featured the “It Can Wait” virtual reality cube at events in three high schools, at the University of Vermont, and at the VHSA Annual Conference. The VHSA organized and sponsored the #802phonesdown!headsup! PSA video contest for high school students. The students of the winning videos were awarded by the Governor at the Vermont State House and the event was covered by two news channels on the evening news. The VHSA partnered with AAA and ten VHSA partners for an event on the Statehouse lawn to end distracted driving. The VHSA participated in the American Driver and Traffic Safety Education Association conference with interactive displays and a workshop presentation to the group. The VHSA conducted the 2018 VHSA annual meeting “Safety for the Ages” at Jay Peak for two hundred and thirty attendees and thirteen vendors. Vermont Governor Scott attended the conference, and two news channels featured the event on the evening news.

VHSA maintained a website, a Facebook page, and a newsletter publication to engage members and the community with safety data and messaging.

VHSA promoted highway safety at the Champlain Valley Expo for ten days to approximately 8,000 attendees. Over 50 safety advocates staffed the event. Partners included: Vermont Department of Health, Operation Lifesaver, Vermont State Police, AARP, AAA, Local Motion, VTrans, University of Vermont Medical Center, RideSafe Vermont, Vermont Division of the Federal Highway Administration, Vermont Sheriff’s Departments, and Driver Educators of Vermont. Events and displays included: Monty, the historic police car; the rollover car; fatal vision goggles; driving safety trivia; rail safety; a variable message board; and information on the upcoming interchange improvement project at I-89 Exit 16 in Colchester.

VHSA also continued work on task force group projects for High School Safety Fairs, the Data Integration project, Operation Safety Corridor, the Road Safety Audits, and AFTERMATH: mobile display of crashed vehicles.

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### Annual Safety Belt Survey

**GOAL:** To determine the annual post Click-It-or-Ticket (CIOT) Seat Belt Usage rate statewide, analyze multi-year variations and then utilize the data as a tool to improve the statewide average and increase state usage rates.

#### Project Evaluation

Data collection was conducted May 31 to June 13, 2019. Observers gathered data by viewing 10,735 vehicles and noted belt use for 13,356 occupants including 10,735 drivers and 2,621 passengers. Drivers accounted for 80.4 percent of persons observed. Vermont drivers and front outboard passengers had a combined weighted seat belt use of 89.3 percent. The standard error rate was 0.586 percent, below the required 2.5 percent threshold required.

The use rate declined slightly (0.5 points) from the high use rate of 2018 (89.9%) but still up nearly 5 percentage points from the 2017 use rate (84.5%). The decrease from 2018 is not significant and therefore the 2019 rate indicates no real change from the prior year. The last two years show record high use in the state: however, it may be that some of the gains are from the redesign and may not reflect an actual change in usage but merely a different way of measuring the rate. Looking at the current trend, it is likely that the new method will lead to more stability in future rates.

	Driver Use	Passenger Use	Total Use
<b>County Group</b>			
<b>Chittenden</b>	93.1%	92.6%	93.0%
<b>Bennington/Addison</b>	90.6%	89.7%	90.4%
<b>Franklin</b>	82.2%	84.8%	82.8%
<b>Caledonia/Orleans</b>	87.0%	87.2%	87.1%
<b>Rutland</b>	87.3%	83.7%	86.7%
<b>Washington/Lamoille</b>	91.5%	88.6%	91.0%
<b>Windham/Orange/Windsor</b>	89.2%	86.0%	88.5%
<b>Statewide</b>	89.2%	87.9%	89.0%

## State Traffic Safety Information System Improvements

### AOT Crash Data Reporting System

**GOAL:** Crash Timeliness: Increase the timeliness of crash reports from the average timeliness of 27.89 days during the period of April 1, 2017-March 31, 2017 to 25 days during the same period ending in 2018.

#### Project Evaluation

All Law Enforcement agencies are using Web Crash, with 100% of the crashes being reported electronically. With 100% of the crash data being submitted electronically, we can more effectively measure the timeliness, accuracy, and completeness of this data. During the 2017-2018 time period the average time it took to submit a crash increased, which does not meet the goal of more timely crash data. In order to decrease the number of days it takes for law enforcement to submit crashes; periodic reports will be provided to law enforcement detailing which crashes need to be submitted.

Although this project did not expend any funds in FFY19, Web Crash was still operational. Contract negotiations delayed the deliverables and expenditures.

### EMS Statewide Incident Reporting Network (SIREN)

**GOAL:** Injury Surveillance System Completeness: To increase Vermont-licensed first response agencies reporting patient care reports electronically to the State's Emergency Medical Services (EMS) electronic patient care (ePCR) database for the period of April 1, 2018-March 31, 2019.

#### Project Evaluation

In 2016, several Vermont EMS agencies tested an updated version of the SIREN system called SIREN Elite, which utilizes the NEMSIS version 3.4 data dictionary. Statewide implementation of the updated system started January 1, 2017 with all Vermont-licensed ambulance agencies required to transition to the NEMSIS version 3.4 compliant system by April 1, 2017. Vermont ambulance agencies are mandated to report patient care reports electronically into SIREN within 1 business day of an EMS call. First response agencies (agencies that lack transport capability) are not currently required to report data electronically; however, approximately 40% do voluntarily. The goal is to increase the percentage of first response agencies reporting EMS data into SIREN to 100%.

Work continues with the data integration effort between SIREN and hospital outcome data. Emergency department staff can electronically access the EMS incidents that are transported to their facility via the SIREN Hospital Hub, but EMS doesn't have a mechanism to obtain hospital outcome data on patients that were transported to the hospital



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The Traffic Records Coordinating Committee (TRCC) continues to work towards the integration of Crash Data with SIREN in an effort to improve reporting quality and injury severity analysis.

Expenditures included: Salaries for the EMS Data Manager and additional expenses to facilitate the linking of records between the EMS SIREN system and law enforcement MVC data, as well as the linking between SIREN EMS incidents and UVM Hospital discharge data. These costs will include solutions for linking these records, in addition to housing or storing the data securely.

### DPS e-Citation Implementation

**GOAL:** To continue the development and implementation of a statewide electronic citation system.

### Project Evaluation

During FFY19, the Department of Public Safety (DPS) increased the number of vehicles utilizing the e-Citation system to 288. It is anticipated that many municipalities will apply to become part of the program over the next 12 months. As the number of vehicles equipped with e-ticket printers increases, the amount of time officers spent on the roadside continues to be reduced. DPS and the Judicial Bureau have created a protocol that will enable review of any errors that might arise in ticketing.

Equipment Provided:

- Printers – 72 to LEA, 198 to VSP (Total 270 Units Statewide)
- Scanners – 72 to LEA, 198 to VSP (Total 270 Units Statewide)

Training:

- VSP provided internal training
- DPS provided training to LEA with video information, printed material and hands-on training if requested

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Department	# eTickets
Addison CSD	2656
Brandon PD	114
Burlington PD	4
Chittenden CSD	303
Colchester PD	19
Derby VSP	16
Liquor Control Admin	20
Middlesex VSP	927
Milton PD	978
Motor Vehicles Enforcement	1518
New Haven VSP	1189
Royalton VSP	582
Rutland CSD	1803
Rutland VSP	126
Shaftsbury VSP	97
Shelburne PD	3
St Albans PD	361
St Albans VSP	377
St Johnsbury VSP	109
Vergennes PD	1036
VSP Westminster Barracks	408
Washington CSD	524
Williston Police Dept	133
Williston VSP	1591
Windham CSD	50
Winooski PD	305
Barre City PD	2
Franklin CSD	3
<b>Grand Total</b>	<b>15254</b>

### Model Inventory of Roadway Elements Collection at Intersections (Phase II)

**GOAL:** Roadway Completeness; Increase the data inventory of roadway intersections on the Vermont Federal Aid Roadway System by collecting Fundamental Data Elements (FDEs) and other selected Model Inventory Roadway Elements (MIRE) that are critical to the performance of safety analyses.

#### Project Evaluation

This project (Phase II) was completed as scheduled on September 30, 2019.

A consultant inventoried 9,884 individual intersections, covering all State-to-State facilities in Vermont as well as some State-to-Local connections.

Data was collected for all the FDEs at these intersections. In addition, some of the non-FDEs were also collected based on the MIRE Version 1.0 guidance, including lighting, intersecting angle, auxiliary lanes, school zone indicator, bus stop indicator, and alcohol sales indicator.

During the data collection process, the consultant routinely performed automated checks on the data for data completeness and accuracy. The consultant also performed QA/QC spot checks at 5% of the intersections.

The consultant successfully delivered to VTrans the final products for Phase II including an ESRI ArcGIS-compatible geodatabase of intersection data.

With the end of Phase II, the percentage of intersections with no missing critical data elements on the Vermont Federal Aid Roadway System (completeness) is estimated at between 50 to 75% (while the goal was to be at 100% with the Phase II project, traffic data on local intersecting roads could not be estimated accurately).

Combining Phase I and Phase II of this project, a total of 13,247 unique intersections on the Federal Aid Roadway System were inventoried, which represents 100% of all public intersections on the Federal Aid Roadway System.

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### Traffic Records Program Coordinator

**GOAL:** To ensure quality, consistency and accuracy of traffic records programs. To efficiently and competently provide resources and assistance to traffic program directors.

#### Project Evaluation

The Traffic Records Program Coordinator prepared the 405C Application and Strategic Plan for FY20, maintained all meeting minutes for the TRCC, posted documents to the TRCC SharePoint website, corresponded with member agencies as needed, and remains one of the co-chairs for the TRCC.

### Place of Last Drink (POLD) Project

**GOAL:** Completeness and Accuracy: Collect information on what percentage of DUI arrests in the state originate from a licensed liquor establishment based on Place of Last Drink, in order to reduce the number of DUI arrests that stem from licensed liquor establishments.

#### Project Evaluation

During FY19, The Department of Liquor and Lottery (DLL) paired with the Vermont Forensic Lab (VFL) at the Department of Public Safety to work with a sole source contract vendor to add Place of Last Drink (POLD) questioning to the Intoximeter DataMaster DMT device software. The project took lessons learned from Washington State and included input from the Traffic Safety Resource Prosecutor (TSRP) on legal issues surrounding how and when the data was collected during the DUI processing. Intoximeters ultimately responded to the scope of work, and over the period of the existing VFL sole source contracting cycle, hard coded the POLD questioning into the software. The software has not yet been implemented into live DMT devices, as the VFL has a rigorous testing protocol to follow for any software changes. Once fully vetted, DLL will pair again with VFL to roll out user training on the new feature.

### TRCC Consultant

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

#### Project Evaluation

The Office of Highway Safety has attempted to secure a contract with a vendor for TRCC consultation services. An RFP was put out twice in FY 18 with limited numbers of vendors (2) responding. At that time, of the FFY19 HSP writing a vendor had been selected, unfortunately, we were not able to secure a contract due to negotiation issues between VTrans and the vendor's

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legal team. In lieu of this contract, the state traffic records coordinator has taken on these responsibilities.

### Impaired Driving Countermeasures

#### High Visibility Alcohol Enforcement and Support Equipment

**GOAL:** To reduce the number of impaired driving fatalities on Vermont roadways.

#### Project Evaluation

The State Highway Safety Office (SHSO) supports state, county and local departments in their efforts to enforce impaired driving offences. This includes providing equipment that is specifically intended and used to assist in the detection, investigation, and prosecution of impaired driving offences.

As of November 15, 2019, Vermont reported 20 fatalities that involved an impaired driver. This is 53% of the total number of fatalities reported.

- 2018: Vermont had 28 fatalities that involved an impaired driver; 41% of the total number of fatalities reported.
- 2017: Vermont had 35 fatalities that involved an impaired driver; 50% of the total number of fatalities reported.
- 2016: Vermont had 34 fatalities that involved an impaired driver; 53% of the total number of fatalities reported.
- 2015: Vermont had 16 fatalities that involved an impaired driver; 36% of the total number of fatalities reported.

These numbers show that 2019 has mixed results in regard to the goal of reducing impaired driving fatalities.

From 2015 to 2018 the percentage of fatalities involving an impaired driver was 45%. In 2019, 53% of fatalities involved an impaired driver which is 7% higher than the percentage of the previous four years combined. However, the total number of fatalities involving an impaired driver is at its lowest number since 2015.

31 departments were awarded equipment funds. An average of 75% of equipment funds awarded were expended. The equipment that was purchased most commonly was speed feedback signs, in-car camera systems, radar/lidar units, PBT's, spike strips, and smaller items such as traffic safety vests and flares. There were a couple of departments that also purchased checkpoint lighting equipment for their agencies.

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### Project Title: DUI Task Force

**GOAL:** To use the task force model to increase the effectiveness of DUI enforcement and reduce the number of motor vehicle crashes involving impaired drivers.

### Project Evaluation

The State Highway Safety Office Behavioral Safety Unit encourages the use of regional DUI Task Force teams that are modeled after the Click It or Ticket task force. These teams have specially selected officers working together to target geographic areas across the state. The officers are recruited from law enforcement agencies (LEAs) throughout the state and must demonstrate proficiency in all phases of DUI enforcement. Target areas are identified using crash and DUI arrest data provided by the State Highway Safety Office. This increased enforcement model is especially useful during holidays and other days that historically have seen increased rates of drunk driving crashes, such as St Patrick's Day, Super Bowl Sunday, and other local high-profile community events.

For FFY 2019, Vermont had three DUI Task Forces: one in the Northwest (Chittenden, Addison, Franklin, Grand Isle, and Lamoille Counties); one Central (Rutland and Windsor Counties); and one in the Northeast (Washington, Orange, Caledonia, Orleans, and Essex Counties).

The Northwest DUI Task Force conducted three enforcement details in 2019, while the Central Task Force and North East Task Forces both conducted four. 23 agencies contributed officers to these task force details, including three State Police barracks, seven Sheriff's departments, twelve municipal agencies, and one town constable. In addition, the Central Task Force teamed up with the New York State Police and the Washington County Sheriff's Department in New York for a border to border style enforcement detail. Dates selected for these enforcement details included the Woman's World Cup, the Christmas Season, Super Bowl Sunday, St Patrick's Day, July 3rd, Labor Day, Martin Luther King weekend, and the Stowe Brewfest.

Some items of note: the Central team apprehended three impaired drivers during the Martin Luther King weekend detail, and the Northwest team apprehended three impaired drivers during both the St. Patrick's Day and July 3rd events. In addition, the Northwest team arrested an individual for smoking drugs in a vehicle with a child present.

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Team Activity/Dollars Spent	Local Statewide DUI
<b>Patrol Activity</b>	
Hours Patrolled	7081
Vehicles Stopped - Patrol	11599
<b>Checkpoints</b>	
Number of Checkpoints	193
CP Hours	525
<b>Action Taken</b>	
Warnings	8130
<b>VT Traffic Violations Written</b>	
CPS - Violations	42
Safety Belt Violation	109
Speeding Violations	1963
All OCS detected	207
Other Traffic Violations	1306
Handheld Devices Violations	160
<b>NON-DUI Actions</b>	
Non-Impaired driving arrests - Patrol & CP	191
Processing Hours for Above	163
<b>DUI Actions</b>	
Alco Given Handheld Test	371
Evidentiary Tests Given	151
Impaired driving arrests Patrols	212
.02 Violations	8
Impaired driving arrests Checkpoint	22
DUI Processing Hours	512

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### Impaired Driving Project Manager

**GOAL:** To serve as the SHSO point of contact for law enforcement partners on impaired driving issues. To assist all law enforcement partners and others in reducing impaired driving related deaths, crashes and injuries on Vermont roadways.

### Project Evaluation

The Impaired Driving Project Manager (IDPM) works closely with staff from the Office of Highway Safety, National Highway Traffic Safety Administration Region 1 staff, the Traffic Safety Resource Prosecutor, the Drug Evaluation and Classification Program Manager, the Vermont Criminal Justice Training Council, the Vermont Highway Safety Alliance, law enforcement partners, driver educators, Department of Motor Vehicles staff, the American Automobile Association, the American Association of Retired Persons, the American Association of Motor Vehicle Administrators and numerous others, on increased awareness of impaired driving issues.

The IDPM was the chairperson of the Vermont Highway Safety Alliance (VHSA) and remained a member of the Board of Directors until March of 2019 when the contract ended and was not renewed. The VHSA is a public/private partnership of nearly sixty organizations who want to make our highways safer and reduce major crashes. These partners include federal, state, county and local governmental entities, as well as members from the private sector. The VHSA uses crash data to identify Critical Emphasis Areas (CEAs) in the State's Strategic Highway Safety Plan. One of the seven CEAs of the Strategic Highway Safety Plan is to Reduce Incidents of Impaired Driving.

Strategies Under this CEA are:

1. Improve public awareness of what impaired driving is and its associated dangers
2. Regularly update and promote programs for consistent education for individuals and organizations charged with addressing impairment issues
3. Increase and enforce penalties for impaired driving with a streamlined approach to enforcement
4. Continue updating and implementing programs for impairment analysis and rehabilitation
5. Increase training for law enforcement officers to assist them in detecting incidents of Driving While Impaired by Drugs
6. Support a more efficient means of collecting evidentiary samples in Driving While Impaired by Drugs cases
7. Support expansion of use of Ignition Interlock Devices by all DWI Alcohol offenders



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The IDPM worked with media outreach on impaired driving issues including interviews on statewide television programs, local cable television and radio.

The IDPM made presentations on Impaired Driving issues to several groups, including the Vermont Truck and Bus Association and the Vermont Driver Educators Association, and served as a panelist on Impaired Driving at the New Hampshire Impaired Driving Summit.

The IDPM was instrumental in the establishment of a subcommittee of the Vermont Criminal Justice Training Council, which will assess training issues/needs for law enforcement on Impaired Driving and other Highway Safety matters.

The consultant's contract with the IDPM ended on March 31, 2019.

### Countywide Safe Highway Accident Reduction Program (SHARP)

**GOAL:** To identify and prioritize critical targeted areas countywide and to efficiently and effectively deploy officers and resources to high risk areas with a cohesive strategy and consistent oversight.

#### Project Evaluation

This countywide approach to traffic enforcement in Vermont's two most populated counties has proven to be effective. Vermont's Highway Safety Office has awarded both OP and DUI enforcement funds to the countywide projects in Chittenden, Rutland, Windham, and Addison Counties. The Coordinators are full-time certified police officers in Vermont that have proven to be highway safety leaders. They organized the law enforcement agencies in their county to work to combat the problems of Speeding, Distracted/Aggressive Driving, Impaired Driving and failure of drivers and passengers to wear safety restraints. These participating agencies have agreed to participate in most enforcement actions scheduled by their Coordinator. In addition, they have the approval of their Chief or Sheriff as well as that agency's town or city government to develop this project in their respective counties.

The county Coordinators actively participate in each patrol alongside their local, State and Municipal partners. Consequently, the result is close supervision of the patrol team with accurate and timely reporting of grant funds used and the productivity generated.

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SHARP DUI: NH19164 FY2019	Chittenden	Rutland	Windham	Vergennes
<b>Patrol Activity</b>				
Hours Patrolled	1228	2606	374	211
Vehicles Stopped - Patrol	2160	3366	641	372
<b>Checkpoints</b>				
Number of Checkpoints	14	8	9	9
CP Hours	23	74	26	22
<b>Action Taken</b>				
Warnings	1858	1490	536	153
<b>Vermont Traffic Violations Written</b>				
CPS - Violations	1	5	0	0
Safety Belt Violation	8	29	4	11
Speeding Violations	119	1096	82	56
All OCS detected	40	57	10	3
Other Traffic Violations	176	581	20	25
Handheld Devices Violations	20	34	0	3
<b>NON-DUI Actions</b>				
Non-Impaired driving arrests - Patrol & CP	14	10	8	2
<b>DUI Actions</b>				
Alco Given Handheld Test	71	69	24	3
Evidentiary Tests Given	29	3	8	3
Impaired driving arrests Patrols	29	36	12	4
.02 Violations	2	0	0	0
Impaired driving arrests Checkpoint	3	0	2	4

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### Vermont Police Academy Impaired Driving Training Coordinator

**GOAL:** To enhance the quality and the number of training opportunities offered for basic DUI enforcement courses, Advanced Roadside Impaired Driving Enforcement (ARIDE), Standardized Field Sobriety Testing (SFST) and to provide oversight of the State's Drug Recognition Expert (DRE) Program.

#### Project Evaluation

During the 2019 calendar year, six (6) regional ARIDE classes were successfully coordinated and delivered throughout the state training 108 officers, along with three (3) DUI classes at the Vermont Police Academy (VPA), which trained 92 officers. In May 2019, two students completed SFST instructor development school and student teaching requirements and are now certified to instruct DUI Detection and Standardized Field Sobriety Testing. Four additional students will soon achieve SFST Instructor status after completing their student teaching requirements. Also, two Data Master Infrared Breath Testing Supervisor courses were offered (January 25, 2019 and August 27, 2019) which trained 22 supervising officers in the proper care and diagnostics of the breath testing equipment used for proper DUI processing. Finally, two DRE trainings were held for Vermont DREs to satisfy mandatory training hour requirements with 70 officers in attendance.

The VPA worked with DRE instructors to develop curriculum for a new 1-day ARIDE/SFST Refresher course October 9, 2019 at Colchester Police Department, which trained 19 police officers using NTHSA curriculum. Due to the success of this Refresher training, the VPA will be coordinating additional regional trainings in the upcoming year which will allow officers from all over the state to attend.

### Impaired Driving Training Programs (DRE, ARIDE, SFST)

**GOAL:** The VCJTC will enhance the quality and the number of training opportunities offered for basic DUI enforcement courses, ARIDE, SFST and provide oversight of the state's DRE Program.

#### Project Evaluation/Training Programs

The VCJTC is an active member of the Vermont Highway Safety Alliance (VHSA) "Impaired Driving Task Force" and attends meetings with impaired driving task forces and other work groups. The VCJTC coordinates impaired driving related trainings, manages equipment, and provides support for Drug Recognition Experts (DRE), Standard Field Sobriety Tests (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), courtroom testimony and report writing. The VCJTC participates in the selection of DRE, ARIDE and SFST instructors, reviews and interprets local, state and national Traffic Safety data and schedules, presents and directs information to relevant staff/partners.

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In coordination with the BSU, the VCJTC works with the State DRE Coordinator, Traffic Safety Resource Prosecutors (TSRPs), and legislature to advance Impaired Driving legislation. The VCJTC assists BSU's Law Enforcement Liaisons (LELs) in coordination of required resources for all impaired driving related field activities throughout the state.

A DRE school for brand new DRE's was rescheduled because they could not secure the field training in Phoenix until February of 2020 so they had to put off the August 2019 class until January 2020. Below is a list of trainings conducted and number of students in the class.

There were six (6) ARIDE classes with 96 students.

There were three (3) SFST classes with 93 students

There was one (1) DRE training with 53 certified DRE's

There was two (2) DMT/Infrared Breathalyzer Supervisor's Course with 28 students

### Project Evaluation/DRE Program

ARIDE training is an effective recruitment tool for the DRE program and is now mandatory for every new certified Level III law enforcement officer in the state. Many potential candidates have been introduced to the DRE program via the two-day ARIDE training. The DRE program has also benefited from providing Drug Identification Training for Driver Educational Professionals (DITEP) to almost every school district in the state. The DRE program will continue to expand in response to the state's growing opioid and illicit drug use and how that relates to impaired driving and highway safety. Six (6) regional ARIDE classes were delivered throughout the state.

DREs continue to use tablets to record the data from evaluations and collect additional data that has not been collected in the past. This will continue to improve the quality of data to determine more accurate locations of when and where evaluations are being conducted as well as crash type involvement.

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### DUI Court Windsor

**GOAL:** The goal of the DUI Court is to promote public safety by using the successful Drug Court model that uses accountability and long-term treatment to change offender behavior.

#### Project Evaluation

The Windsor County DUI Treatment Docket (WCDDT) received a 5-year Substance Abuse and Mental Health Services Administration Treatment grant, which the DUI Windsor Court used to expand their program. This was the last year the DUI Court was receiving a grant from The Office of Highway Safety and the DUI Court was unable to spend its FFY2019 grant funding.

### Traffic Safety Resource Prosecutors (TSRP)

**GOAL:** To facilitate a coordinated, multidisciplinary approach to the prosecution of impaired driving and other traffic crimes.

#### Project Evaluation

In FY19, TSRPs have taken the lead in prosecuting five fatal crash where the operators were alleged to be impaired at the time of the crash. In addition, TSRPs have provided assistance with the investigation and prosecution of five other fatal crash where impaired was believed to be a contributing factor. TSRPs' assistance and support regarding prosecution and enforcement of impaired driving continues to be in high demand among prosecutors and law enforcement agencies. TSRPs helped with handling of more complex issues in impaired driving such as horizontal gaze nystagmus evidence and attacks of administration of field sobriety exercise, and challenges to drug recognition evaluation evidence. TRSPs also assisted with various issues in impaired and distracting driving cases such as evidence of chemist testimony; issues regarding search and seizure; and issues regarding blood analyzing, amongst others.

In addition to prosecution of various cases, the TSRPs represented the state in various appellate cases before the Vermont Supreme Court. The TSRPs handled six appellate cases in FY19. Additionally, TSRPs reviewed, analyzed and provided opinion as to whether appeal was viable in other cases. TSRPs continue to field multiple daily requests for advice and counsel from fellow prosecutors and law enforcement officers. These requests are in addition to providing several hours of annual instruction to officers enrolled in various courses at the Vermont Police Academy and at Vermont's Drug Recognition School. There was no DRE school in FY19. The TSRPs are aiming to implement additional refresher DUI training for LEOs who have been active in highway safety enforcement for two plus years. Additionally, the TSRPs are creating a "DUI Boot Camp" for those attorneys new to prosecuting regarding litigation of DUI alcohol and DUI drug cases and implementing a training for prosecuting DUI drug cases for all prosecutors. TSRPs provided training for multiple officers regarding updates in DUI law. TSRPs provided a specialized

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training to deputy states attorneys and attorney generals regarding use and admission of horizontal gaze nystagmus evidence.

TSRPs are working with a judicial liaison from NHTSA Region I to create judicial training on drugged driving cases. The TSRPs are striving to be more visible in the community with an eye toward providing education and awareness of dangers of impaired driving, distracted driving, and other highway safety issues. TSRPs provided numerous presentations to local rotary groups on the perils of impaired and distracted driving. TSRPs also provided presentations on dangerous driving to high school health and drivers' education classes. TSRPs were involved with high school mock trials regarding impaired driving. The TSRPs continue to be members of the DRE oversight committee, as well as liaisons to policymakers who require assistance in identifying and defining legal issues they encounter in their work. It is expected that the upcoming legislative session will focus on several laws of critical importance to highway safety and DUI that will require TSRP input and analysis. TSRPs provided legislative education on various issues involving impaired driving laws.

The 2019 Department of States Attorney Annual Meeting was held on June 6-8. A variety of highway safety training topics were covered to educate attendees, including a presentation by Attorney Richard Alpert, an expert in the field of DUI prosecution. On September 28th, a training was provided to law enforcement and prosecutors on Vermont's new marijuana law. Attorney Chris Haslor, a nationally recognized expert in marijuana impaired driving, presented the training. From June 11 to June 13 a variety of training regarding investigation and prosecution of impaired driving was provided at the Annual States Attorney training, including a presentation by renowned expert Jim Camp and seasoned vehicular homicide prosecutor Mary Tanner-Richter.

### Forensic Laboratory Support Program

**GOAL:** To strengthen Vermont's forensic blood sample testing capacity and expertise and reduce the costs of out-of-state laboratory services.

#### Project Evaluation

The Office of Highway Safety provided funding to enable the purchase of standards and equipment for blood-drug analysis, new printers for the DataMaster (DMT), as well as other DMT parts/accessories, materials and testing supplies for blood alcohol analysis. The Office of Highway Safety also funded the purchase of an updated software package for the DMT's and the HOST computer program used to network them.

In addition to the major equipment listed above, the Laboratory purchased miscellaneous parts for repair of DMTs, blood collection kits and laboratory supplies. Staff members attended the Society of Forensic Toxicology annual meeting, the International Association of Chemical Testing annual meeting, the annual Intoximeters User Group meeting, the annual New England Association of Forensic Scientists meeting and other courses to include the Borkenstein Course on Drug Impairment and the ABFT Board certification preparation

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course. These courses offered up to date skills and knowledge from the field. One Forensic Chemist was hired and is being trained in the calibration, certification, maintenance and use of the DMT. The Toxicology section completed the validation of the screening instrument and one confirmation method on the LC/MS/MS confirmation instrument. They now report preliminary positive results for approximately 20 classes of impairing drugs and quantitative results for THC and metabolites in whole blood samples. Testing of the updated DMT and HOST software is ongoing.

The DRE Outside Lab testing performed by National Medical Services (NMS) was a stand alone line item in the HSP but was actually part of this grant.

## Motorcycle Program

### State Motorcycle Rider Education Program

**GOAL 1:** To reduce or maintain motorcycle fatalities at the five-year average of 9.4 people from 2012-2016 through December 31, 2019

**GOAL 2:** To reduce the number of un-helmeted motorcyclist fatalities by 50% from the five-year average of 1.0 in 2012-2016 to .50 through December 31, 2019.

#### Project Evaluation Goal 1

During the program's 2019 training season, 799 students attended courses at seven training sites (90 courses); 737 successfully completed the course. Many students take the course early in the training season in order to have more riding time available in the motorcycle riding season.

Training includes exercises designed to teach the basics of motorcycle operation and work on enhancing skill levels. The program also includes discussions 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. The program also offered experienced RiderCourses, which are designed for individuals that already have some experience riding a motorcycle and are looking to improve their riding skills. There are seven training sites around the state. A rider course instructor training was also offered. In addition, regular media messaging aired during the motorcycle riding season.

In May, the program conducted a training course for new instructors. Eight individuals successfully completed the training and were able to work for the program during the 2019 training season. The program lost the Rutland location site, where the course had been conducted over the past 25 years. A new location in East Dorset will be opening in 2020.

In 2019, the program purchased 32 new motorcycle helmets to replace the helmets at the program's Pittsford and Dummerston training locations.

Vermont will adjust the 2020 Highway Safety Plan to better meet its performance targets as follows:

1. continuing to educate on Motorcycle awareness and Occupant Protection;
2. a motorcycle assessment in Vermont is being planned;
3. renewing our commitment to motorcycle safety programs;
4. dangers of motorcycling and speed;
5. educating the entire motoring public to be aware of motorcyclist on the road; and



6. re-commitment to an aggressive motorcycle safety and awareness media campaign.

#### Evaluation/Progress Goal 2

The 2013–2017 five-year moving average is 0.6 (see below). 2019 has had one improperly helmeted motorcyclist fatality. The state met its goal of having a five-year moving average of 1 and we attribute that success to aggressive media, educational outreach, and enforcement efforts. The SHSO will continue to educate on Motorcycle awareness and Occupant Protection, along with support for motorcycle safety programs.

## Law Enforcement Support

### Law Enforcement Liaisons

**GOAL:** To conduct networking activities and acts as a liaison within the State's law enforcement community, the State Highway Safety Office (SHSO), and the National Highway Traffic Safety Administration (NHTSA) Regional Office.

### Project Evaluation

The role of the LEL is to provide expert knowledge to SHSO staff and VHSA members about Law Enforcement operations and to use their extensive experience to facilitate communication and cooperation between SHSO staff and the Vermont Law Enforcement Agencies. LELs use their contacts to network with their Law Enforcement Partners, and they promote and encourage the LEAs to participate and excel in the critical areas of traffic safety. LELs work with both the SHSO and the VHSA to advance highway safety programs with the goal of reducing traffic related fatalities, serious injury crashes, and to promote overall safety of Vermont's roadways.

Increasing law enforcement participation in highway safety activities and programs enhances likelihoods of achieving the SHSO's goals and objectives. Using networking and established relationships, the LELs need to be prepared to lead Vermont Highway Safety partners and stakeholders through emerging issues and developments. In addition, their participation in activities generated through the VHSA ensure they are equipped to stay informed regarding state and national trends. This is done through information sharing and having immediate access to real time data that is available through the significant network of partnerships built by the LELs. Priorities of the LELs include partnering with VHSA, increasing law enforcement participation in high visibility enforcement campaigns, staying apprised of national campaigns, and the occupant protection and impaired driving task forces.

For FFY 2019, 82% of Vermont Law Enforcement Agencies participated in at least one of the four high visibility campaigns, and 29% of Vermont Law Enforcement Agencies participated in all five High Visibility Campaigns that Vermont promotes.

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During the five HVE Campaigns the following enforcement activities took place:

Vermont State Police: 14,36 Contacts

116 DUIs

18 DUI drugs

353 Other arrests

9 Seat belt tickets

0 Child Seat belt tickets

146 Handheld device tickets

4,517 Other tickets

Municipal Agencies: 13,140 Contacts

83 DUIs

12 DUI drugs

270 Other arrests

114 Seat belt tickets

9 Child Seat belt tickets

300 Handheld device tickets

3,355 Other tickets

Sheriff Departments: 7,763 Contacts

19 DUIs

4 DUI drugs

90 Other Arrests

143 Seat belt tickets

2 Child Seat belt tickets

178 Handheld device tickets

2,066 Other tickets

Other Departments: 4,516 Contacts

0 DUI

0 DUI drugs

3 Other arrests

0 Seat belt tickets

0 Child seat belt tickets

2 Handheld device tickets

209 Other tickets

## Operations and Safety Bureau

Totals for all participating Departments: 39,455 Contacts

218 DUIs

34 DUI drugs

716 Other Arrests

266 Seat belt tickets

21 Child seat belt tickets

626 Handheld device tickets

10,147 Other tickets

### Crash Reconstruction Support

**GOAL:** To develop an effective cadre of troopers trained in the science and technology of crash reconstruction in order to provide an accurate reporting of assigned crashes.

### Project Evaluation

The team responds to approximately 60 serious injury/fatal collisions per year; many of which are calls to assist local and county law enforcement agencies. The Crash Reconstruction team's support in these serious crashes has improved overall traffic reporting in determining the most accurate causation of the collision. Complete and extensive investigation of traffic crashes provides the first step toward successful determination of causation factors.

The Office of Highway Safety Behavioral Safety Unit (BSU) provides funding to aid in the ongoing education of the crash team members. There were several out-of-state trainings attended on various collision analyses, and the BSU funded three troopers to attend in the grant period.

Three members attended a national conference in Pennsylvania to attain updates and the most advanced information relating to crashes and their investigations and prosecution. BSU funded two weeks of training for two of the newer members to become certified in the Advanced or Technical level. One of those two members was able to attend and complete the Reconstruction level class this fall. Funding was also in place for the whole team to receive three days of training on new diagramming software that enables the team to create animated crash simulations. BSU's funding allowed us to send three members to a Crash Data Retrieval (CDR) analyst class in order to have more team members certified in this growing field. NHTSA grant funds purchased the new diagramming software, one new EDR kit, which contains the equipment able to download the latest models of cars on the road. Grant funds allowed us to buy 4 sUAV's, a new computer with which to download and decipher the drone photographs in pixelated form, and a program with which to create three dimensional images for our cases (Pix4D). Training was purchased to train several sUAV pilots, and two pilots were trained in the use of Pix4D. The

## Operations and Safety Bureau

purchase of three updated data recorders was needed this year as the update to Windows 10 for the department computers created conflicts in downloading the total station information in a usable format. As the aging data collectors are 10 years old or older, the team elected to buy three new collectors this year to remedy this problem. Two more will be needed next fiscal year to replace all 5 of the data collectors.

### Work Zone Safety

**GOAL:** To decrease speed-related crashes in highway work zones.

#### Project Evaluation

In FFY 2019, nine County Sheriff departments participated in work zone safety; unfortunately, only two of the counties participated in any patrol activity over the construction season. These two agencies logged 133 hours on *Work Zone Speed and Distracted Driving Enforcement*. During this enforcement period:

- 114 Total vehicles were stopped;
- 41 Warnings were issued;
- 31 Speeding citations were issued;
- 12 Use of handheld device citations were issued
- 4 other citations were issued.

### Highway Safety Program Coordinators

**GOAL:** To ensure quality, accuracy, accountability and compliance with NHTSA Rules and Regulations, applicable State Bulletins and serve as point of contacts for the SHSO program.

#### Project Evaluation

The Program Coordinators continued to run an aggressive site visit schedule this past fiscal year and have met with most grantees over the past two years. Site visits serve multiple functions, including reviewing and assisting the sub-awardees to manage their projects effectively. For the law enforcement and equipment sub-awards, each agency's activity was reviewed for the monthly financial reporting and quarterly progress reports for each grant. The enforcement grants required tracking and submission of pertinent data and statistics documenting their enforcement hours, contact numbers, citations, arrests, patrol activity, etc. Site monitoring visits are conducted on a biannual basis for all Law Enforcement Agencies.

## Operations and Safety Bureau

### Speed Enforcement

**GOAL:** To maintain a strong law enforcement presence for deterrence with aggressive, distracted and speed enforcement.

### Project Evaluation

The Vermont State Police participated in monthly Operation STRIVE (Safe Travel on Roadways in Vermont Everyday) enforcement as well as Operation Safety Corridors on two major interstates and two major highways which were chosen based on crash data and other related concerns. In addition, the deployment of speed trailers was utilized throughout the state to measure speed and traffic data.

The integration of High Visibility Enforcement details (HVEs) were used to identify aggressive, distracted, speed and impaired driving throughout the state, with an emphasis on highly traveled and/or populated areas. Operation Combined Accident Reduction Effort (C.A.R.E.) and Impaired Driving Checkpoints were deployed over the holiday periods.

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<b>STRIVE Speed ENF VSP 2019</b>	<b>TOTAL</b>
Dollars Spent	\$209,579.10
Hours Patrolled	2703.4
# of Vehicles Stopped	5402
# of Warnings Issued	3107
# of Child Passenger Violations	2
# of Safety Belt Violations	26
# of Speeding Violations	1952
# of Motor Vehicle Related Arrests	54
# of Checkpoints	3
# of Hours at Checkpoints	6.5
# of Vehicles Contacted at Checkpoint	113
# of DUI Arrests on Patrol (alcohol only)	11
# of DUI Arrests on Patrol (drugs only)	2
# of DUI Arrests on Patrol (alcohol and drugs)	0
# of DUI Arrests at Checkpoint (alcohol only)	0
# of DUI Arrests at Checkpoint (drugs only)	0
# of DUI Arrests at Checkpoint (alcohol and drugs)	0
# of Hand Held Tests (ALCO - PBT)	29
# of Evidentiary Tests (DMT/Blood)	4
# .02 Violations	1
# of DRE Evaluations	3
<b>DUI Speed ENF VSP 2019</b>	<b>TOTAL</b>
Dollars Spent	\$108,612.33
Hours Patrolled	1255.75
# of Vehicles Stopped	2066
# of Warnings Issued	1759
# of Child Passenger Violations	4
# of Safety Belt Violations	7
# of Speeding Violations	267
# of Motor Vehicle Related Arrests	25
# of Checkpoints	34
# of Hours at Checkpoints	90.25
# of Vehicles Contacted at Checkpoint	1200
# of DUI Arrests on Patrol (alcohol only)	39
# of DUI Arrests on Patrol (drugs only)	4
# of DUI Arrests on Patrol (alcohol and drugs)	2
# of DUI Arrests at Checkpoint (alcohol only)	2
# of DUI Arrests at Checkpoint (drugs only)	1
# of DUI Arrests at Checkpoint (alcohol and drugs)	2
# of Hand Held Tests (ALCO - PBT)	83
# of Evidentiary Tests (DMT/Blood)	19
# .02 Violations	0
# of DRE Evaluations	7

## Community Educational Programs

### Local Law Enforcement Community Education Programs

**GOAL:** To increase driver knowledge and awareness of occupant protection, impaired, distracted, drowsy and aggressive driving, and locally identified highway safety issues for bicyclists and pedestrians.

#### Project Evaluation

In 2019, local law enforcement agencies, including the Chittenden, Essex, Orange, and Windham County Sheriff's Departments, and the Milton, Northfield, and Shelburne Police Departments, continued several interactive community education activities with local driver education classes, a youth bike safety rodeo, community safety days, texting and driver safety awareness events, and child safety seat fitting events. The Orange County Sheriff's Department has continued to include other highway safety partners such as the Youth Safety Council of Vermont's Turn Off Texting program and the Vermont Department of Health's Child Passenger Safety Program. Several of the departments continue to use social media tools such as Facebook and Twitter to publicize educational events; this has proven to be an excellent outreach tool for the local communities.

Several of these departments struggled during 2019 to spend the grant funds that they were awarded and to meet their performance measures. For example, three of the seven participating departments each spent less than 25% of their awarded funds in 2019. This was due to a variety of factors to include staffing shortages and changes in leadership/philosophy within the departments. The effectiveness of each individual department's community education program was evaluated during the 2020 HSP process and will continue to be evaluated on an ongoing basis.

### Local Motion Safe Streets Coalition

**GOAL:** To increase awareness of traffic safety laws and local ordinances regarding pedestrians, bicyclists and motorists; and to improve bicyclist, pedestrian and motorist behavior.

#### Project Evaluation

For FFY 2019, Local Motion reached and exceeded all their education and outreach goals in Vermont. This included bike safety presentations and outreach events designed for college students that had over 170 young adults participating, over 12,500 children trained in bike safety skills and over 1,900 helmets distributed to youth/teens/young adults. In addition, over 10,000 walk/bike safety materials were distributed state-wide. This year, they focused on increasing rates of people walking and biking, providing opportunities and



encouragement for people to walk and bike more. They have supported over 200 separate walk/bike encouragement activities this year. It has been recognized that increasing walk/bike mode share reduces crash rates, likely because motorists develop driving habits that help keep vulnerable users safe. When motorists see more vulnerable users utilizing roadways, they begin to expect to see them, and behaviors like driving slower, giving more space while passing, and watching for vulnerable users become a part of their safe driving habits.

Educating the public and improving enforcement is an essential component of their work. Through partnerships, they leverage their work with BSU to amplify the work to more parts of the state and to more Vermonters. More than 150 bike lights were distributed to high-risk groups, such as nighttime riders without lights and college students. They continue their Everyday Bicycling program, which educates adults on how to ride bicycles safely while on our shared roadways. They partnered with the Vermont Department of Health to survey law enforcement officers on enforcement issues and concerns regarding walk-bike safety.

This program has a community engagement platform, which has already accelerated the capacity of the organization to coordinate community groups statewide, identify potential safety ambassadors, and strengthen the network of safe streets partners. Local Motion continued to leverage this platform to create engagement tools for Burlington, South Burlington, Enosburg Falls, Rutland, Shelburne and Middlebury. This tool has also increased engagement in our safety outreach and provided an excellent vector for distributing safety materials.

2019 Local Motion Safe Streets Coalition	
Sustain and enhance ongoing technical assistance resources (conferences, materials, community support, etc.)	21
Number of hours of Bike Smart training	81,003
Number of towns receiving Safe Streets programming/materials	92
Number of counties receiving Safe Streets programming/materials	14
Number of community events organized/participated in	214
Sustain and enhance current school-based walk/bike safety activities (schools served)	41,710
Number of people reached during pedestrian and bicycle safety presentations and outreach	14
Number of recipients of safety items (helmets, lights, reflective gear, etc.)	39,224
Number of Vermont committees engaged in Walk/Bike Safety efforts	20
Number of Law Enforcement Officers trained/supported on Vulnerable Users Laws	20

## Operations and Safety Bureau

### Vermont State Police Educational Program

**GOAL:** To increase driver knowledge and awareness of occupant protection, impaired and distracted driving and locally identified highway safety issues.

#### Project Evaluation

Vermont State Police administered interactive presentations at schools (age and audience specific) and at community events to reach a broader public audience. One focus in FFY19 was targeting teen driver education classes with emphasis on alcohol and drug impairment, speeding, distracted driving, and occupant protection. The interactive presentation is built by the respective agency, which may include a PowerPoint, rollover demo, mock crashes, impaired vision goggles, distributable safety brochures, materials and other highway safety presentations. Evaluation tools such as post-surveys are used.

The Vermont State Police participated in several public speaking traffic safety events during the year. Events were held for Distracted Driving Awareness, Drug and Alcohol Impaired Driving education classes, Drivers Ed classes, Lake Monsters Games and the Champlain Valley Fair. The grant was also used as part of the “Drug Impaired Training for Educational Professionals” program, which were evaluated by the participants and the participating troopers to assess the effectiveness of the project.

Grant funds supported the purchase of educational messaging materials for these events, which included brochures, highway safety coloring books, reflective strips for pedestrians/bicyclist, and handbooks.

### Community Justice Network for Vermont (CJNV) Safe Driving Program

**GOAL:** To increase knowledge and awareness of the lifelong impact of impaired driving fatalities and injuries.

#### Project Evaluation

Work has begun to expand the Vermont Safe Driver Program to Orange County. We continue to support the work of the Community Justice Centers' delivery of the Safe Driving curriculum in Addison, Franklin-Grand Isle, Washington, Orleans, Chittenden, Windham, Lamoille, Windsor, Rutland and Caledonia Counties. There has been innovation in class activities and speakers that includes the addition of an offender speaker on the first day of the class in three locations. We plan to expand this to other sites after reviewing the effectiveness on evaluations as participants relate to "someone in their shoes" and by hearing how tragedy happened that changed their lives instantly with lasting repercussions.

The program manager, with the assistance of two coordinators, has continued to support the program facilitators to deliver a quality program by visiting, training and problem-solving with them. Vermont Safe Driver Program will offer information to other courts in the state to provide a similar training. The Vermont Safe Driver Program conducted a state-wide training in April 2019 for facilitators to share activities and improve program quality. Several outcomes from this meeting have been adopted by facilitators state-wide, including a victim speaker outreach strategy and support, results of surveys, updated materials and resources for videos and statistical data, and increasing referral sources.

The Vermont Safe Driver Program has phased in a standard fee for the program; this means the Safe Driver program is universally available in Vermont and there is not a geographic disparity in fees charged. A memo was sent and shared by Probation and Parole to all field offices, so the information is shared to clients. The individual sites charge fees to pay for supplies & facilitators at the local level. The statewide program under this project does not charge or receive any fees.

The annual Red Ribbon Ceremony was held at the Statehouse in December of 2018 in commemoration of those impacted by impaired and distracted driving throughout the year. This event was well attended by state officials, Law Enforcement, Office of Highway Safety staff, Safe Driving facilitators and volunteers, victim speakers and school groups.

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### Youth Safety Council of Vermont (YSC)

**GOAL:** To educate teen drivers about the hazards of texting while driving.

#### Project Evaluation

Priority activities for FFY2019 included the following:

- › During the FFY19 grant, the Turn Off Texting (TOT) course was scheduled at 69 sites across Vermont during the grant term.
- › In FFY 2019, a total of 1,218 students participated in the demonstration. Surveys are given before and after the intervention to measure the effectiveness of the program in changing student's awareness and behavior. 996 surveys were completed; analysis of 711 of these surveys showed more than 100 additional students adopted the "Definitely would not text or email while driving" attitude after participating. This is cumulatively more than 14% of respondents.
- › During this period, the YSCVT continued a mid-winter TOT presentation that was not weather dependent, using a mobile classroom and advanced driving simulator that traveled to 28 high schools. The demand for this program continues to exceed YSCVT capacity.

2019 YSC of Vermont	
Number of TOT sites conducted	69
Total TOT student contacts	1,218

### Workplace Traffic Safety Program

**GOAL:** To improve knowledge and awareness of safe driving through employer/workplace education.

#### Project Evaluation

Focusing on the safety of employees who drive for work, RoadSafe helps AGC/VT members and the Vermont business community understand the value of safe driving. AGC involves more than 3,200 people of all ages in various RoadSafe activities. This extensive activity ranges from participation in trade shows and conferences (600+) to workplace safety trainings (600+) to classroom driver training safety presentations

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(1,200+). RoadSafe is also involved in several other activities, which include: Regional Planning Commission forums; serving as a board member on the Vermont Safety & Health Council and the Vermont Youth Safety Council, as well as several Company Safety day events.

AGC continues their work yearly with the National Safety Council's course, "Alive @ 25." This course is taught at: Cold Hollow Career Center as four days of a 4-hour course for more than 80 students of varied Tech Programs; Randolph Technical School teaching a 5 day, 4-hour course to over 95 students of varied Tech Programs; and newly recruited for the 2020 season, Green Mountain Technical Career Center for a projected 120 students of varied Tech Programs.

The National Safety Council DDC-4 defensive driving programs reached over 40 employees from several different VT companies. These employees successfully complete the course at varied Company Safety Days or individually through AGC's specific training dates. Newly recruited in the summer of 2019 is Collaborate Solutions Corporation, who has mandated all employees who will drive patients must take this course.

AGC Staff continues participation in the annual rotation of statewide safety conferences for the public and private trade and business sectors, providing driver safety materials and several driver safety training sessions for hundreds of attendees. Project RoadSafe partnered with AGCVT to join eNewsletters for a wider audience reach. Continuing its twice a month publication, Project RoadSafe delivers relevant driver safety information, a regularly updated training schedule, and other information reaching over 1600 individuals.

Project RoadSafe continues data review collaboration with the Workers' Compensation and Safety Division of the Vermont Department of Labor.

### Community Programs Coordinator

**GOAL:** To ensure quality, accuracy, accountability and compliance with NHTSA Rules and Regulations, applicable State Bulletins and serve as point of contacts for the program.

### Project Evaluation

This full-time staff position is split between Community Education, the Drug Recognition Expert (DRE) program, and Media and Contract Management. Community education responsibilities involve management and monitoring of the education grants, review grant reports and activities, and related contracts for educational events and public education materials. Site visits were conducted throughout the

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year and are done biennially. Regular communication was maintained from start to finish with partners and contractors.

The Program Coordinators work well within the program and are valuable assets to the highway safety community in Vermont.

### DUI Court Judicial Education Relating to Highway Safety Strategies

**GOAL:** Provide training relating the recognized countermeasures against DUI to Judicial officers at annual Criminal Law Day. Send 4-6 judicial officers to out of state training offered by the National Judicial College relating to recognized countermeasures against DUI.

#### Project Evaluation

The judiciary sent two judicial officers to “Drugged Driving Essentials,” a program by the National Judicial College in Reno, NV. The Kirkpatrick Model is the worldwide standard for evaluating the effectiveness of training. It considers the value of any type of training, formal or informal, across four levels.

Level 1 Reaction evaluates how participants respond to the training. This will be accomplished via post-training evaluations

Level 2 Learning measures if they actually learned the material using a self-perceived survey of their skills. This would be performed 2-3 months post training

Level 3 Behavior considers if they are using what they learned on the job. This could also be demonstrated by a self-perceived survey 2-3 months post training, or a survey of colleagues, such as the Chief Superior Judge or Court Clerks.

Level 4 Results evaluates if the training positively impacted the organization and is much more difficult to gauge but could be accomplished by how many decisions have been overturned by the Supreme Court, how many Judicial Conduct complaints have been filed or a customer satisfaction survey. However, this level of evaluation requires more resources that we have available.

This program was funded by the National Highway Traffic Safety Administration so very little of the awarded grant money was used.

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### Teen Driver Educator Summit

**GOAL:** To provide continuing education for Vermont's school based and private driving school instructors.

#### Project Evaluation

The Seventh Annual Teen Driver Education Summer Summit was held on August 8th, 2019 at St. Michael's College in Colchester, VT. This summer conference was a collaboration between the SHSO and the Department of Motor Vehicles. It was designed to provide a full day of professional development credit to enhance the skills of all Vermont driver educators. Approximately 74 participants attended. The Keynote speaker was James Wigmore from Toronto. Mr. Wigmore presented "Cannabis: Not Your Grandad's Weed" and "Cannabis: Not Your Gramma's Weed Either." Both presentations received positive evaluations.

Other presentations included: bicycle & pedestrian safety; what teen drivers should know; operating a vehicle around a school bus, especially while loading and unloading students; a panel on different approaches to Parent Night Presentations; how traffic safety in other countries is viewed; and motorcycle awareness for other drivers. There were outside activities during the breaks involving safety around vulnerable users, school buses and motorcycles

Evaluations were collected for each presentation. The bulk of the presentations received above average ratings with the most positive ratings going to Mr. Wigmore's two presentations. Suggestions for future Summits were also collected.

### Law Enforcement & State and Local Partners Highway Safety Training Programs

**GOAL:** To provide financial resources to enable highway safety partners to attend in-state and out-of-state trainings which promote NHTSA's traffic safety priorities.

#### Project Evaluation

The SHSO elected not to deploy funds in this project. The SHSO decided not to pay for any partners travel unless it was in their project budget. With this decision, no funding was expended, and the project was not implemented.

## Operations and Safety Bureau

### Governor's Highway Safety Awards (Renamed State Highway Safety Award)

**GOAL:** To provide recognition to those individuals and organizations that provided support, guidance and leadership in highway safety.

#### Project Evaluation

In 2019, the SHSO hosted the 2019 Northeast Transportation Safety Conference (NETSC) in place of the Vermont Highway Safety Alliance (VHSA) Annual Meeting. Due to this conference being a regional conference, we did not hold the "State Highway Safety Awards" in 2019.

### Attitude Survey

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

#### Project Evaluation

Due to funding and other programmatic stresses we were unable to fund this project.

### Traffic Stop and Race Data Collection

**GOAL:** to have a consistent and efficient process developed to extract data through Vermont Justice Information Sharing Service (VJISS) and the Analytical Data Store (ADS).

#### Project Evaluation

CRG met with members of the House Judiciary Committee during the 2019 Legislative Session to discuss adding data fields to 20 VSA § 2366(e)(1), the statute that lists the required data fields to be collected by law enforcement. These additional data fields will allow for a more robust and accurate analysis of traffic stop and race data without having to ask LEAs for additional data.

The changes to the legislation for additional data fields were presented to the Vermont Association of Chiefs of Police, the Vermont Sheriff's Association, the Valcour Governance Board, and the VIBRS Governance Board (for Spillman agencies). No one has opposed the addition of the data as long as it doesn't include more work for the law enforcement officers.



## Operations and Safety Bureau

Throughout 2019, CRG continued to identify which LEAs were using Spillman or Valcour and provided help with data extraction for those who requested it. As traffic stop and race data were collected, CRG identified the LEAs with gaps in the data and documented the missing data. CRG worked with Spillman and Valcour system users to gain an understanding of the strengths and weaknesses of each CAD/RMS and the fields available to improve traffic stop and race data. CRG worked with DPS and SEARCH, who for 2017 and 2018 extracted the data for the Spillman agencies into three files (VSP, Essex PD, and all others). CRG continues to work with Crosswind to have all Valcour agencies data extracted into one file. All data is now extracted using calendar year. Some LEAs are still missing race and age. CRG anticipates that the 2019 traffic stop, and race data will be a standardized format and all 70 data sets will be submitted in less than five files.

CRG has had multiple conversations with SEARCH and DPS about the use of VJISS and the ADS for automatically loading the traffic stop and race data from VJISS into the ADS and extracting traffic stop and race data to the State of Vermont data website. Not all traffic stop, and race data are in the ADS and in order to process the data VJISS needs technological updates. It is unclear when this will happen. In the meantime, the Commissioner of Public Safety has requested that CRG receives permission to post the traffic stop and race data sets on the [data.vermont.gov](http://data.vermont.gov) public website so there is greater access to the data.

CRG has met with the Director of the VCJTC to discuss the ongoing work of traffic stop and race data collection and posting the data. Some LEAs submit their data to the VCJTC and some directly to CRG. The data ultimately gets to CRG and is posted on its website. CRG staff has met with the Fair and Impartial Policing and Community Affairs Committee and separately with its director to provide updates on data collection as well as the analyses of the data.

This funding has provided a solid foundation for collecting and standardizing traffic stop and race data and educating both the law enforcement community and the legislature on what is needed to conduct analysis on the traffic stop and race data. CRG will continue to work on combining and posting data sets publicly for review and analysis.

## Paid Media

### 402 Media Strategies

**GOAL:** To change driving behavior through cultural modification.

#### Project Evaluation

The initial phase of this media outreach strategy was commenced but not continued into phase 2, the implementation stage.

### 164 Media Strategies

**GOAL:** To change driving behavior through cultural modification.

#### Project Evaluation

Per administrative directive no funds were expended on media initiatives.

### 405b Media Strategies

**GOAL:** To change driving behavior through cultural modification.

#### Project Evaluation

Per administrative directive no funds were expended on media initiatives.

### 405d Media Strategies

**GOAL:** To change driving behavior through cultural modification.

#### Project Evaluation

Per administrative directive no funds were expended on media initiatives.

### Public Information and Educational Material

**GOAL:** To provide SHSO staff and related partners with educational material promoting SHSO and NHTSA priorities.

#### Project Evaluation

The SHSO did not have a need during this fiscal year for highway safety materials for public distribution. Therefore, no funds were expended.

## Planning and Administration

### SHSO Planning and Administration

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

### Project Evaluation

These operations activities were reviewed and monitored on a regular basis following VTrans and SHSO policies and procedures.

Vermont State Highway Safety Office

Appendix I

Program Area	Project	Description	Current Funds Granted	Current Funds Expended
<b>Program Administration</b>	<b>PA-2019-00-00-00</b>			
	NH19402-000	GHSP Chief (Flynn)	\$ 135,000.00	\$ 70,058.55
	NH19402-000	Administrative SRV Manager (Record)	\$ 85,000.00	\$ 46,736.00
	NH19402-000	Deputy Chief (Laflamme)	\$ 95,000.00	\$ 51,016.79
	NH19402-000	Program Coordinator (Noyes)	\$ 40,000.00	\$ 25,066.25
	NH19402-000	Operating Expenses	\$ 35,000.00	\$ 1,598.48
	NH19402-001	Electronic Grant Management	\$ 97,944.37	\$ 67,425.84
	NH19402-000	GHSA Dues	\$ 5,300.00	\$ 2,260.50
<b>Occupent Protection</b>	<b>OP-2019-00-00-00</b>			
	NH19402-102	Barre City Police Dept.	\$ 7,972.50	\$ 4,455.63
	NH19402-103	Barre Town Police Dept.	\$ 16,636.40	\$ 5,332.23
	NH19402-104	Bennington CSD	\$ 11,693.00	\$ 10,931.18
	NH19402-105	Bennington Police Dept.	\$ 56,339.00	\$ 34,866.48
	NH19402-106	Berlin Police Dept.	\$ 12,535.00	\$ 10,042.80
	NH19402-107	Chittenden SHARP	\$ 169,548.50	\$ 153,158.41
	NH19402-108	Department of Motor Vehicles	\$ 4,985.02	\$ 4,367.35
	NH19402-109	Essex County Sheriff's Dept.	\$ 3,751.25	\$ 1,408.26
	NH19402-110	Franklin County Sheriff's Dept.	\$ 19,957.50	\$ 18,000.01
	NH19402-111	Grand Isle County Sheriff's Dept.	\$ 27,638.00	\$ 26,260.17
	NH19402-112	Hardwick Police Dept.	\$ 4,000.00	\$ 3,836.05
	NH19402-113	Lamoille County Sheriff's Dept.	\$ 5,315.00	\$ 3,157.78
	NH19402-114	Montpelier Police Dept.	\$ 5,000.00	\$ -
	NH19402-115	Morristown Police Dept.	\$ 7,972.50	\$ 2,339.90
	NH19402-116	Newport Police Dept.	\$ 5,000.00	\$ 4,377.81
	NH19402-117	Northfield Police Dept.	\$ 5,315.00	\$ 4,058.27
	NH19402-118	Orange County Sheriff's Dept.	\$ 21,260.00	\$ 19,333.95
	NH19402-119	Orleans County Sheriff's Dept.	\$ 10,630.00	\$ 9,698.53
	NH19402-120	Rutland County SHARP	\$ 122,700.00	\$ 75,414.82
	NH19402-121	Springfield Police Dept.	\$ 13,103.10	\$ 2,216.73
	NH19402-122	St. Albans Police Dept.	\$ 5,000.00	\$ -
	NH19402-123	St. Johnsbury Police Dept.	\$ 16,134.00	\$ 1,361.30
	NH19402-141	Vergennes Police Dept.	\$ 134,636.00	\$ 13,155.91
	NH19402-125	Vermont State Police, Traffic Safety	\$ 292,325.00	\$ 211,103.95
	NH19402-126	Washington County Sheriff's Dept.	\$ 29,764.00	\$ 18,771.22
	NH19402-127	Weathersfield Police Dept.	\$ 7,000.00	\$ 6,887.47
	NH19402-128	Wilmington Police Dept.	\$ 18,602.50	\$ 1,400.52
	NH19402-129	Windham County Sheriff's Dept.	\$ 60,000.00	\$ 29,160.84
	NH19402-130	Windsor County Sheriff's Dept.	\$ 24,000.00	\$ 11,038.35
	NH19402-131	Winhall Police & Rescue	\$ 5,000.00	\$ 3,765.61
	NH19402-132	Woodstock Police Dept.	\$ 6,683.80	\$ 6,598.26
	NH19402-133	Chittenden SHARP Coordinator	\$ 77,181.25	\$ 76,882.51
	NH19402-134	Rutland SHARP Coordinator	\$ 37,784.50	\$ 36,730.19
	NH19402-140	Manchester	\$ 5,000.00	\$ 1,676.85
	NH19402-142	Vergennes SHARP Coordinator	\$ 53,719.00	\$ 38,119.42
	NH19402-143	Windham Coordinator	\$ 8,796.00	\$ 8,057.05
<b>Police Traffic Services</b>	<b>PT-2019-00-00-00</b>			
	NH19402-200	Mobilization Equipment Various LE Projects	\$ 349,233.81	\$ 349,233.81
	NH19402-201	Crash Reconstruction Support	\$ 129,336.00	\$ 124,258.58
	NH19402-202	LEL 1 (Jenkins)	\$ 45,000.00	\$ 45,000.00
	NH19402-203	LEL 2 (White)	\$ 45,000.00	\$ 45,000.00
	NH19402-205	WZ Speed Enforcement	\$ 25,000.00	\$ 5,029.87
	NH19402-290	HS Program Coordinator (Baraw)	\$ 45,000.00	\$ 40,353.94
<b>Traffic Records</b>	<b>TR-2019-00-00-00</b>			
	NH19402-300	TRCC Program Coordinator (Baraw)	\$ 40,353.94	\$ 40,353.94
	NH19402-301	Attitude Survey	\$ 8,000.00	\$ -

## Vermont State Highway Safety Office

<b>Safe Communities</b>	<b>SA-2019-00-00-00</b>			
	NH19402-400	Safe Communities Program Coordinators	\$ 80,000.00	\$ 75,636.74
	NH19402-401	Chittenden CSD Education	\$ 9,900.00	\$ 9,698.39
	NH19402-402	Essex County Sheriff's Dept.	\$ 5,000.00	\$ 1,160.51
	NH19402-403	Northfield Police Dept.	\$ 22,904.88	\$ 344.00
	NH19402-404	Orange County Sheriff's Dept.	\$ 17,436.00	\$ 11,674.36
	NH19402-405	Milton Police Department	\$ 8,214.00	\$ 7,217.27
	NH19402-406	Shelburne Police Department	\$ 12,077.00	\$ 1,617.61
	NH19402-407	Teen Driver Educator Education Summit	\$ 6,400.00	\$ 4,249.98
	NH19402-408	*VSP Community Education	\$ 20,000.00	\$ 16,473.69
	NH19402-409	Associated General Contractors of VT	\$ 94,301.25	\$ 78,102.56
	NH19402-410	GHSP LE/State Partners Training	\$ 5,000.00	\$ -
	NH19402-411	Community Justice Network of Vermont	\$ 23,088.00	\$ 22,915.80
	NH19402-412	Vermont Highway Safety Alliance	\$ 25,000.00	\$ 18,328.34
	NH19402-413	Windham CSD Education	\$ 9,761.00	\$ 11,878.40
	NH19402-414	VDH Road Users Group	\$ 32,312.00	\$ 32,312.00
	NH19402-415	Youth Safety Council	\$ 76,000.00	\$ 76,000.00
<b>Motorcycle Safety</b>	<b>MC-2019-00-00-00</b>			
	NH19402-500	DMV Motorcycle	\$ 50,000.00	\$ 46,487.72
<b>Paid Media</b>	<b>PM-2019-00-00-00</b>			
	NH19402-600	Media Strategies	\$ 23,533.25	\$ 17,356.25
	NH19402-605	*PI&E	\$ 3,000.00	\$ -
<b>164 Planning &amp; Administration</b>	<b>164PA-2019-00-00-00</b>			
	NH19164-000	Supplies	\$ 10,000.00	\$ -
	NH19164-001	Electronic Grant Management System	\$ 40,000.00	\$ -
<b>164 Transfer Funds</b>	<b>164AL-2019-00-00-00</b>			
	NH19164-102	Barre City Police Dept	\$ 6,500.00	\$ 3,407.49
	NH19164-103	Barre Town Police Dept.	\$ 12,000.00	\$ 3,449.81
	NH19164-104	Bennington CSD	\$ 15,000.00	\$ 14,999.99
	NH19164-105	Bennington Police Dept.	\$ 10,000.00	\$ 5,738.62
	NH19164-106	Berlin Police Dept.	\$ 10,000.00	\$ 6,748.89
	NH19164-107	Essex County Sheriff's Dept.	\$ 3,751.25	\$ 1,779.06
	NH19164-108	Franklin County Sheriff's Dept.	\$ 12,000.00	\$ 2,050.01
	NH19164-109	Grand Isle County Sheriff's Dept.	\$ 15,000.00	\$ 15,000.00
	NH19164-110	Lamoille County Sheriff's Dept.	\$ 5,000.00	\$ 3,465.14
	NH19164-111	Morristown Police Dept.	\$ 5,000.00	\$ 5,000.00
	NH19164-112	Newport Police Dept.	\$ 5,000.00	\$ -
	NH19164-113	Northfield Police Dept.	\$ 5,000.00	\$ 3,932.19
	NH19164-114	Orange County Sheriff's Dept.	\$ 30,000.00	\$ 24,467.08
	NH19164-115	Orleans County Sheriff's Dept.	\$ 2,500.00	\$ 2,208.24
	NH19164-116	Rutland County SHARP Team	\$ 160,000.00	\$ 90,222.22
	NH19164-117	Rutland County SHARP Coordinator	\$ 37,784.50	\$ 35,557.03
	NH19164-118	Springfield Police Dept.	\$ 7,500.00	\$ 362.45
	NH19164-119	St. Albans Police Dept.	\$ 5,000.00	\$ -
	NH19164-120	St. Johnsbury Police Dept.	\$ 10,000.00	\$ -
	NH19164-121	Vergennes Police Dept.	\$ 134,636.00	\$ 14,162.27
	NH19164-122	Washington County Sheriff's Dept.	\$ 35,000.00	\$ 27,978.54
	NH19164-123	Weathersfield Police Dept.	\$ 7,000.00	\$ 6,308.94
	NH19164-124	Wilmington Police Dept.	\$ 5,000.00	\$ 916.92
	NH19164-125	Windham County Sheriff's Dept.	\$ 55,000.00	\$ 23,062.25
	NH19164-126	Windsor County Sheriff's Dept.	\$ 20,000.00	\$ 10,953.00
	NH19164-127	Winhall Police & Rescue	\$ 4,000.00	\$ 2,054.08
	NH19164-128	Woodstock Police Dept	\$ 6,500.00	\$ 6,421.81
	NH19164-129	Chittenden SHARP	\$ 181,500.00	\$ 86,110.00
	NH19164-130	Chittenden SHARP Coordinator	\$ 77,181.25	\$ 76,305.42
	NH19164-131	Montpelier Police Dept.	\$ 6,500.00	\$ 781.37
	NH19164-132	Department of Motor Vehicles	\$ 4,985.20	\$ 3,564.21
	NH19164-133	Media Year Round Sustained - Alcohol	\$ 19,288.85	\$ -

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	NH19164-134	Impaired Driving Project Manager (Button)	\$	22,500.00	\$	16,196.91
	NH19164-135	DUI Court - Windsor County	\$	50,000.00	\$	-
	NH19164-136	Traffic Safety Resource Prosecutor(North and South)	\$	193,383.95	\$	102,962.39
	NH19164-137	Hardwick Police Dept.	\$	4,500.00	\$	2,257.12
	NH19164-142	Vergennes Cordinator	\$	53,719.00	\$	27,417.97
	NH19164-143	Windham Coordinator	\$	8,796.00	\$	7,295.24
<b>405b Low HVE</b>	<b>M2HVE-2019-00-00-00</b>					
	NH19405B-000	CPS Statewide Program & PRAMS VDH	\$	275,000.00	\$	266,860.71
	NH19405B-014	Belt Survey - Contract PRG	\$	74,400.00	\$	72,900.00
	NH19405B-015	OP Media	\$	41,624.00	\$	-
<b>405c Data Program</b>	<b>M3DA-2019-00-00-00</b>					
	NH19405C-700	AOT Crash Data Reporting System	\$	131,731.10	\$	-
	NH19405C-701	SIREN	\$	207,721.00	\$	104,966.41
	NH19405C-702	Consultant	\$	65,000.00	\$	-
	NH19405C-703	DPS E-Citation Implementation	\$	505,140.00	\$	467,980.03
	NH19405C-704	Intersection Data Collection	\$	179,000.00	\$	147,307.27
	NH19405C-705	DLC POLD	\$	17,360.00	\$	4,800.00
<b>405d Impaired Driving Low</b>	<b>M6OT-2019-00-00-00</b>					
	NH19405D-010	LEL #1 (Jenkins) Contract	\$	45,000.00	\$	45,000.00
	NH19405D-011	LEL #2 (White) Contract	\$	45,000.00	\$	45,000.00
	NH19405D-012	Impaired Driving Project Manager (Button)	\$	22,500.00	\$	16,196.90
	NH19405D-013	VPA Impaired Driving Coord and Grants	\$	280,000.00	\$	116,718.91
	NH19405D-014	Traffic Safety Resource Prosecutor(North and South)	\$	90,000.00	\$	84,839.25
	NH19405D-015	HS Program Coordinator (Noyes)	\$	40,000.00	\$	18,758.00
	NH19405D-016	DUI Court - Windsor County	\$	85,725.00	\$	-
	NH19405D-017	Forensic Laboratory Support Program	\$	400,000.00	\$	354,662.34
	NH19405D-018	VSP Educational Program	\$	10,000.00	\$	3,996.21
	NH19405D-019	Attitude Survey - CRPP	\$	8,000.00	\$	-
	NH19405D-028	Vermont State Police (Enforcement)	\$	200,000.00	\$	108,612.33
	NH19405D-021	Court Administrators - Judges Training	\$	10,241.00	\$	2,862.63
	NH19405D-022	Vermont Highway Safety Alliance	\$	25,000.00	\$	16,557.55
	NH19405D-023	Paid Media - Superbowl, Holidays, Labor Day, Marijuana, Prescript Drugs	\$	114,034.00	\$	-
	NH19405D-024	DRE Outside Lab Tests (NON NMS)	\$	6,081.95	\$	59,698.90
<b>405f Motorcycle Programs</b>	<b>M9MT-2019-00-00-00</b>					
	NH19405F-000	DMV Motorcycle Program	\$	36,400.00	\$	36,400.00
<b>Nonmotorized Safety</b>	<b>FHX-2019-00-00-00</b>					
	NH19405H-000	VDH Road User's Group	\$	127,688.00	\$	106,463.00
	NH19405H-001	Local Motion	\$	92,312.00	\$	89,590.00
<b>408 Data Program</b>	<b>K9-2019-00-00-00</b>					
	NH19408-000	DPS E-Citation Implementation	\$	155,540.00	\$	-
<b>1906 Prohibit Racial Profiling</b>	<b>F1906ER-2019-00-00-00</b>					
	NH191906-000	Crime Research Group	\$	162,456.00	\$	18,294.00