Vermont Highway Safety Office
2020 Annual Report

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Assessment of State Programs

Core Performance Measures

All crash data considered for this report was complete as of 12/01/2020.

Data

The goals identified in this section were derived from the 2020 State Highway Safety Office's (SHSO) Highway Safety Plan. In those instances where 2020 data is not available, 2019 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 Title 23 V.S.A §1129 (b) are those incidents in which a motor vehicle on a public highway open to the general circulation of traffic, comes into contact with:

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

A crash report must include at least one vehicle or unit that was involved in one of the three resulting harms: property damage only, personal injury, or a fatality. 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 Vermont Agency of Transportation (VTrans) via the Fatality Analysis Reporting System (FARS) Analyst, the Operations and Safety Bureau Director, and members of the SHSO staff[1]. 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 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,

[1] At the time of the Annual Report compilation, the national FARS data available is from the prior year (2018). Any 2019 state data cited is current at the time of the 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 2020]

Goals

Core Outcome Measures (C)

Goal C1: Number of Traffic Fatalities (FARS2)

Goal: **To decrease traffic fatalities by 4.13% from the five-year average of 60.4 in 2013 - 2017 to a five-year average of 58 by December 31, 2020.**

Outcome: Vermont did not reach its performance target of reducing traffic fatalities from the five-year average of 60.4 for the time-period of 2013-2017 to a five-year average of 58 by December 31, 2020[2]. The estimated five-year average for the time period ending December 31, 2020 is projected to be 62 or a 1.64% increase with 30 calendar days left in the calendar year.

Evaluation/Progress

The State's adjustments we plan to make to the upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities are:

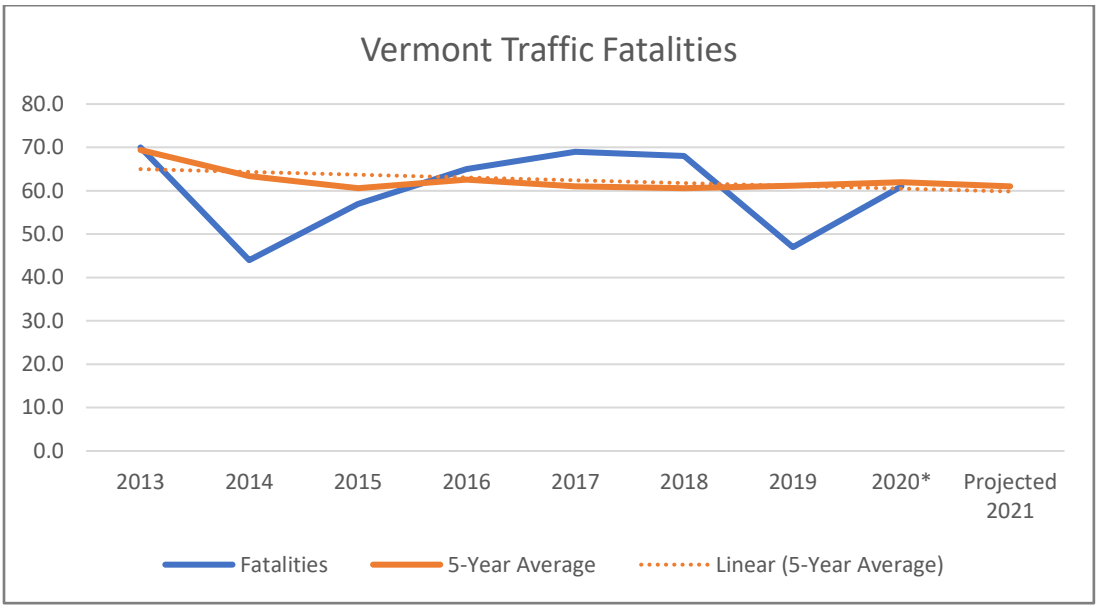
1. Impaired Driving - contributing factor in 44.26% of all fatalities in 2020
    - Increasing education efforts and awareness by putting out an RFP for statewide education curriculum
    - Enhancing detection, apprehension, and prosecution capabilities by purchasing PBTs for law enforcement partners.
    - Bolstering prevention, intervention, communication, and outreach efforts through providing funding for an Executive Director through the Vermont Highway Safety Alliance.
    - Enhance the awareness to target groups on the inherent dangers of underage drinking and driving through creating and deploying the Drive Well Vermont media messages.
2. Speed - contributing factor in 21.31% of all fatalities in 2020
    - Data collection and analysis using e-Ticket information
    - Enhanced and specialized speed reduction programs by putting out an RFP for statewide education curriculum.
    - Communication and outreach creating and deploying the Drive Well Vermont media messages.

[2] The five-year average of 60 fatalities is an estimate based on data submitted as of 12/01/2020

3. Older Drivers - contributing factor in 24.59% of all fatalities in 2020
    - Increase education and outreach by including in our RFP an educational program for older drivers.
    - 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[3]
    - Communication, education, and outreach through redeploying the Drive Well Vermont media messages.
    - A DD Survey will be put out for RFP and that data collected will be analyzed for trends and media targets.
    - Enhanced law enforcement preventative actions and activities.
5. Improper/No Belt Use - 57% of the decedents in fatal crashes in 2020 were not properly restrained
    - Continued educational efforts promoting seatbelt compliance
    - Communication and outreach by reviewing recommendations from the 2021 Occupant Protection Assessment.

Year	Fatalities	5-Year Average
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	47.0	61.2
2020*	61.0	62.0
Projected 2021		**61.0**

[3] 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 an emphasis area.



Goal C2: Serious Injury Crashes (VTrans Crash Database)[4]

Goal: **To reduce the Serious Injury Crashes five-year average of 294 in 2013 - 2017 by 6.4% to a five-year average of 275 by December 31, 2020.**

Outcome: Vermont met the performance target of reducing the five-year average of serious injury crashes from 2013-2017 through December 31, 2020 by 6.4% with a five-year moving average estimated at 258.6 through December 1st, 2020. The State of Vermont has reduced Serious Injury crashes by 12.16% and will meet this performance target.

Evaluation/Progress

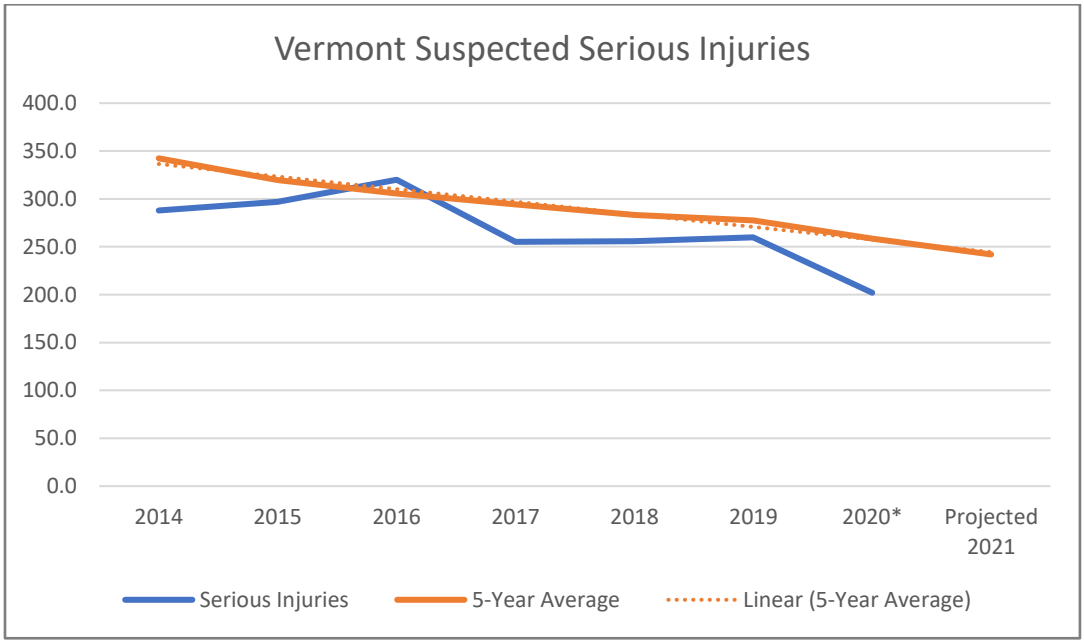
Vermont Law Enforcement, as well as our other Highway Safety partners, have put forth extraordinary effort in areas such as education, speed enforcement, impaired driving enforcement, and occupant protection, which all contributed to the overall reduction of serious traffic injuries. The SHSO will continue 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.

[4] 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.

Year	Serious Injuries	5-Year Average
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	260.0	277.6
2020*	202.0	258.6
Projected 2021		**242.0**

Serious Injury Crashes



Goal C3: Fatalities/VMT3

Goal: **To maintain or reduce fatalities per 100 million vehicle miles traveled by 0.01% from the five-year average of 0.83 in 2013 – 2017 to a five-year average of 0.82 by December 31, 2020.**

Outcome: It is unknown if Vermont met its goal of maintaining or reducing fatalities per 100 million vehicle miles travelled by .01% from the five-year average of 0.83 in 2013-2017 to a five-year average of 0.82 by December 31, 2020. Vermont's 2013-2017 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 2021.

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 as outlined in C-1. When the data becomes available from FARS, the SHSO will make the substitution. The SHSO will continue its efforts to reduce our fatality rate per vehicle miles traveled by focusing its efforts in the following areas:

1. Educate the public on the dangers of speed by putting out an RFP for statewide education curriculum.
2. Utilize aggressive Drive Well Vermont media messaging;
3. Create designated speed corridors on local and rural roads;
4. The continued use 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
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	4	43	47	0.19	0.42	0.82	0.95	0.64	0.83
2020 *	11	50	61	*2020 Numbers not available as of 12/3/20*					
Goal 2021									

*2020 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 5.5% from the five-year average of 22 in 2013 - 2017 to a five-year average of 21 by December 31, 2020.**

Outcome: Vermont did not meet its goal of decreasing unrestrained passenger vehicle occupant fatalities by 5.5% from the five-year average of 22 in 2013-2017 to a five-year average of 21 by December 31, 2020. The State of Vermont's five-year unrestrained passenger vehicle occupant fatalities in 2020 increased by 9.01% to 24.2.

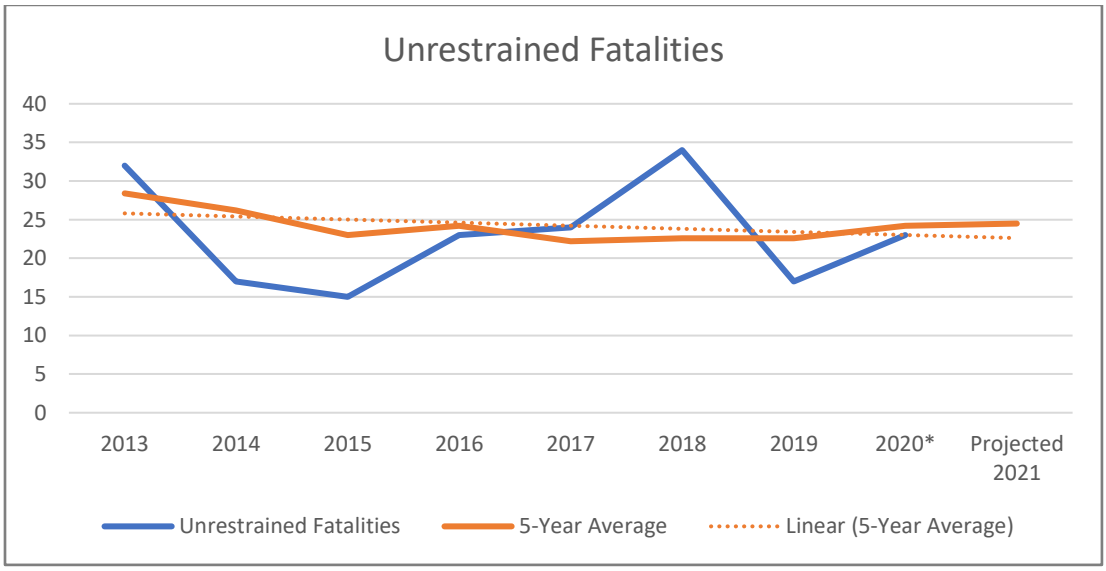
Evaluation/Progress

The State's adjustments we plan to make to the upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities are:

1. The 2021 Occupant Protection Assessment occurs in March and the SHSO shall review suggestions and strategies for new projects for the 2021 HSP.
2. Raise awareness of the importance of using seat belts and occupant protection for all users by aggressively marketing the Drive Well Vermont media campaign on Seat Belts;
3. Increase enforcement and strengthen safety belt laws in Vermont;
4. Increase proper use and installation of child safety restraints;
5. Strengthen child safety restraint use laws;
6. Implement programs for consistent education for a wide range of stakeholders, including motorists, parents, and schools;
7. Implement programs that target at-risk demographics (such as 21-35-year-old males);
8. Implement programs for occupant protection use on busses.

Year	Unrestrained Fatalities	5-Year Average
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	17	22.6
2020*	23	24.2
Projected 2021		**24.5**

Unrestrained Fatalities



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

Goal C5: Alcohol-Impaired Driving Fatalities

Goal: **To decrease alcohol impaired driving fatalities 12.5 percent from the 2013-2017 five-year average of 16 people to 14 people through December 31, 2020.**

Outcome: Vermont will not achieve its goal to decrease alcohol-impaired driving fatalities by 12.5% from the 2013-2017 five-year average of 16 people to 14 people through December 31, 2020. The projected five-year average through December 31, 2020 is 16.4 which is an increase.

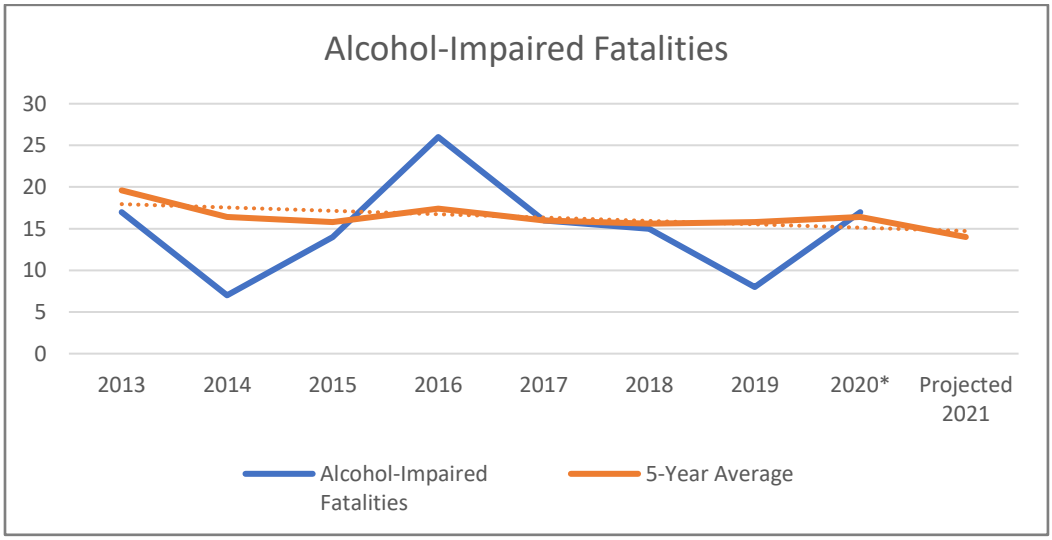
Evaluation/Progress

Alcohol impaired driving fatalities in 2020 had an increase as compared to the 2013-2017 five-year moving average.

The State's adjustments we plan to make to the upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities are:

1. Improve public awareness of what impaired driving is and its associated dangers by putting out an RFP for statewide education curriculum.
2. Aggressive media campaign educating the public not to operate motor vehicles while impaired through the Vermont Drive Well Campaign.
3. Regularly update and promote programs for consistent education for individuals and organizations charged with addressing impairment issues;
4. Increase and enforce penalties for impaired driving with a streamlined approach to enforcement;
5. Continue updating and implementing programs from impairment analysis and rehabilitation;
6. Increase training for law enforcement officers to assist them in detecting incidents of Driving While Impaired by Drugs;
7. Support a more efficient means of collecting evidentiary samples in Driving While Impaired by Drugs cases; and
8. Support expansion of use of Ignition Interlock Devices by all DWI Alcohol offenders.

Year	Alcohol-Impaired Fatalities	5-Year Average
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	8	15.8
2020*	17	16.4
Projected 2021		**14.0**



Source: SOV Web Crash Database

Used trend line to determine projection.

Goal C6: Speed-Related Fatalities (FARS)

Goal: **To maintain speed related fatalities at the five-year average of 23.8 from 2013 - 2017 through December 31, 2020.**

Outcome: Vermont did not meet its goal to maintain speed-related fatalities at the five-year average of 23.8 from 2013-2017 through December 31, 2020. The projected five-year moving average in 2020 is 25.8, which is an 8.4% increase.

Evaluation/Progress

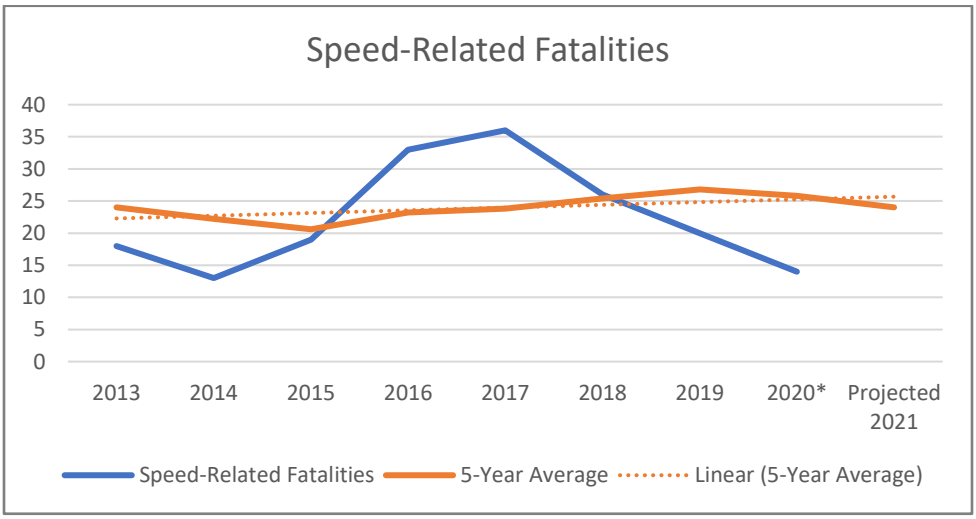
The State's adjustments we plan to make to the upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities are:

1. Educate the young/new drivers on the dangers of speed through the RFP of a statewide curriculum;
2. Continue utilization of aggressive media messaging both earned and paid under the Drive Well Vermont campaign;
3. Bring back Sports Marketing at events where young males typically frequent.
4. Further utilization of designated speed corridors on local and rural roads;
5. Further utilization of designated speed corridors on our interstate highways;
6. Aggressive national and local enforcement mobilizations; and

7. Utilization of data in deploying HVE resources (i.e., DDACTS).

Year	Speed-Related Fatalities	5-Year Average
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	20	26.8
2020*	14	25.8
Projected 2021		**24.0**

Speed-Related Fatalities



Goal C7: Motorcyclist Fatalities (FARS)

Goal: **To reduce or maintain the motorcycle fatalities at the five-year average of 10 people from 2013 – 2017 through December 31, 2020.**

Outcome: Vermont met its goal to maintain motorcycle fatalities at the five-year average of 10 from 2013-2017 through December 31, 2020. The five-year average in 2020 was 9.8, meeting the goal to maintain motorcycle fatalities.

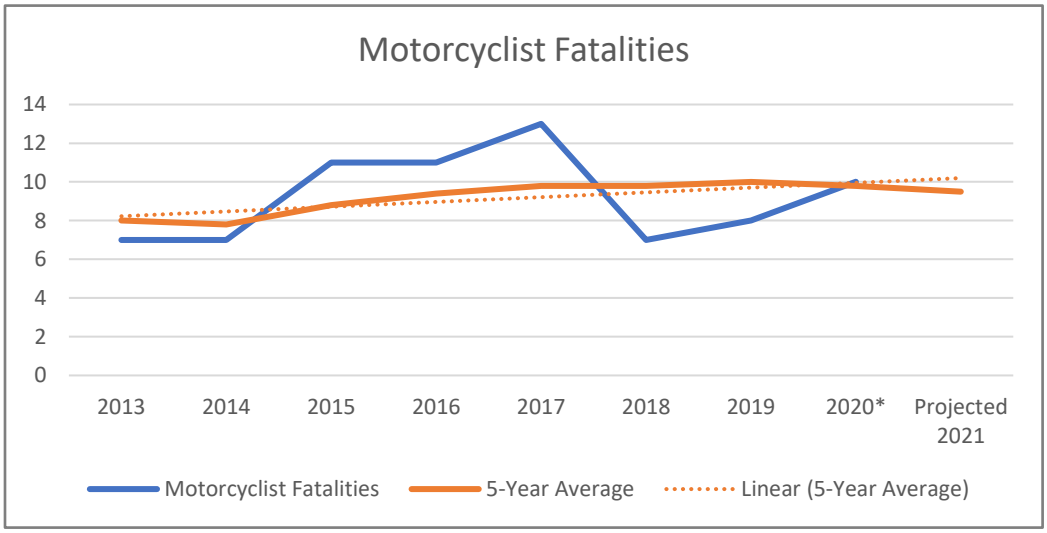
Evaluation/Progress

Vermont will continue the following work in the upcoming Highway Safety Plan:

1. Continue to educate on Motorcycle awareness and Occupant Protection;

2. Renew our commitment to motorcycle safety programs;
3. Educate operators on the dangers of motorcycling and speed;
4. Educate the entire motoring public to be aware of motorcyclists on the road; and
5. Re-commit to an aggressive motorcycle safety and awareness media campaign.

Year	Motorcyclist Fatalities	5-Year Average
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
2020*	10	9.8
Projected 2021		**9.5**



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 2013 – 2017 to .50 through December 31, 2020.**

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 2013-2017 to .50 through December 31, 2020. The 2020 five-year average was .80, which is a 20% reduction. The State of Vermont has done very well and consistently has had less than 2 un-helmeted motorcyclist fatalities since 2013. Our numbers are so small, due in part to our enforcement, education, and outreach, that it is very difficult to set a target.

Evaluation/Progress

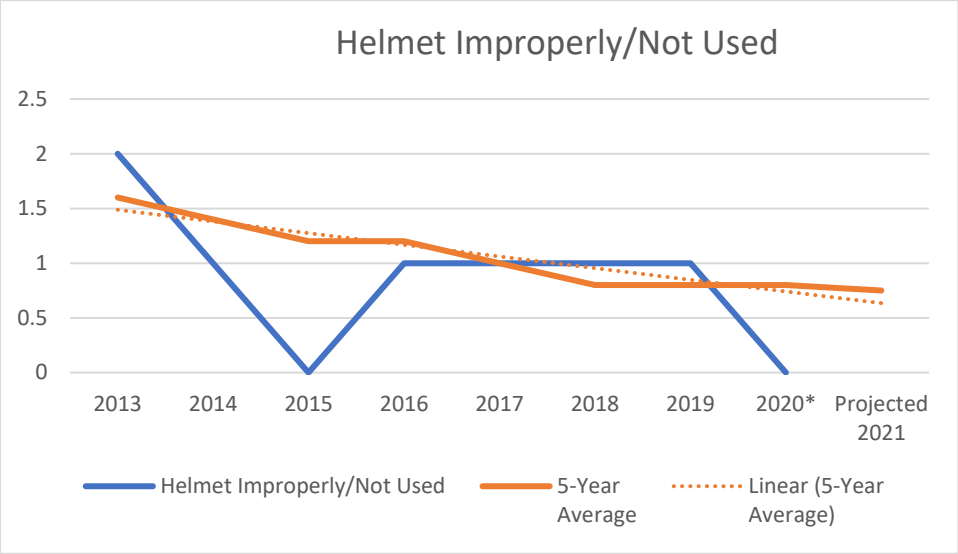
Since 2014, Vermont has not experienced more than 1 un-helmeted motorcyclist fatality per year. The SHSO will continue to educate on motorcycle awareness and Occupant Protection, along with support for motorcycle safety programs.

The State's adjustments we plan to make to the upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities are:

1. Educate the public on Motorcycle awareness and Occupant Protection through an aggressive media campaign in a new PSA under Drive Well Vermont. Educate operators on the dangers of motorcycling without a DOT approved helmet and a watch for motorcycles message.
2. Renew our commitment to motorcycle safety program by providing updated allowable equipment;

Year	Helmet Improperly/Not Used	5-Year Average
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	1	0.8
2020*	0	0.8
Projected 2021		**0.8**

Helmets Improperly/Not Used



Source: SOV Web Crash Database

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

Goal: **To decrease driver's age 20 or younger involved in fatal crashes 33.3% from the five-year average of 6 in 2013 - 2017 to a five-year average of 4 by December 31, 2020.**

Outcome: Vermont did not achieve its goal to decrease drivers age 20 or younger involved in fatal crashes by 33.3% from the five-year average of 6 in 2013-2017 to a five-year average of 4.0 by December 31, 2020. The five-year average in 2020 is 5.2, a decrease of 18.75%. Though we did not achieve the goal, the State of Vermont is encouraged to see these results.

Evaluation/Progress

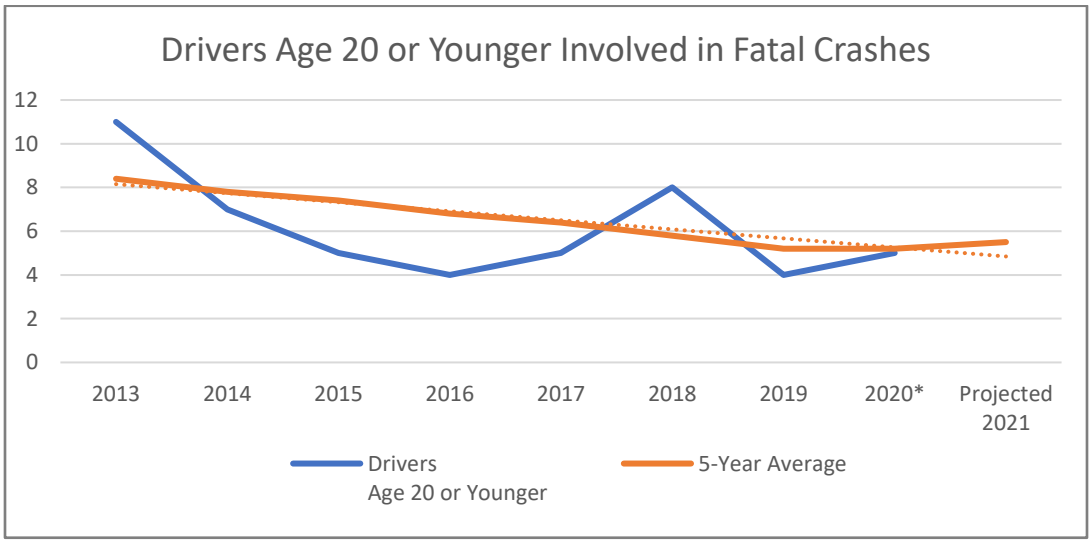
The State's adjustments we plan to make to the upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities are:

1. Educate the young/new drivers through the RFP of a statewide curriculum that will be deployed by law enforcement. Pre and Post course attendance will be collected;
2. New messaging will begin to be deployed under the Drive Well Vermont project with the target market, younger drivers.
3. Strengthen the VT graduated licensing law (GDL) for young drivers;
4. Expand and incentivize initial driver education and advanced skills training;
5. Provide resources and training opportunities to parents of young drivers;

6. Create outreach programs targeting the 20 and younger age group through colleges, employers, and other resources;
7. Continue to research statistics, trends, and legislation that can help improve understanding of the culture and mindset of young drivers; and
8. Mandate driver education for all novice drivers under age 25.

Year	Drivers Age 20 or Younger	5-Year Average
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	4	5.2
2020*	5	5.2
Projected 2021		**5.5**

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 7.14% from the five-year average of 5.6 in 2013 – 2017 to 5.2 through December 31, 2020.**

Outcome: Vermont achieved its goal to reduce the number of pedestrian fatalities by 7.14% from the five-year average of 5.6 in 2013-2017 to 5.20 through December 31, 2020. As of December 2020, the five-year moving average is 5.2 for a reduction of 7.14%. There must have been an adjustment in the data, as the HSP reported that 5.6 was the 2017 moving average and this new data set is reporting 5.4 for that same time period.

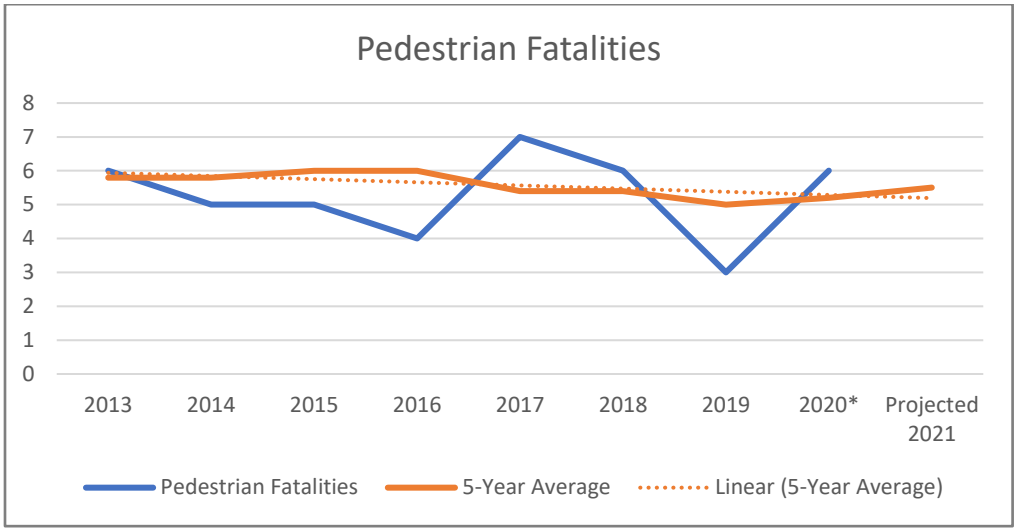
Evaluation/Progress

The SHSO will continue its efforts to reduce the pedestrian fatality rate by doing the following:

1. Continue to work with the VHSA for education and outreach;
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. Continue to fund a Road Users Group to promote comprehensive pedestrian safety.

Year	Pedestrian Fatalities	5-Year Average
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
2020*	6	5.2
Projected 2021		**5.5**

Pedestrian Fatalities



Source: SOV Web Crash Database

Goal C11: Bicycle Safety Performance Measures:

Bicyclist Fatalities C11a.

Bicyclist Crashes C11b.

Goal: **To maintain or reduce the number of Bicycle Fatalities at the five-year average of 1.0 in 2013 - 2017 through December 31, 2020.**

Outcome: Vermont achieved its goal to maintain or reduce the number of bicyclist fatalities at the five-year of 1.0 in 2013-2017 through December 31, 2020. Vermont's five-year moving average in 2020 was .40, a 60% reduction as compared to 2013-2017.

Evaluation/Progress

Bicyclist Fatalities C11a.

The State of Vermont saw a reduction in the five-year average for bicycle fatalities. Sadly, Vermont experienced a bicycle fatality when a young girl was killed. 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 doing 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 bicyclists early in the design phase of changes to the build 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.

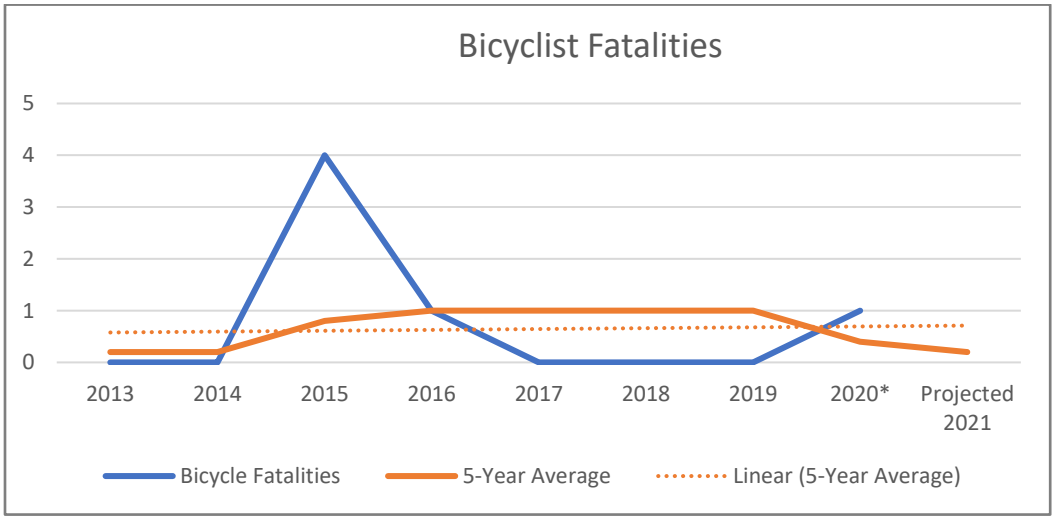
The five-year bicycle crash average in 2020 was 70.6. The historical reduction of the crash rate is due in part to an aggressive plan to reduce bicycle crashes with local bicycle advocacy groups continuing to conduct outreach and education, and that work has shown in our statewide data. The SHSO will continue its efforts to maintain a low crash rate by doing the following:

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

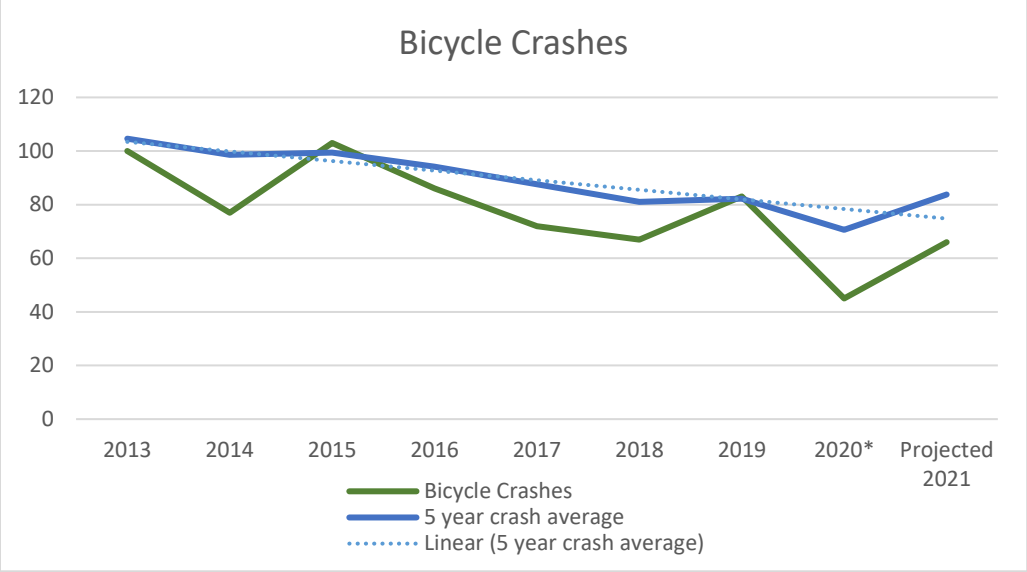
2. Continue to implement and promote “Complete Streets” policies and traffic calming measures that consider bicyclists early in the design phase of changes to the build environment;
3. Educate municipalities about the guidelines and opportunities that exist to create safer communities for bicyclists;
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
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	83	1.0
2020*	1	45	0.4
Projected 2021		**66**	**0.2**

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)

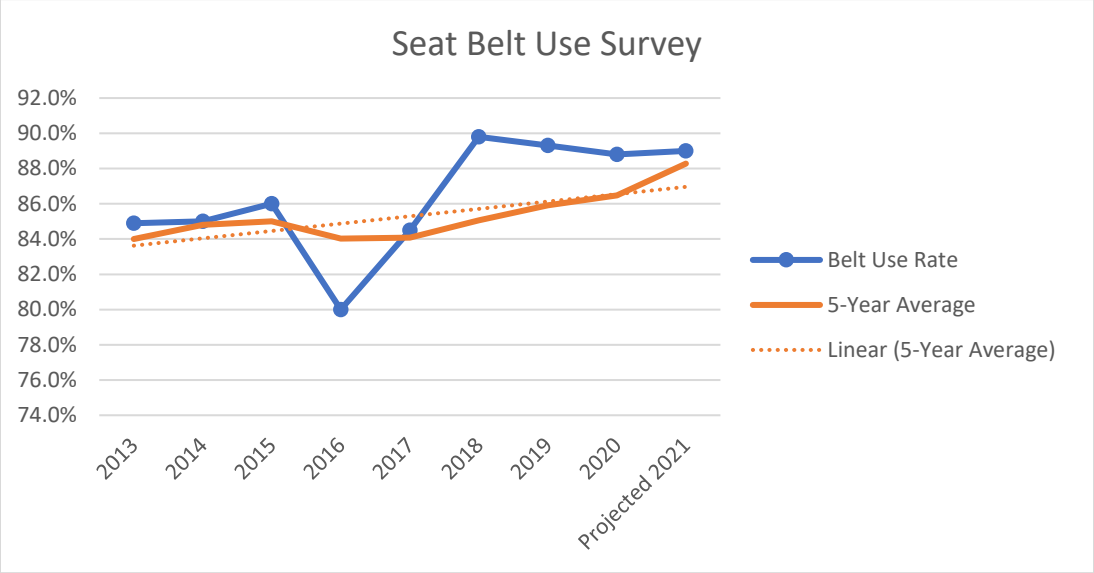
Goal: **To maintain/increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles at or above the five-year average of 86.8% (2013 – 2017) by December 31, 2020.**

Outcome: The five-year moving average for the observed seat belt use rate in 2020 was 86.5%, just .30 below the 2017 moving average of 86.8%. The State was very close to maintaining the statewide observed seat belt use of front seat outboard occupants in passenger vehicles. The projected 2020 seat belt use rate was 86.5% however, the latest report showed that the state's rate is 88.8%. This outcome is a positive one as the Seat Belt User rate continues to hover in the 87-89% range.

Evaluation/Progress

The State's adjustments we plan to make to the upcoming HSP to better address those areas that reflect the greatest statistical problem areas that contribute to fatalities are:

1. The 2021 Occupant Protection Assessment occurs in March and the SHSO shall review suggestions and strategies for new projects for the 2021 HSP.
2. Raise awareness of the importance of using seat belts and occupant protection for all users by aggressively marketing the Drive Well Vermont media campaign on Seat Belts;
3. Increase enforcement and strengthen safety belt laws in Vermont;
4. Increase proper use and installation of child safety restraints;
5. Strengthen child safety restraint use laws;
6. Implement programs for consistent education for a wide range of stakeholders, including motorists, parents, and schools;
7. Implement programs that target at-risk demographics (such as 21-35-year-old males);
8. Implement programs for occupant protection use on busses.



Year	Belt Use Rate	5-Year Average
2013	84.9%	84.0%
2014	84.1%	84.6%
2015	85.0%	84.6%
2016	80.4%	83.7%
2017	84.5%	86.8%
2018	89.8%	84.8%
2019	89.3%	85.8%
2020	88.8%	86.5%
Projected 2021		88.3%

2020 Statewide Unweighted Survey Results by County Grouping (% Belted)

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

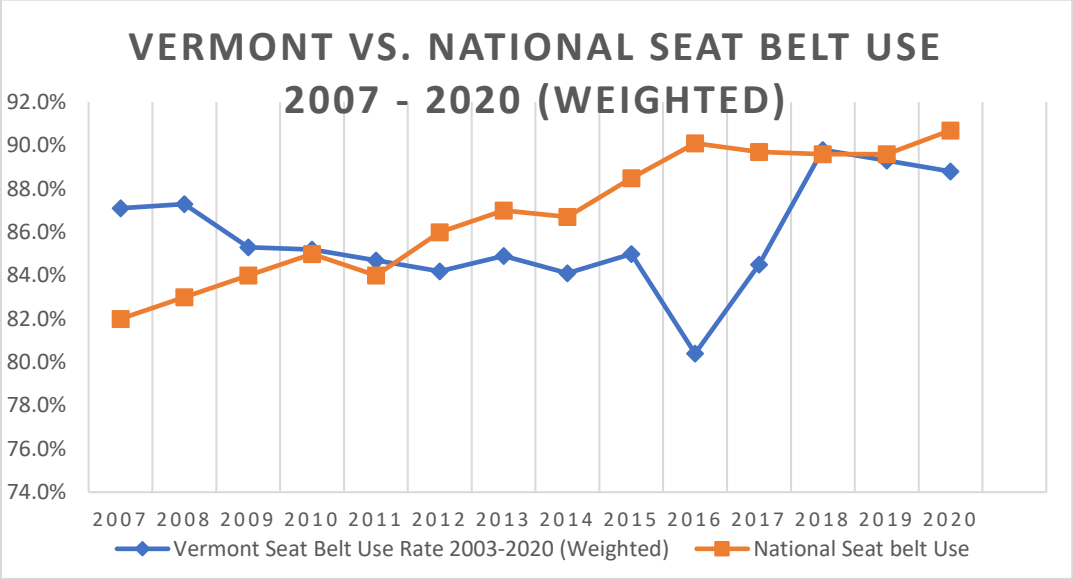


Figure 2. Vermont Statewide vs. National Seat Belt Use (2007 – 2020)
Please note: the 2020 national rate has not been released yet; the last known national rate is included twice

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

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

Source: Presseur Research Group, 2020 State of Vermont Annual Seat Belt Survey Report – Figures and Tables reference back to the full report written by PRG.

Performance Measure: Target for Citation Uniformity

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Target for Citation - Uniformity	Percentage	40	Annual	2020

Primary performance attribute: 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, 40.0% 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 2021.

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

Start Date	End Date	Percent Electronic
April 1, 2019	March 31, 2020	40%

Measurements

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

Performance Measure: Electronic Citation Usage

Progress: In Progress

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Electronic Citation – Usage	Percentage	35	Annual	2020

Primary performance attribute: Completeness

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

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 e-Citation program in 2016 and continues to roll out e-Citation 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 of March 2018, e-Citation 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 RFPs for new agencies were sent out in May 2019; this increase of agencies will be reflected in the 2021 TRCC Strategic Plan. As of March 2020, the e-Citation project had 34 vehicles equipped (35% of the statewide law enforcement fleet) with plans to have near 100% of agencies that wish to participate by December 2020.

The target for citation completeness for agencies deployed:

Start Date	End Date	Agencies	Percent of Total Agencies
April 1, 2019	March 31, 2020	34	35%

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%
April 1, 2019	March 31, 2020	34	35%

Performance Measure: EMS Usage of NEMSIS V3

Progress: Met

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Target for SIREN - Timeliness	Percentage	100%	Annual	2020

Primary performance attribute: Timeliness

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.

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 NEMSIS V3 compliant data reports.

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

Start Date	End Date	NEMSIS 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: Goal Met. Project complete - detailed report received from contractor.

Target Value: 100%

Program-Area-Level Report

Projection: A report was received that utilizes an Evidence Based Race Data Enforcement Reporting analytical framework.

Activity Performance Measures (A)

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

Evaluation/Progress

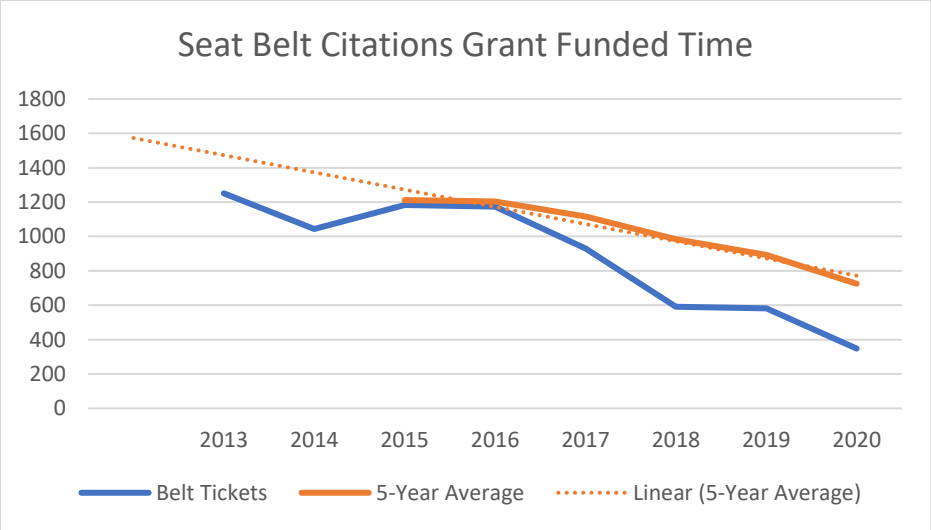
The number of citations issued in 2020 is the lowest reported in the last decade. We attribute this to effects of the COVID-19 pandemic, police resources being strained, and the overall anti-police sentiment that has been experienced nationwide. The SHSO is of the opinion that Vermont is making slow, but consistent, progress in seat belt compliance and education. Currently nearly nine out of every ten front seat occupants in Vermont are choosing to use their seat belts. The natural result of the compliance rate of 88.8% is that less citations are being written because more people are complying.

Seatbelt violation 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 2020 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 Click It or Ticket (CIOT) National Mobilization in May. The 2020 CIOT mobilization saw a modified campaign due to COVID-19 restrictions, with a drastic decrease in law enforcement agency (LEA) participation as compared to previous years.

This decrease in participation can be attributed to a number of factors, including COVID-19, staffing issues, competing overtime opportunities, and an overall decrease in law enforcement activity in general. The decrease in activity during the 2020 CIOT mobilization, when compared to the 2019 mobilization, was seen across all metrics: the number of LEAs participating in the campaign decreased by 38%; the number of hours worked during the campaign decreased by 70%; and the number of tickets issued during the campaign dropped by 69%. It should also be noted that Vermont’s modified 2020 CIOT mobilization occurred over a period of only ten days, where a normal CIOT national mobilization (pre-COVID) would take place over a 14-day period.

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.

FFY	Belt Tickets	5-Year Average
2013	1251	
2014	1,043	
2015	1,184	1,212
2016	1,174	1,204
2017	931	1,117
2018	591	985
2019	582	892
2020	348	725



Source: GEARS Seat belt citations include both Child Passenger Restraint and Occupant Protection Violations

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

County Grouping	Driver Use	Passenger Use	Total Use
Chittenden	91.3%	91.2%	91.3%
Bennington/Addison	89.5%	89.9%	89.6%
Franklin	79.9%	84.4%	80.9%
Caledonia/Orleans	86.4%	88.3%	86.8%
Rutland	87.8%	88.1%	87.8%
Washington/Lamoille	88.4%	92.6%	89.2%
Windham/Orange/Windsor	90.0%	87.5%	89.5%
Statewide	87.6%	88.7%	87.8%
Source: PRG Vermont 2020 Seat Belt Survey Report			

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

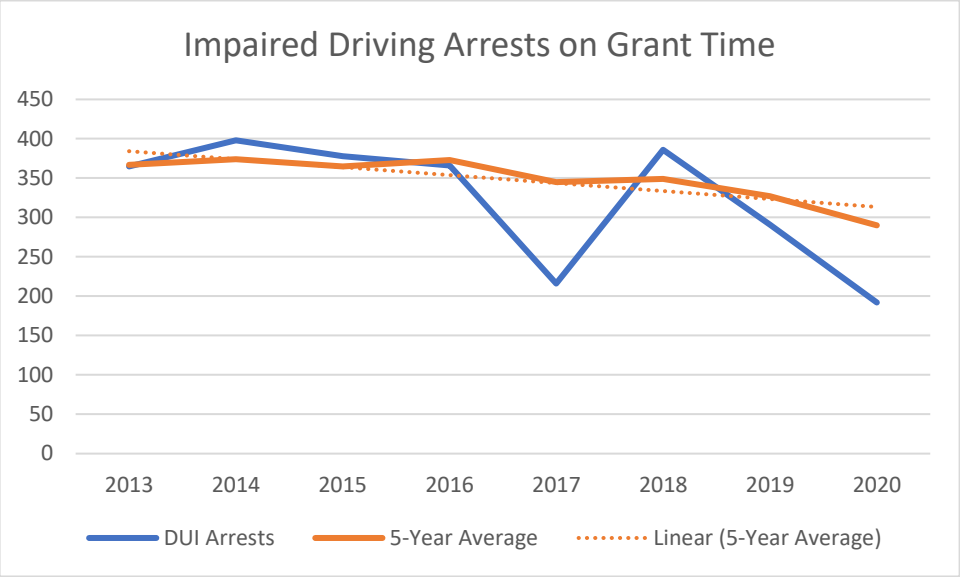
Evaluation/Progress

The number of impaired driving arrests during the 2020 grant period fell moderately below the five-year average and the active trendline. Much if this decline in arrests can be attributed to the effects of the COVID-19 pandemic and anti-police sentiments that have been seen in Vermont and around the country. COVID-19 had the biggest impact, as the majority of departments implemented policies to reduce motor vehicle contacts in an attempt to slow the spread of the disease. The Vermont State Police is the largest law enforcement agency in Vermont and their COVID response policy curbed motor vehicle contacts substantially. The effects of these policies/directives were seen in the participation and activity during the Labor Day HVE Campaign. Compared to 2019, participation was down 26%, and overall motor vehicle contacts were down 64%. When comparing to 2019, this resulted in 38 fewer arrests for impaired driving and 1,022 fewer traffic tickets. The pandemic clearly had an effect on our Law Enforcement activity.

In July 2018, Vermont legalized the recreational use of cannabis, but at this time our data has not matured enough to allow us to draw any conclusions about the impact legalization is having on the number of impaired driving incidents. 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
2013	365	367
2014	398	374
2015	378	365
2016	366	373
2017	216	345
2018	386	349
2019	291	327
2020	192	290

Impaired Driving Arrests Grant Funded Time



Source: GEARS

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

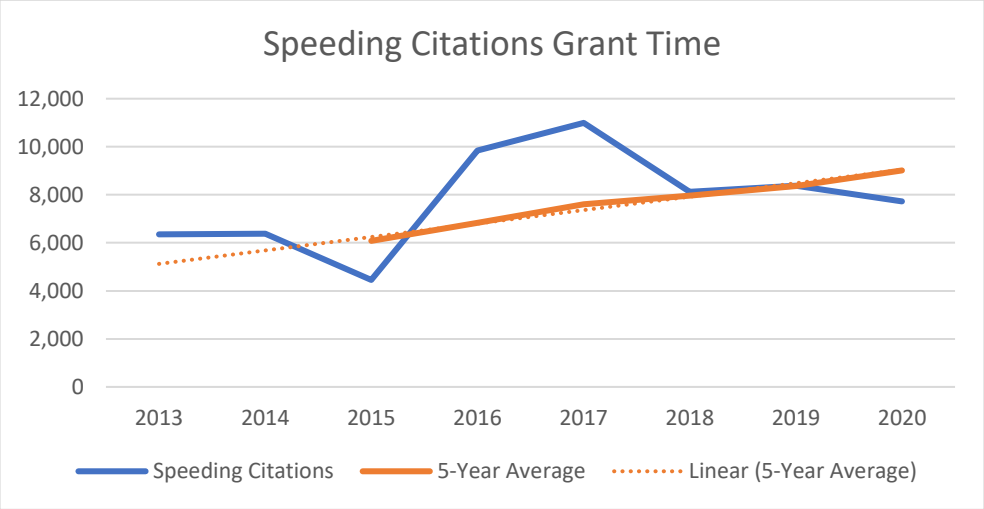
Evaluation/Progress

Vermont experienced a decrease in the number of speeding citations issued on both grant and regular patrol time. The decrease can be attributed to the COVID-19 pandemic and anti-police sentiments. COVID-19 had the biggest impact as most departments implemented policies to reduce motor vehicle contacts in an attempt to slow the spread of the disease. The VSP is the largest law enforcement agency and their COVID response policy curbed motor vehicle contacts substantially. Further, the number of warnings issued on grant time and non-grant time continues to be a prominent practice that officers use when exercising their discretion. That practice may influence this data set as well.

Vermont will continue to institute a data-based approach to identify problem speed areas on our highways and will devote resources to alleviating those high-speed areas. As of this writing 23% 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
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
2020	7,728	9,013

Speeding Citations issued during grant-funded enforcement activities



Source: GEARS

FFY2020 Total of all Grant Funded Enforcement Activity

Values	Grand Total
Sum of Hours Patrolled	16,863
Sum of Vehicles Stopped	24,311
Sum of Warnings	14,035
Sum of Child Passenger Violations	66
Sum of Safety Belt Violations	348
Sum of Speeding Violations	7,675
Sum of Portable Electronic Device Violations	601
Sum of OSC Violations	607
Sum of Other Traffic Violations	3,176
Sum of Excessive Speed Arrests	53
Sum of DLS Arrests	252
Sum of Other Arrests	136
Sum of Processing Hours for Above	245
Sum of Number of Checkpoints	131
Sum of Hours at Checkpoint	282
Sum of DUI Arrests Patrol (Alcohol)	159
Sum of DUI Arrests Patrol (Drugs)	14
Sum of DUI Arrests Patrol (Drugs & Alcohol)	9
Sum of DUI Arrests - CP (Alcohol)	6
Sum of DUI Arrests - CP (Drugs)	3
Sum of DUI Arrests - CP (Drugs & Alcohol)	1
Sum of Handheld Tests	390
Sum of Evidentiary Tests	145
Sum of .02 Violations	10
Sum of DUI Processing Hours	404
Sum of DRE Evaluations	18
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.); and
- 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 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. The data analyst is also Vermont's FARS data analyst. A version of this information is 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 (seat belt) surveys, and major motor vehicle offense arrest records.

Vermont's countywide Safe Highway Accident Reduction Program (SHARP) model for Chittenden, Windham, Addison and Rutland Counties continued during the first half of 2020 before the landscape radically changed with COVID-19 in March 2020. 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.

The Click It or Ticket (CIOT) Task Force was not mobilized in 2020 due to the CIOT National Mobilization in May being a modified campaign where participation was optional, and due to the fact that many law enforcement agencies implemented strict response policies during the COVID-19 pandemic. The DUI Task Force planned to be 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 campaigns. All teams were modified, with limited work being performed after March 2020 due to COVID-19.

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 saturation patrols, waves, checkpoints, integrated enforcement, and multi-jurisdictional enforcement activities.

Strategies

During FFY 2020, law enforcement agencies (LEAs) participated in four (4) National Mobilizations, although the last two of these were modified due to restrictions associated with the COVID-19 pandemic:

• Thanksgiving Holiday Travel Period (November)

• Drive Sober or Get Pulled Over (December - January)

• Click It or Ticket (May)

• Drive Sober or Get Pulled Over (August-September)

To support these national mobilizations, LEAs conducted modified high visibility enforcement details throughout the state. Using statewide and local data to direct their activities, LEAs participated in the DUI Task Force and county-wide SHARP Projects. With approximately 56 municipal LEAs, combined with 10 State Police barracks and 14 county sheriffs' departments participating in four national mobilizations, these LEAs combined conducted a minimum of 8298 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 regional, multi-jurisdictional SHARP Teams, where officers from the various agencies are deployed to the areas within their counties that are in need of enforcement. This strategy is made possible because generally all law enforcement officers in Vermont have statewide enforcement authority.[5]

The Vermont State Police (VSP) provides primary law enforcement services to approximately 200 towns, representing approximately 90 percent of the land mass and 50 percent of the population in Vermont. In addition, VSP has primary responsibility for Vermont's four (4) interstate highways (I-89, I-91, I-93, and I-189). Most small, rural towns do not have their own municipal police department, thus, VSP is the default LEA. As a result of this wide-spread area of responsibility as in 2019 they responded to 77% of all fatal crashes and 63% so far in 2020. VSP is also in a position to have a statewide impact on

[5] 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.

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. Six of 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. In 2021, the SHSO has added Work Zone enforcement to the Scope of Work for all Highway Safety enforcement grants to expand the reach of this effort. In August of 2019, a flagger in a work zone was killed when struck by an alleged impaired driver. As a result of that action and the general awareness of work zone safety, VTrans and other safety groups have made work zone enforcement a priority.

(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

In previous years, Click It or Ticket (CIOT) Task Force teams worked in conjunction with Vermont LEAs 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 Law Enforcement Liaisons (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 2020, however, due to the COVID-19 pandemic, because of the demands placed on law enforcement, and associated reduction in availability of law enforcement to participate in HVE, the traditional CIOT national mobilization did not occur. Instead, Vermont conducted a 10-day modified CIOT campaign which was optional for LEAs to participate as their staffing and their response policies allowed in light of COVID-19. This modified 2020 CIOT mobilization took place between May 22nd and May 31st with 39 LEAs participating in the campaign to some degree. The following law enforcement agencies participated in the campaign:

- 19 municipal police departments
- 11 county sheriffs' departments
- 8 Vermont State Police field stations
- Vermont Department of Motor Vehicles

These agencies collectively performed 1,435 hours of high visibility enforcement activities, resulting in the following:

- 1,848 vehicles contacted
- 81 operators ticketed for seatbelt violations
- 2 operators ticketed for child passenger safety violations
- 607 operators ticketed for speeding
- 93 operators ticketed for using handheld devices while driving

- 304 other tickets issued
- 50 persons arrested for various motor vehicle-related crimes

In addition to the modified 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. This Thanksgiving holiday campaign took place between November 27th and December 1st, 2019 (prior to the COVID-19 pandemic). A total of 57 LEAs participated in this short 5-day campaign as follows:

- 35 municipal police departments
- 11 county sheriffs' departments
- 10 Vermont State Police field stations
- Vermont Department of Motor Vehicles

These agencies collectively performed 1,680 hours of high visibility enforcement activities, resulting in the following:

- 3,611 vehicles contacted
- 9 operators ticketed for seatbelt violations
- 6 operators ticketed for child passenger safety violations
- 728 operators ticketed for speeding
- 18 operators ticketed for using handheld devices while driving
- 468 other tickets issued
- 80 persons arrested for various motor vehicle-related crimes

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

Eleven (11) police departments were awarded equipment grant funds from carry-forward funding. Approximately 86% of the equipment funds awarded was expended. The equipment that was purchased most commonly was RADAR speed feedback signs, in-car mobile video recording systems, mobile RADAR/LIDAR units, spike strips, and smaller items such as traffic safety vests and flares. Of the 11 departments awarded, four are regional programs that subgrant funds to other local LEAs. Additionally, the Vermont State Police received equipment that was distributed to troopers statewide.

Additionally, the SHSO purchased a large quantity of preliminary breath testing devices (PBTs) which were distributed to LEAs that expressed a need to replace older units or that may have needed a few additional units to aid in

grant activity. The PBT distribution took place between May and August using COVID-19 safety precautions. In total, the SHSO issued 273 PBTs to partner LEAs that requested them, as follows:

- 164 to municipal police departments
- 48 to county sheriffs' departments
- 22 to Vermont State Police
- 20 to the Vermont Police Academy
- 10 to the Vermont Department of Motor Vehicles
- 9 to the University of Vermont Police Service

Following this distribution 12 PBTs remained on-hand as spares to be issued upon request in the event of failures in the field or future demonstrated need.

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

The countywide approach to traffic enforcement in four of Vermont's counties has proven to be effective. Occupant Protection, Distracted Driving, and Impaired Driving enforcement funds were awarded to the countywide projects in Chittenden, Rutland, Windham, and Addison Counties. The Project Directors 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/geographical area to work to combat the problems of Speeding, Distracted, Aggressive, Impaired Driving, and Occupant Protection. These participating agencies have agreed to participate in most enforcement actions scheduled by their project director. 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 project directors actively participate in each patrol alongside their local, State and Municipal partners. Consequently, the team approach benefit is supervision of the patrol team, along with timely reporting of grant funds expended and coordinated enforcement efforts. As mentioned in most other projects, COVID-19 caused reduced effort and participation.

SHARP OP: NH20402 FY2020	Chittenden	Rutland	Windham	Vergennes
Patrol Activity				
Hours Patrolled	3084	1380	544	433
Vehicles Stopped - Patrol	4189	2681	1384	686
Checkpoints				
Number of Checkpoints	0	0	0	1
CP Hours	0	02	0	2
Action Taken				
Warnings	3293	819	847	341
Vermont Traffic Violations Written				
CPS - Violations	8	15	4	0
Safety Belt Violation	69	63	82	1
Speeding Violations	1024	1578	578	275
All OCS detected	145	64	17	9
Other Traffic Violations	542	294	136	83
Handheld Devices Violations	294	44	32	31
NON-DUI Actions				
Non-Impaired driving arrests - Patrol & CP	31	8	3	1
DUI Actions				
Alco Given Handheld Test	8	3	3	1
Evidentiary Tests Given				
Impaired driving arrests	13	3	0	0
Patrols	4	24	0	0
.02 Violations				
Impaired driving arrests	7	0	0	0
Checkpoint	1	1	0	0

Child Passenger Safety Statewide Program (CPS)

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 FFY20, the focus has been to support families, their children, and the statewide CPS network, including Technicians and fitting stations, during the COVID-19 pandemic to ensure access to safe car seat inspections. Activities included three full courses for new technicians, located in regions based on identified needs for CPS technicians:

- Grand Isle Sheriff's Dept., June 24-27, 10 attendees
- Regional Ambulance service, Rutland, August 5-8, 8 attendees
- Hartford Fire Department, September 16-19, 8 attendees

The number of nationally certified technicians stayed static at 206, as most CPSTs expiration dates were extended to 10/30/2020 due to the extra measures needed to provide safe means of re-certification due to COVID-19. Vermont continues to have the highest per capita rate of certified technicians in the country. The program has worked to increase the number of tech proxies and instructors working with the CPS Program. 11 Tech Proxies and 12 Instructors continued their certifications in FFY2020. Tech Proxies and Instructors can lead events and sign off on seat check requirements for other CPSTs in years where COVID-19 is not a factor. Instructors are also required to teach 20 hours of classes in the 2-year certification cycle. CPS Technicians are widely distributed around the state and are affiliated with the following:

1. Law Enforcement 26%
2. Independent CPSTs 21.4%
3. Healthcare (hospitals, doctor's offices) 16.4%
4. Fire Fighters 11.5%
5. Misc. (Child Care, Transport Co. Etc.) 8.6%
6. State of Vermont (DCF, VDH, DMV) 7.7%
7. Rescue/Ambulance 5.3%

In observance of CPS Awareness Month in September, a public event took place at the Shelburne Police Department using COVID-19 protocols. VDH used our social media accounts to promote the safe use of car seats and boosters throughout the month. In lieu of a Tech Update, the CPS Program featured a weekly CEU that could be completed online by CPSTs. We also selected CPS award winners and awarded virtually in three categories: Healthcare CPS, CPS Tech of the Year, and EMS Tech of the Year.

The CPS program supported 62 fitting stations through February of 2020. From February to June, due to the COVID-19 pandemic, only a few fitting stations that had access to proper PPEs were open. In June, the CPS Program, working with the professionals at the Vermont Department of Health, developed a CPS

protocol for conducting a safe seat check. The National Safety Council highlighted our protocol, having the CPS Coordinator present the protocol to all the CPS Coordinators from every state. From June through September, we slowly reopened 18 fitting stations, where caregivers could access a seat check and obtain a Program Seat if needed.

The program distributed 329 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 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.

Beginning in 2018, using the American Association of Pedestrians (AAP) recommendations, the program implemented a training program to be used at Vermont hospitals to train their staff members on the basics of child safety seats. In FFY2020, we maintained CPS Educators programs at Northwestern Medical Center, Northern Vermont Regional Hospital, North Country Hospital, Gifford Medical Center, Southwestern Vermont Medical Center, and Rutland Reginal Medical Center. The VDH provides a hotline for people to call and ask child passenger safety related questions directly. The hotline received nearly 70 calls in FFY2020.

The program sends thousands of educational rack cards each year to doctor's offices and insurance companies and passes many out at community events. This year, we added a pregnancy rack card to increase the proper use of seat belts during pregnancy. This card also informs readers about our program and the free services it offers.

Vermont had no motor vehicle crash deaths in car seat age children (under 12) in FFY2020.

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).

Due to the COVID-19 pandemic response at VDH, the program coordinator leaving their position, and the state hiring freeze, many of the planned public activities were cancelled. All in-person trainings and certifications were canceled due to the Governor's Stay Home, Stay Safe policy. This limited the number of in-person engagements with the program.

The Law Enforcement and Vulnerable Road Users Survey Report has been disseminated to stakeholders and partners based on the previous year's survey. The survey includes pedestrian-focused safety materials and how partners could incorporate it in their communities.

In November 2019, media campaign was launched statewide "Watch for Me VT". VDH shared this new campaign with community partners and attended community meetings to present materials and messaging. Seven local news outlets reported on the campaign. Watch for Me VT was also shared in partner newsletters, Front Porch Forum, blog posts, and social media. This grant year, 1400 people visited the "Watch for Me VT" and Road Safety websites. Leveraging the Local Health Department offices, all developed social media posts were distributed and used on all 12 local offices social media pages to promote pedestrian safety.

Road User Group Data Source: Vermont Department of Health

MEASURES	TOTAL
NUMBER OF TRAININGS	3
NUMBER OF PUBLIC EVENTS,	2
NUMBER OF SOCIAL MEDIA POSTS	10
NUMBER AND RATE OF PEDESTRIAN CRASHES	**108** hospitalizations/ED visits among Vermont pedestrians in 2016, and **133** 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	Cancelled due to COVID-19
NUMBER OF LAW ENFORCEMENT SURVEY RESPONDENTS	0
# VISITS TO ROAD SAFETY AND WATCH FOR ME VT WEBSITES	1400
TOTAL NUMBER OF PEOPLE ENGAGED IN PERSON	**565**

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

The 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 six advisory council/committee meetings and six board meetings over the course of FFY2020. The VHSA engaged in public education and awareness with activities that included: collaboration with VTrans SHSO on the Northeast Traffic Safety Conference; social media; and safety events with businesses and select public entities. The VHSA promoted a distracted driving safety message on the evening news with WCAX and on two radio outlets. The VHSA contracted with Place Creative, a media marketing firm, to create and promote highway safety graphics and videos for critical emphasis areas identified in the Strategic Highway Safety Plan. The areas included speed and aggressive driving, occupant protection, impaired driving, distracted driving, and bicycle safety. The work included a driving safety quiz that was promoted on social media. Outlets including Facebook and Twitter, and promotion at the Lake Monsters events during the summer. The VHSA was unable to plan and participate in the majority of the annual spring, summer and fall activities, such as fairs, due to COVID-19.

The VHSA maintained a website, a Facebook page, and a Twitter account. The VHSA shares a monthly newsletter publication to engage just over 600 members and the community with safety data, messaging and event information for conferences and webinars. VHSA stakeholders, partners, and subject matter experts participated in a day-long workshop hosted by the FHWA as an informational “warm up” for the upcoming update of the SHSP. The workshop was interactive, giving participants an opportunity to review Vermont’s SHSP and how it compares with the principals of evaluation contained in FHWA’s Evaluation Process Model (EPM). VHSA partners reviewed performance data action plans and other information to assess the success in meeting overall fatality and serious injury objectives and where Vermont can make improvements moving forward. Specifically, it allowed the VHSA to assess safety programs and projects and associated performance results, brainstorm on continued improvements, and focus efforts and resources on the most critical problems and most effective countermeasures.

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 from June 22 to July 11, 2020. Four observers gathered observation data with 8,868 vehicles observed and belt use collected for 11,072 occupants, including 8,868 drivers and 2,204 passengers. Drivers accounted for 80.1 percent of persons observed. Vermont drivers and front outboard passengers had a combined weighted seat belt use of 88.8 percent. The standard error rate was 0.762 percent, below the required 2.5 percent threshold required.

The 2020 use rate (88.8%) was down slightly (0.5 points) from the high use rate of 2019 (89.3%) but still up by more than 4 percentage points from the 2017 use rate (84.5%). The decrease from 2019 is not significant and therefore the 2020 rate indicated no real change from the prior year. The last three years show record high use; however, it may be that some of the gains are from a redesign of the survey and may not reflect an actual change in usage but merely a different way of measuring the rate. Looking at the current trend, the current method has led to the more stable use rates.

Presseur Research Group is contracted as VTrans' vendor to perform the Annual Seat Belt Survey and some of their data from their report is located in the performance measure section of this report on occupant protection.

(C) Program Area Analysis

Traffic Safety Information System Improvements Area

AOT Crash Data Reporting System

GOAL: Crash Timeliness: The timeliness of crash reporting remained unchanged during the period of April 1, 2029 - March 31, 2020. The timeliness of crash reporting currently remains at 25 days.

Project Evaluation

All law enforcement agencies (LEAs) 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 2019-2020 time period, the average time it took to submit a crash remained the same, which does not meet the goal of more timely crash data. In an effort to decrease the number of days it takes for law enforcement to submit crashes; the Crash Data Unit has initiated a plan to provide regular follow up with law enforcement detailing over-due crash reports and crashes that need to be submitted. Additionally, the Highway Safety Office added a segment to its site monitoring plan that looks at overdue crash reports with LEAs to prompt agencies to get the data in and discuss the importance of the data and having it submitted in a timely manner.

Although this project did not expend all funds in FFY20, Web Crash is operational. Initial work was done to begin the integration process of crash data with SIREN data for multiple data elements. The Traffic Records Coordinating Committee (TRCC) continues to support the integration of crash data with SIREN in an effort to improve reporting quality and injury severity analysis.

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 reporting (ePCR) database for the period of April 1, 2019 - March 31, 2020.

Project Evaluation

On January 1, 2017, all Vermont-licensed ambulance agencies were 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 one business day of an EMS call. First response agencies (agencies that lack transport capability) are not currently required to report data electronically; as of March 2020, approximately 90%

are reporting, representing an increase of 50%. 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 does not have a mechanism to obtain hospital outcome data on patients that were transported to the hospital

Initial work was done to begin the integration process of crash data with SIREN data for multiple data elements. The Traffic Records Coordinating Committee (TRCC) continues to support the integration of crash data with SIREN to improve reporting quality and injury severity analysis.

Expenditures included: Expenses to facilitate the linking of records between the EMS SIREN system and motor vehicle crash data, as well as linking SIREN EMS incidents with 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 FFY 2019, an RFP for new agencies was sent out as of early May 2019. With this increase of agencies, the Department of Public Safety had an additional 109 VSP vehicles and 50 other (municipal and county) police vehicles online by September 30th, 2019. During FFY 2020, the full statewide rollout was conducted, equipping most remaining (municipal and county) police vehicles. The DPS has been and continues to be heavily involved in the Statewide COVID-19 response. The SHSO has asked them for a report on the progress of this project and as of this writing we have not received it. We expect to receive a report by the Spring of 2021.

Traffic Records Program Coordinator

GOAL: To ensure quality, consistency, and accuracy of traffic records programs. To have a point of contact to provide resources and assistance to traffic program directors.

Project Evaluation

The Traffic Records Program Coordinator prepared the 405C application and Strategic Plan for FFY 2020, 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 of the TRCC. In FFY2021 the SHSO would like to return to having a contract for the TRCC Consultant to write the Strategic Plan and 405C application.

(d) Program Area Analysis

Impaired Driving Countermeasures Area

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.

This year the SHSO was able to secure funding to provide Alco Sensor FST Preliminary Breath Testing devices (PBTs) for Vermont LEAs that showed a need for them. The 273 PBTs that were distributed should assist those agencies in their mission to remove impaired operators from Vermont's roadways.

Year	Impaired Driving Fatalities	% of Total Fatalities Reported
2020*	27	44%
2019	22	47%
2018	28	41%
2017	35	50%
2016	34	53%
2015	16	36%

*As of 12/15/2020

These numbers show that in 2020, Vermont has remained static regarding the goal of reducing impaired driving fatalities.

From 2015 to 2019, the percentage of fatalities involving an impaired driver was 45%. To this point, in 2020, 44% of fatalities involved an impaired driver, which is essentially the same percentage as the previous five years combined.

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 SHSO 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 SHSO. 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 2020, Vermont had two DUI Task Forces: one in the Northwest (Chittenden, Addison, Franklin, and Grand Isle Counties), and one Central (Rutland and Windsor Counties).

The participation and activity of the DUI Task Forces was significantly decreased due to the COVID-19 pandemic, but some details were still able to be conducted.

The Northwest DUI Task Force conducted two enforcement details in 2020 (a third detail had to be cancelled due to icy conditions) while the Central Task Force conducted four. Dates selected for these enforcement details included Thanksgiving Weekend, Superbowl Sunday, St. Patrick's Day, July 3rd, and Labor Day Weekend.

The funding is distributed to each agency or overseen by a countywide project director in the form of Impaired Driving grants for salaries, benefits, related trainings and mileage.

Team Activity/Dollars Spent	Local Statewide DUI
Patrol Activity	
Hours Patrolled	16581
Vehicles Stopped - Patrol	24319
Checkpoints	
Number of Checkpoints	131
CP Hours	282
Action Taken	
Warnings	13588
VT Traffic Violations Written	
CPS - Violations	62
Safety Belt Violation	341
Speeding Violations	7561
All OCS detected	586
Other Traffic Violations	3129
Handheld Devices Violations	556
NON-DUI Actions	
Non-Impaired driving arrests - Patrol & CP	131
Processing Hours for Above	240
DUI Actions	
Alco Given Handheld Test	389
Evidentiary Tests Given	145
Impaired driving arrests Patrols	180
.02 Violations	10
Impaired driving arrests Checkpoint	10
DUI Processing Hours	404

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

The countywide approach to traffic enforcement in four of Vermont's counties has proven to be effective. Occupant Protection, Distracted Driving, and Impaired Driving enforcement funds were awarded to the countywide projects in Chittenden, Rutland, Windham, and Addison Counties. The Project Directors 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/geographical area to work to combat the problems of Speeding, Distracted, Aggressive, Impaired Driving, and Occupant Protection. These participating agencies have agreed to participate in most enforcement actions scheduled by their project director. 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 project directors actively participate in each patrol alongside their local, State and Municipal partners. Consequently, the team approach benefit is supervision of the patrol team, along with timely reporting of grant funds expended and coordinated enforcement efforts. As mentioned in most other projects, COVID-19 caused reduced effort and participation.

SHARP DUI: NH20164 FY2020	Chittenden	Rutland	Windham	Vergennes
Patrol Activity				
Hours Patrolled	878	1318	374	211
Vehicles Stopped - Patrol	1266	2078	641	372
Checkpoints				
Number of Checkpoints	5	5	9	9
CP Hours	21	66	26	22
Action Taken				
Warnings	899	675	536	153
Vermont Traffic Violations Written				
CPS - Violations	1	6	0	0
Safety Belt Violation	6	30	4	11

SHARP DUI: NH20164 FY2020	Chittenden	Rutland	Windham	Vergennes
Speeding Violations	107	1150	82	56
All OCS detected	24	47	10	3
Other Traffic Violations	139	301	20	25
Handheld Devices Violations	7	21	0	3
NON-DUI Actions				
Non-Impaired driving arrests - Patrol & CP	8	8	8	2
DUI Actions				
Alco Given Handheld Test	52	56	24	3
Evidentiary Tests Given				
Impaired driving arrests	14	21	8	3
Patrols	14	28	12	4
.02 Violations				
Impaired driving arrests	1	3	0	0
Checkpoint			2	4
	2	3		

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 2020 calendar year, five (5) regional ARIDE classes were successfully coordinated and delivered throughout the state, training 61 officers, along with three (3) SFST/DUI classes at the Vermont Police Academy (VPA), which trained 78 officers. One additional student will soon achieve SFST Instructor status after completing their student teaching requirements. Also, six (6) Data Master Infrared Breath Testing Supervisor courses were offered online, which trained 142 officers in the proper care and diagnostics of the breath testing equipment used for proper DUI processing. Finally, 10 DRE trainings were held for Vermont DREs to satisfy mandatory training hour requirements, with 51 officers in attendance.

The VPA worked with DRE instructors to develop curriculum for a new one-day combined ARIDE/SFST refresher course on October 7, 2020, which trained nine officers using the NHTSA 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 various geographic locations across the state to attend.

It should be noted that it was necessary to cancel several trainings throughout the year due to COVID-19 restrictions. Alternative online trainings were offered to accommodate officers and recapture training opportunities.

The Vermont Criminal Justice Training Council (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.

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

A DRE school was conducted in January 2020, which trained 13 officers, with field training following in Phoenix, AZ in February of 2020.

In 2020:

There were five (5) ARIDE classes with 61 students.

- There were three (3) SFST classes with 78 students
- There were ten (10) DRE (online) training with 51 certified DREs
- There were six (6) (online) DMT/Infrared Breathalyzer Supervisor's Course with 142 students

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.

The basic SFST/DUI 40-hour course provides police officers with the knowledge and skills to operate the DMT infrared Breath Testing Device used to collect evidentiary breath samples for DUI cases. The course is delivered by VCJTC certified instructors, instructors from the Vermont Forensic Laboratory Toxicology Section, the Office of Alcohol and Drug Abuse Program and the State's Attorney's Office. Five (5) regional ARIDE classes were delivered throughout the state in addition to an SFST/ARIDE Refresher Course. It should be noted that due to the COVID-19 pandemic, it was necessary to reschedule several Impaired Driving courses to accommodate restrictions and social distancing guidelines. As an alternative, several online Impaired Driving courses were offered in an attempt to accommodate officers and recapture training opportunities. DREs continue to use tablets to record the data from evaluations and collect additional data that has not been collected in the past while in the field. 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 types involved.

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 FY20, TSRPs have taken the lead in prosecuting six fatal crashes and two serious bodily injury crashes. Additionally, a TSRP is co-council on two other fatal crash cases. TSRPs also aided with the investigation and prosecution of four other fatal crash cases. TSRPs handled the prosecution of various drugged driving and alcohol impaired driving cases. The assistance and support of TSRPs regarding prosecution and enforcement of impaired, negligent, and gross negligent driving continues to be in high demand among prosecutors and law enforcement agencies. TSRPs provided technical assistance with handling of more complex issues in impaired driving, including challenges to horizontal gaze nystagmus evidence; attacks of administration of field sobriety exercises; challenges to drug recognition evidence; challenges to prior convictions in felony DUI cases; challenges regarding the change in the youthful offender law and its impact on DUI cases; and attacks on evidence obtained during course of emergency medical treatment following a motor vehicle crash. TRSPs also assisted with various issues in impaired and distracted driving cases, such as evidence of chemist testimony in both DUI alcohol and DUI drugged driving cases, issues regarding search and seizure, and issues regarding blood analyzing, amongst others.

In addition to prosecution of various cases, the TSRPs handled and assisted with various appellate cases before the Vermont Supreme Court. Additionally, TSRPs reviewed, analyzed, and provided opinions as to whether an appeal was viable in other cases. TSRPs continue to field multiple daily requests for advice and counsel from fellow prosecutors, law enforcement officers, and chemists from the Vermont Forensics Lab. 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. TSRPs have also worked with the Vermont Forensics Lab with training in the form of mock trials. The TSRPs continue to work on providing additional refresher DUI training for LEOs, providing a "DUI Boot Camp" for newer prosecutors regarding litigation of DUI alcohol and DUI drug cases, and implementing training for all prosecutors regarding litigation of DUI drug cases and fatal crash cases.

TSRPs also provided training on updated vehicular laws to individual law enforcement agencies. TSRPs continue to work with a judicial liaison from NHTSA Region I to create judicial training on drugged driving cases. However, various training efforts were hampered in part due to the COVID-19 pandemic. The TSRPs continue to strive to be more visible in the community, with an eye toward providing education and awareness of dangers of impaired driving, distracted driving, negligent driving, and other highway safety issues. Unfortunately, due to the COVID-19 pandemic, much of the TSRPs presentations and engagements with the public were cancelled. TSRPs were able to provide a virtual presentation to drivers' education professionals statewide. The TSRPs continue to be members of the DRE oversight committee and continued to be involved with the Region 1 TSRP/JOL/LEL. A TSRP is on the Vermont committee for National Governor's Association of Impaired Driving Learning Collaboration. TSRPs continue as liaisons to policymakers who require assistance in identifying and defining legal issues they encounter in their work. TSRPs provided legislative assistance on various issues involving impaired driving laws. TSRPs also provided assistance to other state agencies on various issues involving impaired driving laws and juvenile and expungement laws as they relate to vehicular crimes.

The 2020 Department of State's Attorneys Annual Meeting was scheduled to be held on June 9-10, 2020. The meeting would have included training from veteran TSRP Jared Olson and seasoned Drug Recognition Experts Sgt. Jay Riggen and Lt. James Roy. Unfortunately, the training was canceled due to the COVID-19 pandemic. TSRPs were able to provide prosecutors access to multiple virtual trainings on various impaired driving topics. Additionally, TSRPs were able to provide access to prosecutors on various trainings and resources regarding investigations and litigation of fatal crash cases through the services of renowned expert John Kwasnoski.

TSRPs are working on updating and expanding the DUI prosecution manual and are aiming to produce more impaired driving resources for prosecutors statewide, as well as providing advisory memorandums to prosecutors and law enforcement on new caselaw and trends regarding impaired driving cases.

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 SHSO 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 SHSO also funded the purchase of an update to the software used for the laboratory information management system to create worksheets specific to Toxicology. 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 in October 2019. All other annual meetings for professional organizations were either cancelled or held virtually.

A number of Toxicology staff members attended various virtual meetings and trainings. These courses offered up to date skills and knowledge from the field. The forensic Chemist who was hired in 2019 continued her training and is now qualified in blood and breath alcohol testing. She has also begun her training in blood drug screening. The Toxicology section completed the validation for an Opiate and Stimulants confirmations method on the LC/MS/MS instrument; review is being completed and the method will go live shortly. This will add the current reporting of preliminary positive results for approximately 20 classes of impairing drugs and quantitative results for THC and metabolites in whole blood samples.

(e) Program Area Analysis

Distracted Driving Program Area

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

Project Evaluation

Since October 1st, 2014 Vermont has had a prohibition on texting while driving and the law has had subsequent amendments. The SHSO believes that this law has helped to address the problem of distractions that happen with handheld electronic devices and operating a vehicle on roadways. In addition, having this federal NHTSA funding gives law enforcement another tool in the toolbox to educate the public while patrolling.

The State of Vermont received Comprehensive 405(e) funding for the first time in FFY2020. Prior to FFY2020, the State had only been eligible to receive Special Distracted Driving Program funds. VTrans' policies and procedures do not allow the SHSO to program funds to new projects until the funds have been officially granted and obligated. Since the 405e amount was unknown until August of 2019 and the funds were not obligated until the spring of 2020 there was a delay in rolling out this new funding. It also took the SHSO some time to build the new grant program into our Grant Electronic Application and Reporting System (GEARS) for distribution to enforcement agencies.

An RFP was released to partners in the winter of 2019 to apply and grants were set to roll out in time for the April "Connect to Disconnect" national mobilization when COVID-19 occurred causing more delays. There were a few agencies that worked some details from June – September 2020.

The Vermont DD law related to handheld devices is relatively new and there has not been a prior SHSO Distracted Driving grant related data specific to enforcement and this funds source. The SHSO has included this breakout of statewide Distracted Driving violations in absentia of that type of data. It is quite evident that COVID-19 played a huge role in enforcement as there was nearly a 45.06% reduction in violations in FFY2020 as there was in FFY2019.

The Judicial Bureau citations, below, are based on FFY totals, not moving averages. The SHSO, VHSA and highway safety partners have agreed that the number of highway safety related traffic crashes attributed to Distracted Driving causation is under-reported. At first glance the graph from the Strategic Highway Safety Plan (SHSP) Critical Emphasis Area 7: Curb Distracted Driving and Keep Drivers Alert looks like a very positive trend. Upon further analysis it appears that this decline may be related to the difficulty that law enforcement faces in determining handheld device use and to a lesser extent, it appears that many drivers may no longer self-report

being distracted prior to the crash as significant fines and points will be assessed.

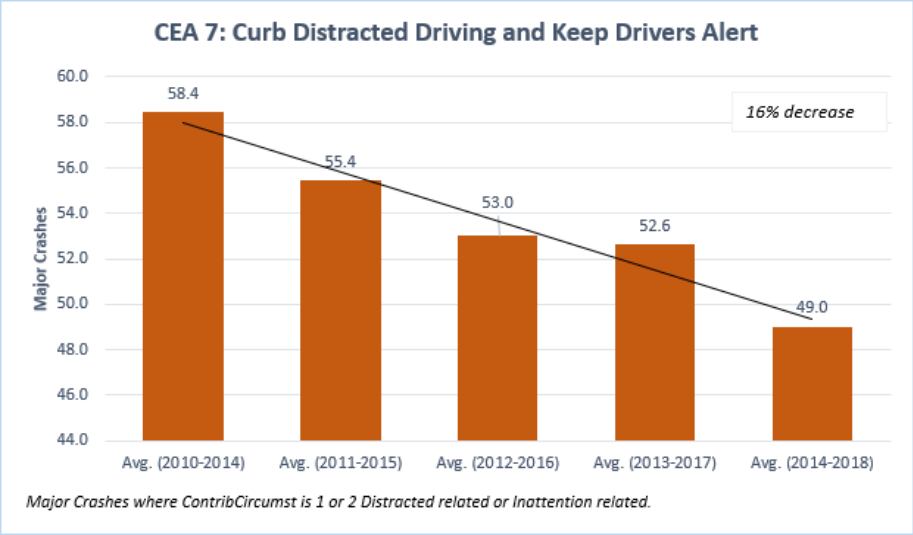
Subrecipients will work ongoing and periodic supplemental traffic enforcement to decrease distracted driving as described above. Officers shall focus on, but not limit their work to, targeted roadways in the Subrecipient's area that are selected by the Subrecipient based on crash data. Enforcement strategies may include the following: spotter patrols, high-visibility saturation patrols, roving patrols, directed patrols and national mobilizations, focusing efforts in work zones, school zones, safety corridors and in targeted roadways/problem locations.

As with other areas of Highway Safety Enforcement, COVID-19 had significant negative effects on the capability of LEAs to vigorously enforce Distracted Driving violations. The majority of departments LEAs scaled back their proactive enforcement in an effort to slow the spread of the disease. Despite these challenges the three County Wide Task Forces were able to conduct some Distracted Driving Enforcement Details. The Chittenden County Task Force conducted eight saturation patrols and one spotter patrol. The Rutland/Windsor County Task Force conducted two spotter patrols and 20 individual officer patrols. The Addison County Task Force conducted one spotter patrol and five individual officer patrols. Multiple violations were detected, including cell phone violations, suspended operators and DUIs.

Distracted Driving education is very important as the increase and dependence on electronic devices becomes more and more prevalent. Vermont is aware of this on-going trend and has made and will continue to make new and innovative educational programs. The funds were flexed in the program area to fund The Youth Safety Council and a portion of the Traffic Safety Resource Prosecutor projects. The details and outcomes for these projects are found Community Education Programs section of this report. All other flexed new Education projects did not get off the ground due to COVID-19.

CEA 7: Curb Distracted Driving and Keeping Drivers Alert

Major crashes where contributing circumstances is 1 or 2 distractions related to inattention related.



Source: SOV Web Crash

All Vermont Violations	FFY-2020	FFY-2019	FFY-2018	FFY-2017
Distracted Driving Violations				
Operating w/television installed	13	7	8	4
Use of handheld device – general	2,072	3772	3,642	4,284
Use of handheld device - work zone	29	57	76	132
Use of handheld device - school zone	9	10	22	2
Use of handheld device - comm. veh.	23	29	40	37
Use of handheld device - jr. operator	26	47	36	18

Source: SOV Judicial Bureau				

A new SHSO media campaign is currently being designed and will be launched in January of 2021, with a major section of the campaign aimed at Distracted Driving. The campaign will be a full overhaul of the SHSO highway safety media, including a new logo, updated branding, an update to the SHSO website, paid TV spots, a social media strategy, a radio presence, and more. The SHSO was met with COVID-19 delays in rolling out nearly all media projects outlined in FFY2020. We are confident that these projects will roll out in FFY2021 and the suggested tagline “Drive Well Vermont” has been accepted by VTrans and work on the media outreach is currently in process.

(f) Program Area Analysis

Motorcycle Safety Program Area

State Motorcycle Rider Education Program

GOAL: To reduce or maintain the motorcycle fatalities at the five-year average of 10 people from 2013 – 2017 through December 31, 2020.

GOAL 2: To reduce the number of un-helmeted motorcyclist fatalities by 40% from the five-year average of 1.0 in 2012-2016 to .50 through December 31, 2020.

Project Evaluation Goal

During the program's 2020 training season, 555 students attended courses at eight training sites (75 courses); 499 successfully completed the course. Due to the COVID-19 pandemic, the program did not begin conducting courses until the first weekend in June. The number of attendees was limited at each location to permit social distancing. As a result, the number of students training was greatly reduced. The program was able to fill every novice course offered in 2020.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 eight training sites around the state. A new location in East Dorset opened in 2020 replacing the Rutland training site.

In 2020, the program purchased 32 new motorcycle helmets to replace the helmets at the program's Berlin and Highgate training locations.

(H) Program Area Analysis

Non-Motorized Safety Program Area

GOAL: To decrease pedestrian and bicyclist fatalities and injuries that result from crashes involving a motor vehicle.

Project Evaluation

The State Highway Safety Office (SHSO) programmed carry forward funding from FFY2019 into two eligible pedestrian/ bicycle projects in FFY2020: Vermont Department of Health's Road Users Group and Local Motion. NHTSA determined in FFY2020 that Vermont was not eligible for a new grant funding under this section because the State's annual combined pedestrian and bicyclist fatalities did not exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year for which final FARS data are available. The State of Vermont had improvements in this area as in calendar year 2020 pedestrian/bicyclist fatalities are currently at 11% of total fatalities.

Funds under this program area have been assigned to VDH Roads Users Group and Local Motion for:

(1) Training of law enforcement officials on State laws applicable to pedestrian and bicycle safety;

(2) Enforcement mobilizations and campaigns designed to enforce State traffic laws applicable to pedestrian and bicycle safety; or

(3) Public education and awareness programs designed to inform motorists, pedestrians, and bicyclists of State traffic laws applicable to pedestrian and bicycle safety.

A complete evaluation of these two projects can be found under the community education section of this report.

Year	Pedestrian Fatalities	5-Year Average
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
2020*	6	5.2
Projected 2021		**5.5**

Year	Bicycle Fatalities	Bicycle Crashes	5-Year Average
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	83	1.0
2020*	1	45	0.4
Projected 2021		**66**	**0.2**

(1906) Program Area Analysis

Racial Profiling Data Collection Program Area

GOAL 1). Data Collection and Analysis from Crime Research Group (CRG) Report of Traffic Stops and Race Data Collection, Automation and Analysis to review state compliance with 20 V.S.A. 2366 § et. al. from Report.

Performance Target	Target Metric Type	Target Value	Target Period	Target State Year
Evidenced Based Race Data Enforcement Reporting – 2020	Percentage	100.00	Annual	2020

GOAL 2 (Phase 2). Vermont Criminal Justice Training Council (VCJTC) - Fair and Impartial Police (FIP) Training Project - FFY2021 Goal:

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Evidence Based Race Data Enforcement Reporting-2021	Percentage	50%	Annual	2020

Project Evaluation

In Evidenced Based Race Data Enforcement project, the Crime Research group completed their report on Traffic Stops and Race Data Collection. The objectives and brief writeup from their report are included in the Performance Measures section of this report. The goal of this project has been achieved.

In FFY2020 carry forward funds were awarded to the FIP training project held at the VCJTC. In FFY2021 the State established Goal 2 in the Highway Safety Plan. In FFY2020 the project was not deployed as COVID-19 made it very difficult to have trainers go into police stations/barracks. The VCJTC intended to hire a contractor to perform the following work under this project: The Vermont Legislature requires all Vermont Law Enforcement Officers to be administered training relative to Fair and Impartial Policing; hereinafter - FIP. By statute, this training is required on 'odd numbered' years, with the next being 2021. This training is required to help educate law enforcement officials on matters pertaining to bias-free policing and understanding various types of bias to ensure policing in our communities is fair and balanced. A funding source would aid the Vermont Criminal Justice Training Council; hereinafter - Council, in providing this training in a robust, beneficial manner.

1. Training will be developed that will be administered in a live, classroom setting, that will be administered to all Vermont Law Enforcement Officers throughout the State by a third-party contractor.

2. Data will be analyzed, so more targeted training and enforcement practices, in addition to potential policy evolution can take place. This will help maintain a bias-free policing environment in all Vermont communities.

3. Training will directly translate into measurable mechanisms to collect data relative to race and ethnicity.

The VCJTC will begin this project when it is safe to do so. As of this writing there was a COVID-19 shutdown at the Vermont Police Academy due to an outbreak that effected staff and recruits.

Law Enforcement Support

Law Enforcement Liaisons

GOAL: To conduct networking activities and acts as a liaison within the State's law enforcement community, the 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 (LEAs). 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 and serious injury crashes, and to promote overall safety of Vermont's roadways.

Increasing law enforcement participation in highway safety activities and programs enhances the likelihood 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 2020, participation in four high visibility campaigns was greatly affected by the COVID-19 pandemic. The Thanksgiving and Christmas campaigns were conducted as normal, but in March 2020, the State of Vermont was shut down by order of our Governor by a considerably amount due to the pandemic. This caused many LEAs to limit their enforcement activity in an attempt to slow the spread of the virus. On the national level, NHTSA cancelled both the voluntary C2D campaign and the annual Click it or Ticket National Mobilization (CIOT). Vermont held an abbreviated CIOT campaign from May 22 to May 31, but participation was limited. NHTSA moved the C2D and CIOT campaigns to October and November of 2020. (FFY2021).

Including the abbreviated CIOT campaign in May, there were four HVE campaigns conducted in FFY 2020 (Thanksgiving, Christmas/New Years, CIOT, Labor Day). Unfortunately, due to the decrease in participation and enforcement activity, the number of enforcement actions was down considerably from previous years.

For FFY 2020, 76% of Vermont LEAs participated in at least one of the four high visibility campaigns, and 46% of Vermont LEAs participated in all four of the HVE campaigns. This is an impressive feat given that there were so many challenges surrounding a health emergency.

During the four HVE Campaigns, the following enforcement activities took place:

Vermont State Police: 5,720 Contacts

- 83 DUIs
- 18 DUI drugs
- 155 Other arrests
- 1 Seat belt tickets
- 1 Child Seat belt tickets
- 5 Handheld device tickets
- 2,058 Other tickets

Municipal Agencies: 6,649 Contacts

- 58 DUIs
- 11 DUI drugs
- 126 Other arrests
- 23 Seat belt tickets
- 6 Child Seat belt tickets
- 37 Handheld device tickets
- 2,153 Other tickets

Sheriff Departments: 3,195 Contacts

- 11 DUIs
- 2 DUI drugs
- 52 Other Arrests
- 66 Seat belt tickets
- 1 Child Seat belt tickets
- 69 Handheld device tickets
- 1,438 Other tickets

Other Departments: 2,564 Contacts

- 0 DUI
- 0 DUI drugs

1 Other arrests

0 Seat belt tickets

0 Child seat belt tickets

0 Handheld device tickets

67 Other tickets

The SHSO only track seatbelt tickets during the CIOT campaigns, not during the Drive Sober campaigns. Same with the car seat and distracted driving tickets. There may have been more of these tickets issued that were lumped in under "other tickets" but we don't track OP or DD activity during the DUI campaigns.

"Other" agencies includes DMV, DLC, and UVM Police. The stats listed are all from DMV. There is very little enforcement action because most of their stats are gathered at commercial vehicle safety inspection checkpoints where they are just screening trucks as they pass through. This activity is not done on NHTSA grant time, it's part of their regular shift work that just happens to be done during the HVE campaigns.

Totals for all participating Departments: 18,128 Contacts

152 DUIs

31 DUI drugs

334 Other Arrests

90 Seat belt tickets

8 Child seat belt tickets

111 Handheld device tickets

5,715 Other tickets

In addition to press promoted by SHSO, Departments are encouraged to promote media on their own. The majority of departments use social media to promote the HVE campaigns, and some utilize radio and television to further advance their message.

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 Crash Reconstruction team (CRT) responds to approximately 60 serious injury/fatal collisions per year; many of which are calls to assist local and county

law enforcement agencies. The CRT'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 State Highway Safety Office (SHSO) provides funding to aid in the ongoing education of the crash team members. Due to COVID-19, all out of state trainings were cancelled; because of this, there were only two troopers that attended online certifications classes.

The SHSO funded the purchase of Electronic Data Retrieval (EDR) systems and cables for various models of vehicles. This is extremely important, as more vehicle and manufacturers come online to the Bosch compatible EDR systems. This skill/equipment is more in demand now than ever. The danger in this is that more police departments are requesting EDR downloads rather than full reconstructions. CRT team members are constantly trying to educate State's Attorneys and Police Departments that EDR data is a useful tool in a reconstruction, but without supporting scene evidence, it is not useful in a court setting. NHTSA grant funds purchased another license for our diagramming software, which enables faster processing of scene diagrams. Three new data collectors were purchased in order to replace the aging data collectors currently being used. NHTSA funding also allowed us to purchase four (4) GPS RTK total stations to replace the aging total stations we were currently using. Between these items and the four sUAVs purchased last year, the CRT is much better equipped to complete swift, full traffic crash investigations than ever before.

CRT is now the go-to team for traffic homicide investigations and complex crashes. These investigations would not be as effective or complete without the use of NHTSA funds to train and equip the Crash Reconstruction Team.

Work Zone Safety

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

Project Evaluation

In FFY 2020, six county sheriffs' 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 152 hours on *Work Zone Speed and Distracted Driving Enforcement*. During this enforcement period:

152 Total vehicles were stopped;
70 Warnings were issued;
63 Speeding citations were issued;
2 Use of handheld device citations were issued
6 other citations were issued.

Highway Safety Program Coordinators

GOAL: To ensure quality, accuracy, accountability and compliance with NHTSA Rules and Regulations and 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. However, due to COVID-19, site visits are being conducted virtually. 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.

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.

STRIVE SPEED (OP) ENF VSP 2020	TOTALS
Dollars Spent (NH20402-117)	$204,747.79
Hours Patrolled	2922
Vehicles Stopped - Patrol	4748
Checkpoints	
Number of Checkpoints	5
CP Hours	10
Action Taken	
Warnings	2679
VT Traffic Violations Written	
CPS - Violations	23
Safety Belt Violation	12
Speeding Violations	1548
All OCS detected	114
Other Traffic Violations	836
Handheld Devices Violations	91
NON-DUI Actions	
Non-Impaired driving arrests - Patrol & CP	87
DUI Actions	
Alco Given Handheld Test	30
Evidentiary Tests Given	12
Impaired driving arrests Patrols	17
.02 Violations	0
Impaired driving arrests Checkpoint	0
DUI Processing Hours	14
DRE Evaluations	4

DUI SPEED ENF VSP 2020	TOTALS
Dollars Spent (NH20405D-017)	$76,089.34
Hours Patrolled	1077
Vehicles Stopped - Patrol	1060
Checkpoints	
Number of Checkpoints	9
CP Hours	25
Action Taken	
Warnings	862
VT Traffic Violations Written	
CPS - Violations	1
Safety Belt Violation	1
Speeding Violations	188
All OCS detected	33
Other Traffic Violations	116
Handheld Devices Violations	4
NON-DUI Actions	
Non-Impaired driving arrests - Patrol & CP	23
DUI Actions	
Alco Given Handheld Test	87
Evidentiary Tests Given	29
Impaired driving arrests Patrols	46
.02 Violations	0
Impaired driving arrests Checkpoint	0
DUI Processing Hours	63
DRE Evaluations	4

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 2020, five (5) local law enforcement agencies, including four (4) sheriffs' departments (Chittenden, Orange, Rutland, and Windham Counties) and one (1) municipal police department (Milton), 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. These law enforcement agencies (LEAs) continue to include other highway safety partners in their programs, 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 LEAs 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.

Most of these LEAs struggled during 2020 to spend the grant funds that they were awarded and to meet their performance measures. For example, two of the participating LEAs each spent less than 10% of their awarded funds in 2020, and two others spent less than 50% of their awarded funds. Only the Windham County Sheriff's Department was successful in meeting their goals and spending the majority of their awarded funds (87% spent). This inability to meet performance measures was due to a variety of factors, such as staffing shortages and, most notably, disruptions to highway safety programs nationwide due to the COVID-19 pandemic. The effectiveness of each individual LEA's community education program was evaluated during the 2021 HSP process and will continue to be evaluated on an ongoing basis.

Local Motion (LM) 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 2020, LM reached and exceeded most of their education and outreach goals. COVID-19 halted most of their in-person programming for the 2020 grant year. Despite the obstacles, LM found innovative ways to engage and educated others. This included bike safety presentations and outreach

events for colleges that had over 170 young adults and university staff participants, and over 2000 bike/walk safety gear (including helmets and lights) were distributed to youth/teens/young adults. Over 16,000 people were educated on safe road user behavior through outreach, workshops, and other education events. LM delivered over 19,000 hours of on-bike safety instruction to elementary students. In addition, LM ran over 60 walk/bike safety events over the course of the year, LM continued to focus on increasing rates of people walking and biking, providing opportunities and encouragement for people to walk and bike more. 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.

LM continues to provide and enhance technical assistance resources and support walk/bike groups statewide. Despite challenges associated with the COVID-19 pandemic, they have continued to meet with and support walk/bike groups throughout the state, including in Middlebury, Brattleboro, Shelburne, Jericho, Burlington, Essex Junction, Rutland, and Greensboro, and have advanced proposals for Pop-Up Demonstration projects in several of these communities. They also responded to COVID-19 by creating new resources, including a guide for towns seeking to create safe on-road recreational spaces for residents, and a webinar that discussed strategies and resources available to help ensure safe travel to school this fall.

Educating the public and improving enforcement is an essential component of their work. Through partnerships, they leverage their work to extend the work to more parts of the state and to more Vermonters. They continued their Everyday Bicycling program, which educates adults on how to ride bicycles safely while on our shared roadways. They delivered a program for Law Enforcement Officers on educating children on road 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. LM continued to leverage this platform to create engagement tools for communities statewide. This tool has also increased engagement in safety outreach and provided an excellent vector for distributing safety materials.

2020 Local Motion Safe Streets Coalition	
Sustain and enhance ongoing technical assistance resources (conferences, materials, community support, etc.)	9
Number of hours of Bike Smart training	21,030
Number of towns receiving Safe Streets programming/materials	80
Number of counties receiving Safe Streets programming/materials	14
Number of community events organized/participated in	61
Sustain and enhance current school-based walk/bike safety activities (schools served)	61
Number of people reached during pedestrian and bicycle safety presentations and outreach	16,007
Number of recipients of safety items (helmets, lights, reflective gear, etc.)	2015
Number of Vermont committees engaged in Walk/Bike Safety efforts	13
Number of Law Enforcement Officers trained/supported on Vulnerable Users Laws	12

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 FFY20 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 both in-person and virtually. Due to the COVID-19 pandemic, events for Distracted Driving Awareness, Drug and Alcohol Impaired Driving education classes, Driver Education classes, Lake Monsters baseball games and the Champlain Valley Fair were either eliminated or conducted virtually. The grant was also used as part of the “Drug Impaired Training for Educational Professionals” program, which was evaluated by the participants and the participating troopers to assess the effectiveness of the project.

Although not utilized this year, in the past 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 (CJNVT) 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. Due to the coronavirus pandemic, classes have shifted to an online format using Zoom and Google Docs. Participants follow a modified version of the curriculum guided by trained facilitators at locations in Vergennes, Chelsea, Barre and South Burlington. These locations serve participants from around the state. Two additional sites have begun the process to provide the online format. We anticipate that as soon as a COVID-19 vaccine is widely available and used, we will resume in-person classes. 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.

Participants reported via class evaluation sheets that they strongly related to the speakers, as they did or could have caused serious harm to themselves and/or others. These speakers helped the participants in understanding the long-lasting repercussions of their driving decisions. The project director, with the assistance of a program coordinator, supports the program facilitators to deliver a quality program by visiting, training and problem-solving. The Vermont Safe Driver Program offers educational information to Probation and Parole, the courts and attorneys who refer clients to the program. An annual facilitator's meeting/training is conducted to review the goals and objectives of the program, and to share ideas for best practices for implementing class activities and improve program quality. Outcomes from the facilitator meeting/training have been adopted at class sites statewide, including a victim speaker, outreach strategy and support, results of surveys, updated materials, 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 and 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 2019 in commemoration of those impacted by impaired and distracted driving throughout the year. This event was well attended by state officials, Law Enforcement, SHSO staff, Safe Driving facilitators and volunteers, victim speakers and school groups.

Safe Driving Classes 04/01/2020 – 12/31/2020				
Town/Location	**Months**	**Online via Zoom**	**Total Number Registered**	**Total Number Attended**
Barre: 4 Classes	**May, June, Sept, Nov.**	**Online**	**44**	**37**
Chelsea: 5 Classes	**April, June, Aug, Oct, Dec.**	**Online**	**46**	**43**
Vergennes: 4 Classes	**May, July, Sept, Nov.**	**Online**	**52**	**43**
Burlington: 30 Classes	**April – December**	**Online**	**331**	**216**
St. Johnsbury: 1 Class	**June**	**Cancelled**	**0**	**0**
Hardwick: 1 Class	**April**	**Cancelled**	**0**	**0**

Youth Safety Council of Vermont (YSC)

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

Project Evaluation

- During the FFY20 grant, the Turn Off Texting (TOT) course was scheduled at 13 sites across Vermont during the grant term.

A total of 63 students participated in the demonstration. Surveys are given before and after the intervention to measure the effectiveness of the program in changing students' awareness and behavior. 63 surveys were completed. Analysis of these surveys showed a positive movement of 23% toward adoption of the decision to not text while driving in the future.

The program was dramatically impacted by Vermont's public health response to the COVID-19 pandemic. Most of the TOT season was

canceled or unable to be scheduled due to school closures and the challenges faced by driver educators when schools reopened with reduced and complex schedules. The TOT program adopted thorough hygiene protocols and moved solely to the mobile simulator version of the program to enable safe distancing. The program continues outreach to driver educators and school administrators to ensure there are opportunities to serve students in the spring.

2020 YSC of Vermont	
Number of TOT sites conducted	13
Total TOT student contacts	63

Workplace Traffic Safety Program

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

Project Evaluation

Project RoadSafe, based at the Associated General Contractors of Vermont (AGC/VT), engages in statewide and regional workforce safety forums and conferences, and conducts employer worksite requested presentations to provide education/training and materials on highway safety. They also offer the NSC certified Alive@25 course at Vermont's Technical Career Centers. Their instructors are certified by the National Safety Council, AAA, and AARP to give instruction in their programs. They maintain a program website and distribute an eNewsletter.

Despite COVID-19, AGC/VT reported involving more than 2,500 people of all ages in various training activities over the past grant year. The largest segment of this was through our Vermont-based COVID training, which incorporated a refresher on safe driving and operator and passenger activities. This extensive activity ranged from participation in workplace safety trainings, to virtual classroom driver training safety presentations. RoadSafe was also involved in several other Virtual activities around the state, including the Regional Planning Commission forums, the Vermont State Department of Motor Vehicles Division meetings, and Webex activities. There were several other on-site presentations at the company safety day events.

AGC/VT continues their work with the National Safety Council's course, "Alive@25." This course was offered again this year in

Vermont's Tech Schools, with 55 students attending five different sessions. COVID took a hit on us, hindering our ability to engage with the student population - we would have normally promoted the bi-annual AGC/VT Technical Career day and the AGC/VT Skills Championships. Finally, we deployed our "grad dad' safety message.

AGC Staff participated 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 mini-training sessions for hundreds of attendees. RoadSafe also discussed its program at the regional forums conducted by the Vermont Highway Safety Alliance.

The Project RoadSafe eNewsletter continued its semi-monthly distribution while posting relevant driver safety information and a regularly updated training schedule and other information on the AGC/VT website.

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, reviewing grant reports and activities, and reviewing related contracts for educational events and public education materials. Site visits were conducted throughout the year and are done biennially. However, due to COVID-19, site visits are being conducted virtually. 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.

Teen Driver Educator Summit

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

Project Evaluation

The Eighth Annual Teen Driver Education Summer Summit was scheduled to be held in August 2020 at St. Michael's College in Colchester, VT. Due to COVID-19, the educational summit had to be cancelled.

State Highway Safety Awards

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

Project Evaluation

In October 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 event, Vermont will not host this conference again for at least five years. However, the SHSO did collect submissions for the 2020 State Highway Safety Awards. The 2020 Awards include the Drug Recognition Expert Award, the Fletcher Brush Educational Outreach Award, the Impaired Driving Prevention Award, the Rising Star Award, the Ruby Rainault Occupant Protection Award, the Sergeant. Michael Johnson Life Saver Award, and the Highway Safety Achievement Award. The 2020 Highway Safety Awards will be presented virtually in January 2021.

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

The Crime Research Group (CRG) met with members of the House Judiciary Committee during the 2020 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). Rather than changes to the statute, the Governance Boards signed an MOU agreeing to add the additional fields to the data extract.
Throughout 2020, 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/or missing data, documented the missing data, and notified law enforcement agencies. 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, who for 2017 and 2018 extracted the data for the Spillman agencies into three files (VSP, Essex PD, and all others). CRG continued to work with Crosswind to have all Valcour agencies' 2019 data extracted into one file. This process is ongoing and should be completed prior to the end of 2020. All data is now extracted using calendar year. 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. There is no current plan for this to happen. Instead, CRG met with VCJTC to discuss the ongoing work of traffic stop and race data collection and the possibility of posting the data on the VCJTC website. VCJTC has agreed to post all future traffic stop and race data to its website. CRG also facilitated discussions between VCJTC and Vermont's Agency of Digital Services (ADS) to train the Technology Program Technician at VCJTC to post onto the state's public data site (Vermont.data.gov) and to approve publishing the data on the public site, which also has analytic capabilities. The 2019 data will be posted on the VCJTC website and on Vermont.data.gov.
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.

Paid Media

Project: Motorcycle Safety

Campaign Objective: The objective of this campaign was to bring attention to driving public that we need to be more aware of motorcyclist on the road, particularly during the warmer months when there are many more motorcycles on the road. The goal of creating more awareness was accomplished through:

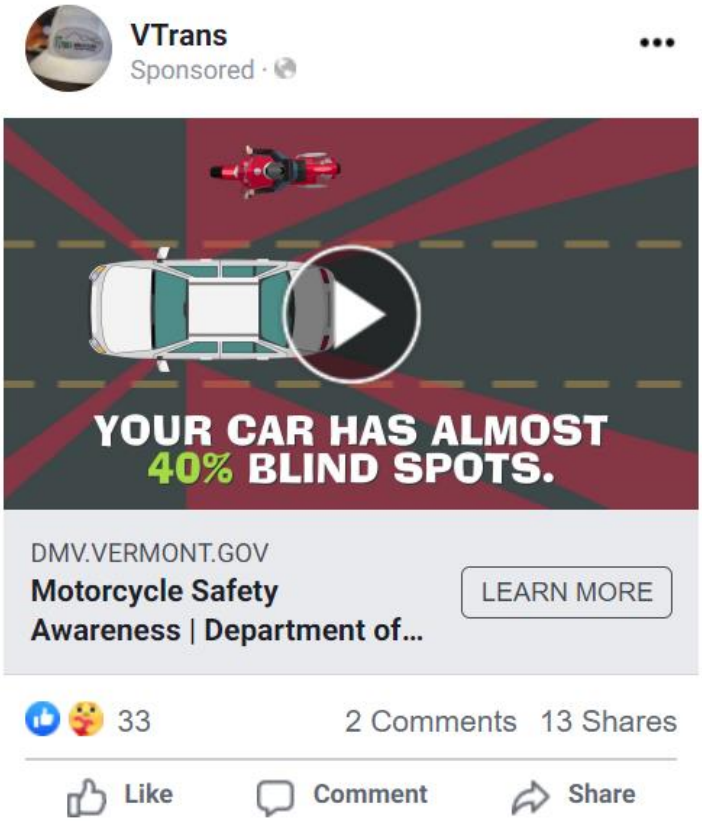
Exposure

- 7,991,057 (almost 8 million) impressions toward Adults 18+ over the length of the campaign including
  - Reaching 92% of Vermont adults who saw the message an average of 12 times through broadcast and cable networks
  - Received an additional 22% in exposure on television or $8,500 worth of ads
  - Gas Station TV that displayed ads on 125 gas stations throughout the State

Engagement

- Social media including Facebook/Instagram, Twitter and YouTube reaching Vermonters who watched the video to completion
- over 675,000 times collectively on these platforms.
- Over 6,000 clicks through to the landing page
- Connected TV and streaming digital channels that produced over a million views of video content

It is evident that through the media placements, the new video was seen by a significant percentage of Vermonters over 18, reminding them to be on the lookout for motorcyclists when they are driving. Recent information from Vermont law enforcement is that there has been an increase in vehicle related fatalities in 2020, with 61 as of December 1st. Determining if data reveals a drop in motorcycle related crashes and fatalities would be the ultimate testament to the campaign's positive effect.



Campaign Dates: May 1 – September 30, 2020

Target Audience: Vermont Adults 18+

Media Channels:

Digital: Facebook, Twitter, YouTube, DynAdmic OTT/CTV, Xfinity Streaming TV

Broadcast: WCAX, WFFF, WPTZ, WVNY, Cable Vermont Zones Only

Out of Home: Gas Station TV

Added Value:

Broadcast/Cable: $8,525 or 1,003 additional spots = 22% more airtime
Out of Home - Gas Station TV: $6,868 or 202,108 impressions = 43% more exposure

Total Added Value: $15,393 or 20.4% added value

Project: Child Car Safety Summer 2020

Campaign Objective: The purpose of this campaign was to increase awareness among Vermonters of the dangers of leaving children in a hot vehicle. With creative detailing the incredibly short time it takes to reach life-threatening heat levels inside a vehicle, combined with relevant media placements, the campaign successfully delivered on the objective.

Campaign Highlights

- The video content proved to be very engaging, demonstrated by strong completion rates of nearly 50%, well above the 31% industry benchmark.
- While the campaign's main objective was to drive awareness and did not feature a specific call-to-action, we observed strong click-through rates above the industry benchmark further demonstrating content relevancy and importance.
- Media selections were an effective mix of digital placements helping deliver over 5 million impressions statewide.
- Media negotiations resulted in 29% increased exposure on TV, representing $9,300 in added value placements.

Campaign Effect

Strong campaign creative combined with strategic media placements helped to successfully reach our desired statewide audience and increased awareness about the dangers of leaving children in a hot car.

Campaign Dates: July 6 - September 20, 2020

Target Audience: Vermont Adults 18+ with Emphasis on Parents, Families, Caregivers

Media Channels:

Digital: Facebook, Google Display, YouTube, DynAdmic OTT/CTV, Xfinity Streaming TV

Broadcast: WCAX, WFFF, WPTZ, WVNY, Cable Vermont Zones Only

Out of Home: Gas Station TV

Added Value:

Digital – DynAdmic: $3,300 or 88,496 impressions = 17% more exposure
Broadcast/Cable: $9,044 or 380 additional spots = 29% more airtime
Out of Home - Gas Station TV: $1,257 or 52,488 impressions = 12% more exposure

Total Added Value: $13,601 or 20% added value

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.

Appendix I

Program Area	Project	Description	Current Funds Granted	Current Funds Expended
Program Administration	PA-2020-00-00-00			
	NH20402-000	GHSP Chief (Flynn)	$ 115,000.00	$ 18,183.98
	NH20402-000	Administrative SRV Manager (Record)	$ 90,000.00	$ 51,370.19
	NH20402-000	Deputy Chief (Laflamme)	$ 100,000.00	$ 59,230.57
	NH20402-000	Program Coordinator (Noyes)	$ 50,000.00	$ 37,654.68
	NH20402-000	Operating Expenses	$ 30,000.00	$ 1,016.70
	NH20402-001	Electronic Grant Management	$ 99,700.00	$ 49,585.01
	NH20402-000	GHSA Dues	$ 5,300.00	$ 2,260.50
Occupant Protection	OP-2020-00-00-00			
	NH20402-101	Barre City Police Dept.	$ 7,972.50	$ 5,781.95
	NH20402-102	Barre Town Police Dept.	$ 16,210.00	$ 3,697.77
	NH20402-103	Bennington CSD	$ 17,000.00	$ 9,156.98
	NH20402-104	Bennington Police Dept.	$ 27,000.00	$ 23,141.78
	NH20402-105	Berlin Police Dept.	$ 11,660.00	$ 7,623.59
	NH20402-106	Chittenden SHARP	$ 201,178.00	$ 191,129.50
	NH20402-107	Department of Motor Vehicles	$ 5,000.00	$ 4,942.63
	NH20402-108	Essex County Sheriff's Dept.	$ 5,000.00	$ 2,850.11
	NH20402-110	Grand Isle County Sheriff's Dept.	$ 20,000.00	$ 18,305.66
	NH20402-111	Morristown Police Dept.	$ 5,000.00	$ 4,864.98
	NH20402-112	Orange County Sheriff's Dept.	$ 21,260.00	$ 17,025.31
	NH20402-113	Rutland County SHARP	$ 117,700.00	$ 78,202.70
	NH20402-114	St. Johnsbury Police Dept.	$ 8,000.00	$ 6,322.42
	NH20402-115	Vergennes Police Dept.	$ 45,281.00	$ 7,995.23
	NH20402-116	Vergennes SHARP Coordinator	$ 50,181.00	$ 50,690.67
	NH20402-117	Vermont State Police, Traffic Safety	$ 167,325.00	$ 204,747.79
	NH20402-118	Washington County Sheriff's Dept.	$ 29,764.00	$ 12,106.49
	NH20402-119	Weathersfield Police Dept.	$ 7,000.00	$ 6,088.24
	NH20402-120	Wilmington Police Dept.	$ 5,000.00	$ 3,784.33
	NH20402-121	Windham County Sheriff's Dept.	$ 57,822.00	$ 56,095.36
	NH20402-122	Windham Coordinator	$ 9,392.00	$ 4,843.61
	NH20402-123	Windsor County Sheriff's Dept.	$ 26,629.00	$ 28,610.73
	NH20402-124	Winhall Police & Rescue	$ 5,000.00	$ 5,000.00
	NH20402-125	Woodstock Police Dept.	$ 6,684.00	$ 4,911.16
	NH20402-126	Chittenden SHARP Coordinator	$ 52,944.00	$ 64,849.80
	NH20402-127	Rutland SHARP Coordinator	$ 41,136.00	$ 41,136.50
Police Traffic Services	PT-2020-00-00-00			
	NH20402-210-219	Moblization Equipment Various LE Projects	$ 275,002.00	$ 201,178.40
	NH20402-201	Crash Reconstruction Support	$ 75,555.00	$ 63,320.19
	NH20402-202	LEL 1 (Jenkins)	$ 45,000.00	$ 45,000.00
	NH20402-203	LEL 2 (White)	$ 45,000.00	$ 45,000.00
	NH20402-600-602	WZ Speed Enforcement	$ 25,000.00	$ 7,500.63
	NH20402-290	HS Program Coordinator (Baraw)	$ 45,000.00	$ 38,769.03
Traffic Records	TR-2020-00-00-00			
	NH20402-300	TRCC Program Coordinator (Baraw)	$ 39,387.00	$ 26,845.65

Safe Communities	SA-2020-00-00-00			
	NH20402-400	Safe Communities Program Coordinators	$ 95,000.00	$ 83,825.06
	NH20402-401	Chittenden CSD Education	$ 37,663.00	$ 6,066.14
	NH20402-402	Orange County Sheriff's Dept.	$ 10,000.00	$ 4,194.79
	NH20402-403	Milton Police Department	$ 8,286.00	$ 647.20
	NH20402-404	Rutland County Sheriff's Dept.	$ 13,363.00	$ 625.95
	NH20402-405	Teen Driver Educator Education Summit	$ 4,342.00	$ -
	NH20402-406	VSP Educational Program	$ 10,000.00	$ 1,205.02
	NH20402-407	Associated General Contractors of VT	$ 94,639.00	$ 43,108.31
	NH20402-409	Vermont Highway Safety Alliance	$ 60,000.00	$ 30,438.89
	NH20402-411	Local Motion	$ 85,000.00	$ 84,809.14
	NH20402-410	Windham County Sheriff's Dept.	$ 17,193.00	$ 14,931.92
	NH20402-408	South Burlington Community Justice Network	$ 36,741.00	$ 18,465.27
Paid Media	PM-2020-00-00-00			
	NH20402-700	HMC Advertising	$ 23,533.25	$ 111,112.01
164 Transfer Funds	164AL-2020-00-00-00			
	NH20164-101	Barre City Police Dept	$ 6,290.00	$ 2,210.94
	NH20164-102	Barre Town Police Dept.	$ 12,096.00	$ 2,764.08
	NH20164-103	Bennington CSD	$ 20,000.00	$ 9,331.91
	NH20164-104	Bennington Police Dept.	$ 10,000.00	$ 6,676.61
	NH20164-105	Berlin Police Dept.	$ 13,160.00	$ 4,108.43
	NH20164-106	Essex County Sheriff's Dept.	$ 5,000.00	$ 2,099.65
	NH20164-108	Grand Isle County Sheriff's Dept.	$ 15,000.00	$ 10,532.63
	NH20164-109	Lamoille County Sheriff's Dept.	$ 7,000.00	$ 4,267.34
	NH20164-110	Morristown Police Dept.	$ 5,000.00	$ 3,883.20
	NH20164-111	Orange County Sheriff's Dept.	$ 22,666.00	$ 20,951.89
	NH20164-112	Rutland County SHARP Team	$ 180,000.00	$ 87,662.04
	NH20164-113	Rutland County SHARP Coordinator	$ 41,136.00	$ 30,477.35
	NH20164-114	St. Johnsbury Police Dept.	$ 5,000.00	$ 3,499.63
	NH20164-115	Vergennes Police Dept.	$ 43,781.00	$ 8,923.17
	NH20164-116	Vergennes Cordinator	$ 50,181.00	$ 43,606.79
	NH20164-117	Washington County Sheriff's Dept.	$ 35,000.00	$ 23,192.79
	NH20164-118	Weathersfield Police Dept.	$ 7,000.00	$ 3,240.08
	NH20164-119	Wilmington Police Dept.	$ 5,000.00	$ 3,001.10
	NH20164-120	Windham County Sheriff's Dept.	$ 58,906.00	$ 41,515.25
	NH20164-121	Windham Coordinator	$ 9,392.00	$ 9,391.50
	NH20164-122	Windsor County Sheriff's Dept.	$ 26,629.00	$ 19,413.22
	NH20164-124	Woodstock Police Dept	$ 6,500.00	$ 3,981.68
	NH20164-125	Chittenden SHARP	$ 197,340.00	$ 58,822.43
	NH20164-126	Chittenden SHARP Cordinator	$ 52,944.00	$ 61,257.56
	NH20164-127	Traffic Safety Resource Prosecutor(North and South)	$ 197,340.00	$ 101,319.00
	NH20164-128	Winhall Police & Rescue	$ 5,000.00	$ 1,114.20
405b Low HVE	M2HVE-2020-00-00-00			
	NH20405B-000	CPS Statewide Program & PRAMS VDH	$ 185,000.00	$ 147,507.53
	NH20405B-014	Belt Survey - Contract PRG	$ 77,421.00	$ 78,900.00
405c Data Program	M3DA-2020-00-00-00			
	NH20405C-700	AOT Crash Data Reporting System	$ 200,131.00	$ 25,000.00
	NH20405C-701	SIREN	$ 27,428.00	$ -
	NH20405C-702	DPS E-Citation Implementation	$ 373,582.00	$ 230,247.73

405d Impaired Driving Low	M6OT-2020-00-00-00			
	NH20405D-010	LEL #1 (Jenkins) Contract	$ 45,000.00	$ 45,000.00
	NH20405D-011	LEL #2 (White) Contract	$ 45,000.00	$ 45,000.00
	NH20405D-012	DRE Grants to Agencies	$ 150,000.00	$ 45,379.61
	NH20405D-013	VPA Impaired Driving Coord and Grants	$ 278,698.00	$ 242,801.68
	NH20405D-014	Traffic Safety Resource Prosecutor(North and South)	$ 179,187.00	$ 92,704.13
	NH20405D-015	Forensic Laboratory Support Program	$ 357,346.00	$ 244,849.04
	NH20405D-016	VSP Educational Program	$ 10,000.00	$ 5,447.48
	NH20405D-017	Vermont State Police (Enforcement)	$ 142,922.00	$ 76,089.34
	NH20405D-018	Vermont Highway Safety Alliance	$ 62,369.00	$ 34,114.96
	NH20405D-019	Impaired Driving Summit	$ 25,000.00	$ -
	NH20405D-400	Preliminary Breath Tests (PBTs)	$ 150,000.00	$ 109,226.25
405f Motorcycle Programs	M9MT-2020-00-00-00			
	NH20405F-000	DMV Motorcycle Program	$ 11,400.00	$ 5,104.12
	NH20405F-200	HMC Advertising	$ 48,046.00	$ 26,746.00
405h Nonmotorized Safety	FHX-2020-00-00-00			
	NH20405H-000	VDH Road User's Group	$ 10,000.00	$ -
	NH20405H-001	Local Motion	$ 9,663.00	$ 9,663.00
405e Special Distracted Driving	FESX-2020-00-00-00			
	NH20405E-000	Program Coordinator (Noyes)	$ 4,480.14	$ 4,480.14
405e Comprehensive Distracted	M8DDLE-2020-00-00-00			
	NH20405E-101	Vergennes Police Dept.	$ 13,666.00	$ 722.04
	NH20405E-102	Essex County Sheriff's Dept.	$ 18,214.85	$ 2,339.08
	NH20405E-104	Lamoille County Sheriff's Dept.	$ 15,213.00	$ 1,654.75
	NH20405E-105	Orange County Sheriff's Dept.	$ 8,000.00	$ 871.22
	NH20405E-106	Orleans County Sheriff's Dept.	$ 19,225.50	$ 11,902.95
	NH20405E-107	Rutland County Sheriff's Dept.	$ 18,000.00	$ 8,836.17
	NH20405E-108	Bennington Police Dept.	$ 98,750.00	$ 552.33
	NH20405E-109	Berlin Police Dept.	$ 21,180.00	$ -
	NH20405E-110	Hardwick Police Dept.	$ 5,000.00	$ 410.30
	NH20405E-111	Manchester Police Dept.	$ 9,575.00	$ -
	NH20405E-112	Morristown Police Dept.	$ 6,000.00	$ -
	NH20405E-113	St. Johnsbury Police Dept.	$ 8,200.00	$ -
	NH20405E-114	Northfield Police Dept.	$ 10,200.00	$ 2,053.56
	NH20405E-115	Wilmington Police Dept.	$ 5,000.00	$ -
	NH20405E-116	Winhall Police & Rescue	$ 5,000.00	$ 3,582.70
	NH20405E-117	Washington County Sheriff's Dept.	$ 5,500.00	$ -
	NH20405E-118	Windham County Sheriff's Dept.	$ 7,600.00	$ -
	NH20405E-119	Windsor County Sheriff's Dept.	$ 13,500.00	$ 7,640.26
	NH20405E-120	Chittenden County Sheirff Dept.	$ 100,000.00	$ 18,925.08
	NH20405E-121	Bennington County Sheriff Dept.	$ 13,250.00	$ 4,629.39
	NH20405E-122	Vermont State Police	$ 44,700.00	$ 8,381.08
405e Comprehensive Distracted	M8*SA-2020-00-00-00			
	NH20405E-500	Road Users Group	$ 120,000.00	$ 41,151.11
	NH20405E-001	Youth Safety	$ 60,000.00	$ 38,033.52
	NH20405E-200	Program Coordinator (Noyes)		$ 8,514.62
	NH20405E-600	Motorcycle Media	$ 63,803.00	$ 52,440.47
1906 Prohibit Racial Profiling	F1906ER-2020-00-00-00			
	NH201906-000	Crime Research Group	$ 182,927.00	$ 43,755.00