



# VERMONT

## 2023 Highway Safety Plan

JULY 2022



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# Highway Safety Planning Process

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

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

VTrans acknowledges that accurate and timely traffic and crash data is key to problem identification. Vermont’s SHSO planning process includes analysis of statewide data, setting realistic and achievable goals, implementation of data-driven countermeasures, use of relevant evaluation metrics, and use of projected outcomes. Connecting and integrating each of these steps is an essential part of Vermont’s pragmatic process for developing a successful statewide plan that reduces crashes, injuries, and fatalities on Vermont roadways.

## Process Participants

|                                      |   |
|--------------------------------------|---|
| 3M                                   | Local Motion  |
| AAA of Northern New England          | National Highway Traffic Safety Administration          |
| AARP Driver Safety                   | Operation Lifesaver                                     |
| Addison County SHARP                 | Vermont Driver and Traffic Safety Education Association |
| AT&T                                 | Ride Safe Vermont Motorcycle Training                   |
| Be Seat Smart Program                | Rutland County SHARP Program                            |
| Chittenden County SHARP              | University of Vermont Transportation Research Center    |
| Community Justice Network of Vermont |   |
| Federal Highway Administration       |   |

|   |   |
|---|---|
| Vermont Department of Health                  | State of Vermont Criminal Justice Center                        |
| Vermont Department of Liquor Control          | Education and Safety Unit at the Department of Motor Vehicles   |
| Vermont Driver and Traffic Safety Association | Work Safe TCI   |
| Vermont Forensic Laboratory                   | Federal Motor Carrier Safety Administration                     |
| Vermont Highway Safety Alliance               | Vermont Criminal Justice Council                                |
| Vermont Judicial System                       | Vermont Safe Routes to School Resource Center                   |
| Vermont Sheriffs Association                  | University of Vermont Medical Center                            |
| Vermont State Police                          | Vermont State Nurses' Association, Inc.                         |
| Vermont State Police Traffic Safety Program   | Associated General Contractors of Vermont and Project Road Safe |
| Youth Safety Council of Vermont               | Vermont Association of Chiefs of Police                         |
| Impaired Driving Rehabilitation Program       |   |

## Description of Highway Safety Problems

VTrans began planning the FY 2023 HSP by aligning its goals and strategies with Vermont's current SHSP. Vermont Agency of Transportation (VTrans) in collaboration with The Vermont Highway Safety Alliance (VHSA) had identified and prioritized the Critical, Significant, and Special Emphasis Areas and outlined strategies to further the future trend of reducing fatal, major, and other crashes statewide for these five years (2017-2021). The SHSO has also been involved with the SHSP Coordinator in producing the 2022-2026 SHSP, which will be complete by June 2022.

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

The Data Team, one of the working focus groups for the SHSP update, led the initiative for data evaluation, and all focus groups reviewed the existing data trends and prioritized the areas of greatest concern.

A comprehensive description of the selected CEAs and identified strategies are included in this document.

For the update of the SHSP VTrans reviewed five years of state crash data (2016 through 2020) and assessed and evaluated trend lines and indicators. The data team analyzed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes (defined by VTrans as fatal or serious injury crashes), the analytic team was better able to identify areas and locations as statistically relevant areas for programmatic focus. A description of the core data performance measures begins later in this document and includes analysis of trends in each area.

In addition to the strategies listed in the "Critical Emphasis Areas (CEAs) and Strategy Matrix," several other supporting strategies are incorporated into specific programmatic sections of this HSP. A number of these strategies have been selected from the NHTSA publication, Countermeasures That Work (Tenth Edition, 2020). Using these proven strategies for High Visibility Enforcement (HVE) at data-driven locations and times helps maximize program effectiveness. These countermeasures may be adjusted, amended, or otherwise modified to address the demographics of our rural state. HVE deployments utilizing integrated enforcement methodologies such as impaired driving and occupant protection checkpoints, spotter, and saturation patrols are recommended in Countermeasures That Work. Vermont has successfully employed these countermeasures and will continue to utilize methods and techniques to improve effectiveness.

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

Traffic safety partners use two sources for crash data: NHTSA's Fatality Analysis Reporting System (FARS) and Vermont's Uniform Crash Reporting System. The most current FARS data is for calendar year 2020 and is available on the FARS website. The Uniform Crash Reporting System is comprised of data which is submitted through the web crash reporting system. The latter is updated in real-time as crashes are reported, enabling VTrans to be responsive to immediate needs. FARS is used for historical trend analysis, with both playing a role in deployment of resources.

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

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

In addition, VTrans solicits and receives applicable data from other traffic safety groups such as: the Vermont Departments of Motor Vehicles, Public Safety, Liquor Control, Corrections, Health, and Education; the Vermont Judiciary; ; VT Association of Chiefs of Police; VT Sheriffs' Association;; AAA of Northern New England; Regional Planning Commissions; Vermont Bicycle and Pedestrian Coalition; Youth Safety Council of Vermont; Vermont Local Roads Program ; AARP Moreover, Vermont incorporates data from federal partners: NHTSA; Federal Highway Administration (FHWA); and Federal Motor Carrier Safety Administration (FMCSA). Analysis of this data provides a basis for the development of problem identification and the selection of achievable goals and outcomes.

VTrans also contracts with the Preusser Research Group, Inc. (PRG) to conduct the annual seat belt use survey and distracted driving survey. In FFY 2023, VTrans has contracted for an annual driver attitude survey covering questions on driving habits, safety concerns, and other traffic safety related

issues. Questions were modified to implement recommendations in the FFY 2021 Occupant Protection Assessment.

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

Countermeasures are selected by researching the most effective options for the problems in each CEA. Vermont's countermeasures are listed and described in the applicable sections of this document relating to the specified priorities.

Applications for subgrants are oriented around the applicant's measurable outputs, outcomes, and projected goals. Goals are set and metrics established at the state level and subgrant level. Examples include the reduction of impaired driving crashes, increasing DUI detection, and reducing highway fatalities.

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

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

## **Critical Emphasis Areas (2017-2021)**

### **Infrastructure**

- Minimize Lane Departure
- Improve the Design and Operation of Highway Intersection
- Reduce Speeding and Aggressive Driving
- Increase Use of Occupant Protection
- Reduce Impaired Driving
- Curb Distracted and Inattentive Driving

### **Vulnerable Users**

- Increase Pedestrian Safety
- Increase Bicyclist Safety
- Increase Motorcyclist Safety

### **Age-Appropriate Solutions**

- Improve Younger Driver Safety (Under 25)
- Improve Older Driver Safety (65 and Over)

## Methods for Project Selection

VTrans posts a Notice of Funding Opportunity (NOFO) each spring and receives project proposals through GEARS, an online application portal. GEARS provides a uniform information portal and platform that facilitates the submission and review of grant applications. Through GEARS, VTrans receives pertinent data and modeling that aids in program and project selection. The selection process weighs factors including, but not limited to, underlying crash and citation data, past performance on grant funded activities, and demonstrated perceived public need. Weight is also assigned to these areas: availability of resources necessary to achieve desired outcomes, cost effectiveness, grant spending performance, and data activity reports for each program. Lastly, an analysis is made of the proposed strategies to address the identified issue. The Grant Review Committee consists of VTrans State Highway Safety Office (SHSO) staff.

Throughout the year, VTrans periodically meets with its partners about ongoing highway safety issues within their identified jurisdictions. These meetings include, but are not limited to, statewide conferences, site visits by the program coordinators, and coordinator contacts by the Manager and Administrator. Additionally, the Law Enforcement Liaisons (LELs) continuously monitor data and data trends and reach out to identify problem areas to encourage program participation.

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

## List of Information and Data Sources

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



## Description of Outcomes

VTrans has identified strategies to address the prioritized critical, emphasis areas to further the future trend of reducing fatalities and serious injuries as a result of, major and other crashes statewide for the next five years.

To accurately evaluate the state's Critical Emphasis Areas (CEAs), VTrans has contracted with the firm Vanasse Hangen Brustlin, Inc. (VHB), a company with more than 25 years of transportation, engineering, and operation experience. VHB developed data, working in conjunction with the state's Fatality Analysis Reporting System (FARS) analyst, VTrans data analysts and members of its staff. In addition, VHB collated data provided by many federal, state, and local partners (please see above partner list). The available data was assessed to determine effective and efficient programmatic priorities. The intent of the consolidated plan is to merge the work efforts of individual organizations under one umbrella to best utilize and share resources. This process advances the uniformity of highway safety strategies within Vermont. It is the intent of this project to integrate all of the state's annual traffic safety plans.

SHSO HSP

Highway Safety Improvement Program (HSIP)

Vermont State Police Strategic Plan

Motor Carrier Safety Assistance Program Commercial Vehicle Safety Plan

AOT Strategic Plan

Traffic Records Strategic Plan



# Performance Report

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

## Performance Targets Progress

| Sort Order | Performance Measure Name  | Progress    |
|------------|---|-------------|
| 1          | C-1) Number of traffic fatalities (FARS)  | In Progress |
| 2          | C-2) Number of serious injuries in traffic crashes (State crash data files)                                       | In Progress |
| 3          | C-3) Fatalities/VMT (FARS, FHWA)  | In Progress |
| 4          | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)                      | In Progress |
| 5          | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | In Progress |
| 6          | C-6) Number of speeding-related fatalities (FARS)   | In Progress |
| 7          | C-7) Number of motorcyclist fatalities (FARS)   | In Progress |
| 8          | C-8) Number of un-helmeted motorcyclist fatalities (FARS)   | In Progress |
| 9          | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)   | In Progress |
| 10         | C-10) Number of pedestrian fatalities (FARS)  | In Progress |
| 11         | C-11) Number of bicyclist’s fatalities (FARS)   | In Progress |
| 12         | C-12) Number of distracted driving serious bodily injury crashes  | In Progress |
| 13         | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)                        | In Progress |
| 14         | Target for Citation Uniformity - (renamed “Percentage of highway safety E-Tickets issued”)                        | In Progress |
| 15         | Citation Completeness - (renamed “Percentage of agencies using E-Ticket”)   | In Progress |
| 16         | Evidence Based Race Data Enforcement Reporting  | In Progress |

## Performance Measures

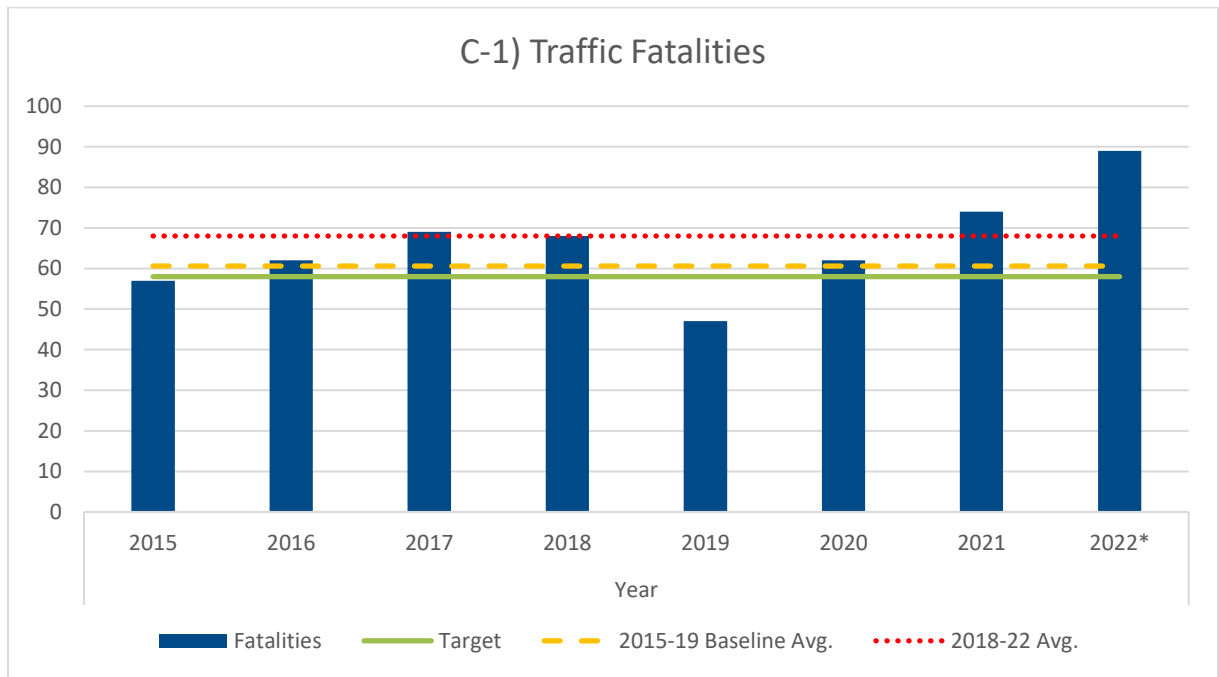
### C-1) Number of traffic fatalities(FARS)

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To reduce traffic fatalities 4.29% from the five-year average of 60.6 in 2015-2019 to the five-year average of 58 by December 31, 2022.

**Progress:** The State of Vermont (SOV) projects that there will be 89 deaths in calendar year 2022 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont’s projected five-year average (2018-2022) is 68 fatalities. If the number of fatalities in 2022 is below 40, then we reach our five-year (2018-2022) target. As of July 25, 2022, we have had 44 fatalities and we will not meet this target.



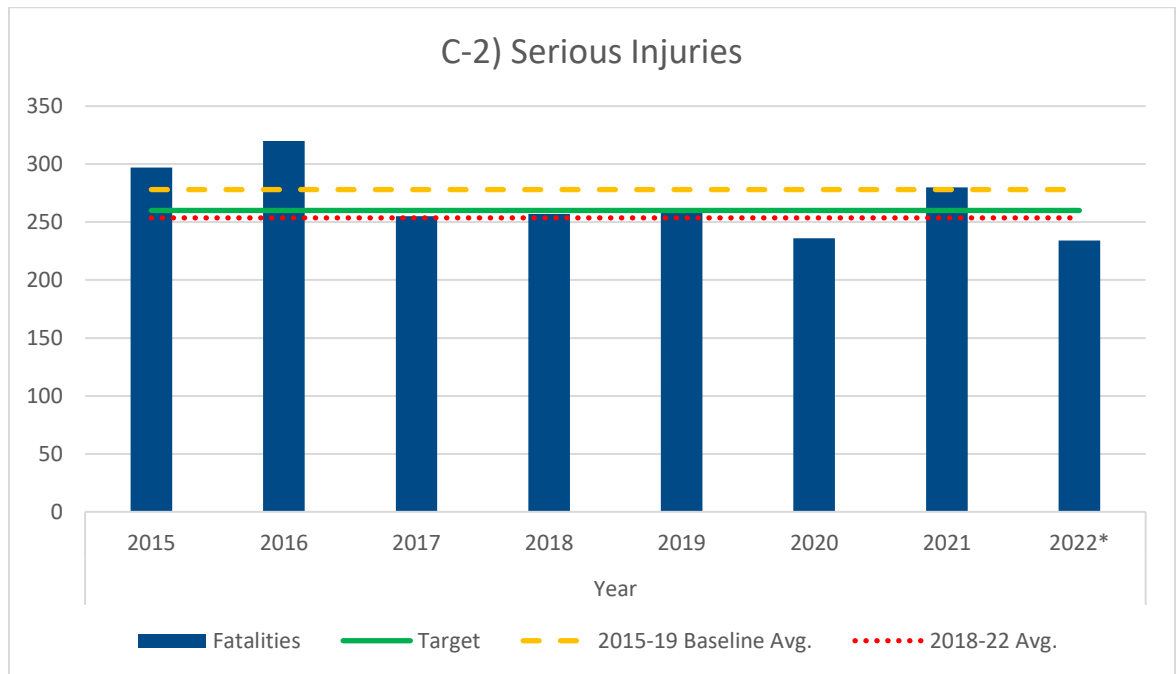
## C-2) Number of serious injuries in traffic crashes (State crash data files)

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To reduce the Serious Injury Crashes five-year average of 277.8 in 2015-2019 by 6.84% to a five-year average of 260 by December 31, 2022.

**Progress:** The State of Vermont has witnessed a gradual, but consistent reduction of Serious Bodily Injury (SBI) crashes over the last 10 years. The SOV projects that there will be 279 SBI crashes resulting from motor vehicle crashes in calendar year 2022. Our goal is to always work toward Zero Serious Injuries crashes as our target. Vermont’s projected five-year average from 2018-2022 is 262.6 SBI crashes. If the number of SBI crashes in 2022 is below 266, then we reach our five-year (2018-2022) target of 260.



### C-3) Fatalities/VMT (FARS, FHWA)

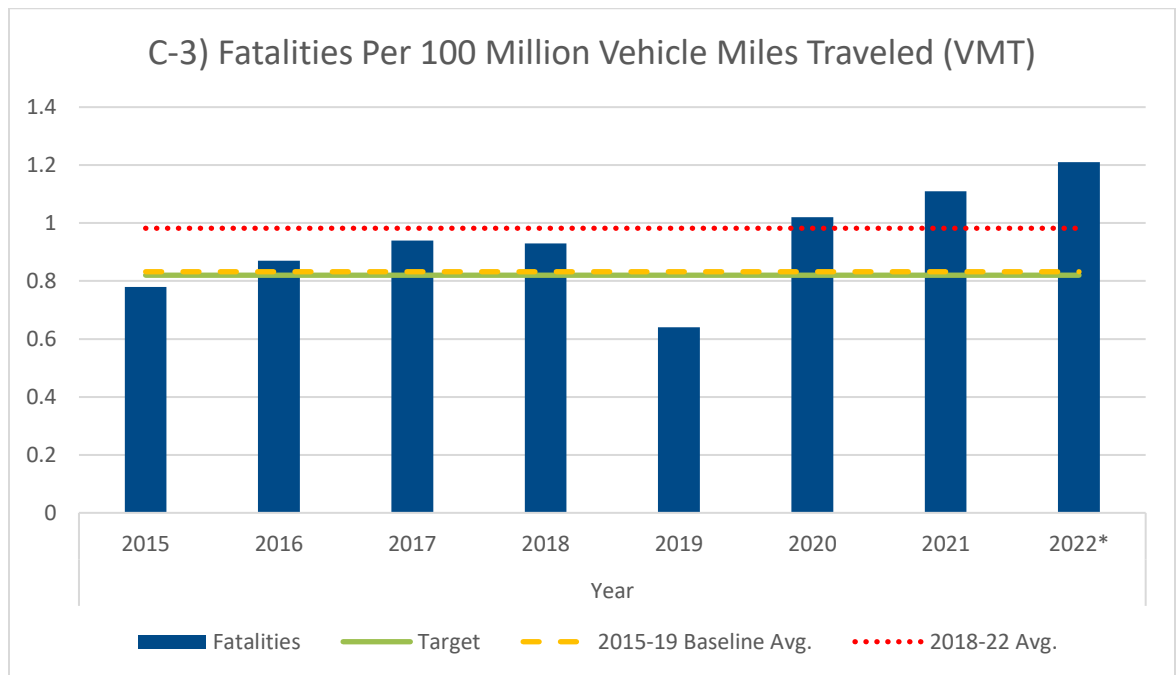
**Progress Status:** In Progress

**Program-Area-Level Report**

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

**Progress:** The SOV 2020 data revealed that we had a rate of 1.04 fatalities for every 100 million VMT on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont’s five-year average rate (2018-2022) is .99 fatalities per 100 million VMT. As of July 25, 2022, we have had 44 fatalities and we do not have the VMT data for 2021 at the time of this writing. The state may meet this target.

Vermont data for this section was provided by the VTrans Data Division and rates may differ slightly from the rates recorded in the FARS due to enhanced methodology changes. The VMT data is not currently available for 2021. This publication will be updated once that information is provided to the State.



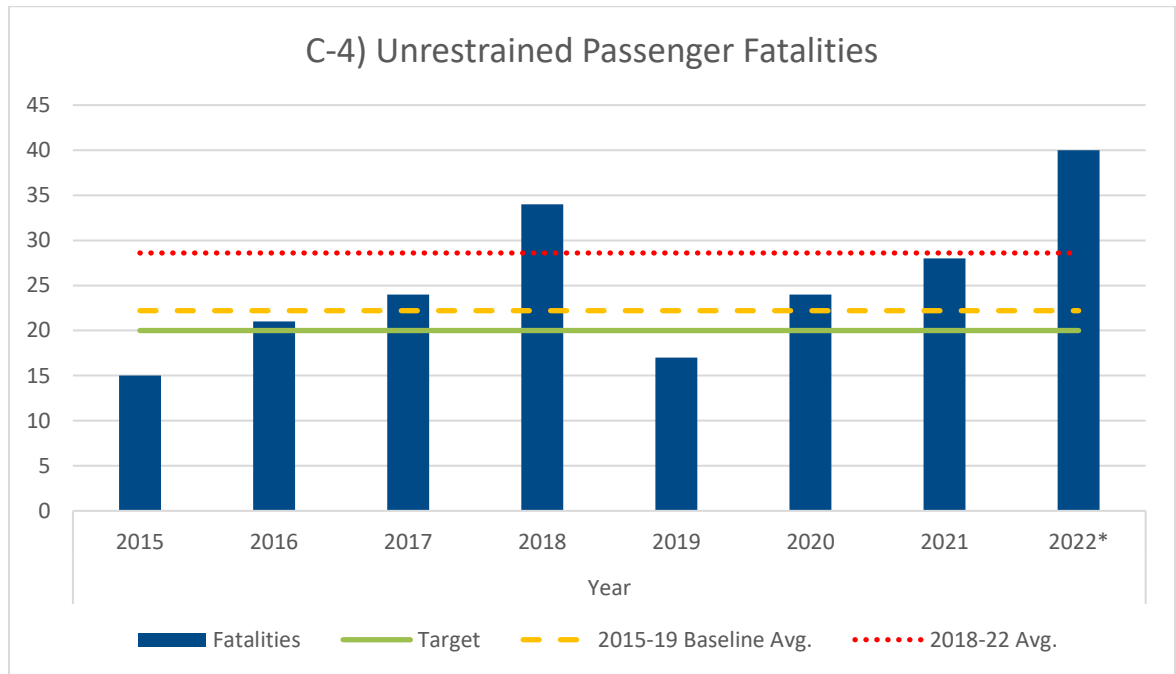
## C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To reduce the unrestrained passenger vehicle occupant fatalities by 9.9% from the five-year average of 22.2 in 2015-2019 to 20 through December 31, 2022.

**Progress:** The SOV projected that there will be 40 unrestrained passenger vehicle occupant fatalities in calendar year 2022 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont’s five-year average (2018-2022) is 28.6 unrestrained fatalities. If the number of unrestrained fatalities in 2022 is below 26 then we reach our target. As of July 25, 2022, we have had 19 unrestrained fatalities and given recent trends we will not meet this target.



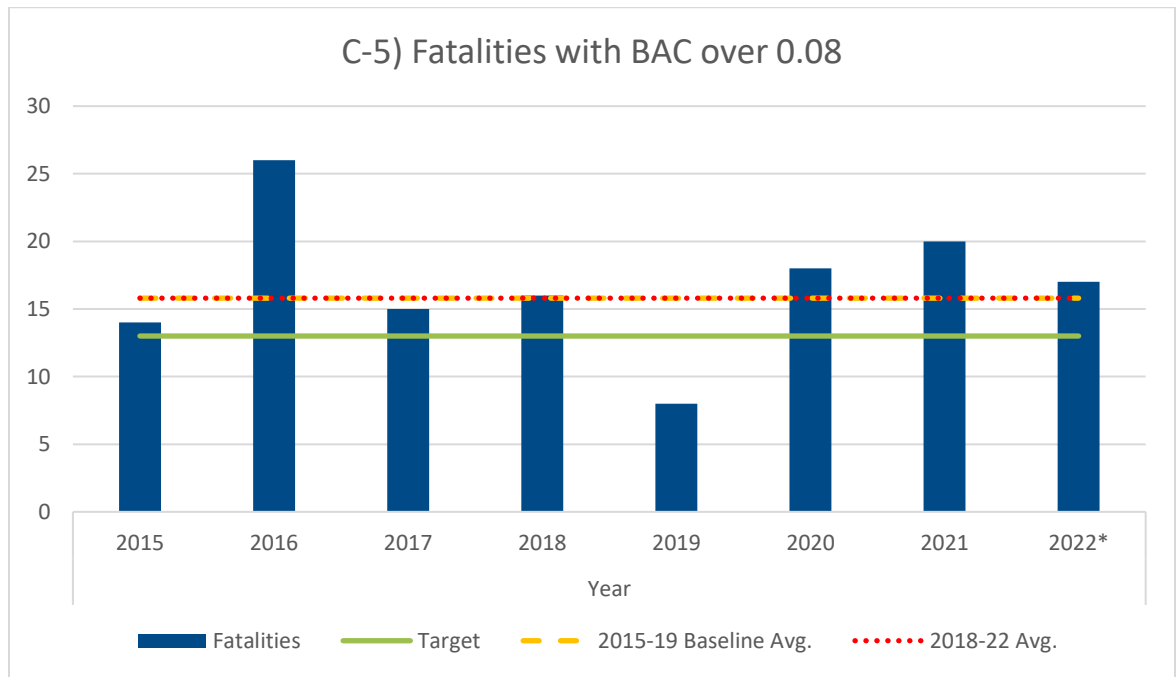
## C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To decrease alcohol impaired driving fatalities 17.72 percent from the 2015-2019 five-year average of 15.8 people to 13 people through December 31, 2022.

**Progress:** The SOV projected that there will be 17 alcohol impaired deaths in calendar year 2022 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's average from 2018-2022 is 15.8 alcohol impaired fatalities. If the number of alcohol impaired fatalities in 2022 is below 3, then we reach our five-year (2018-2022) target. As of July 25, 2022, we have had 9 alcohol impaired fatalities and given recent trends we will not meet this target. Given that toxicology results take time, this number for 2022 may be understated.



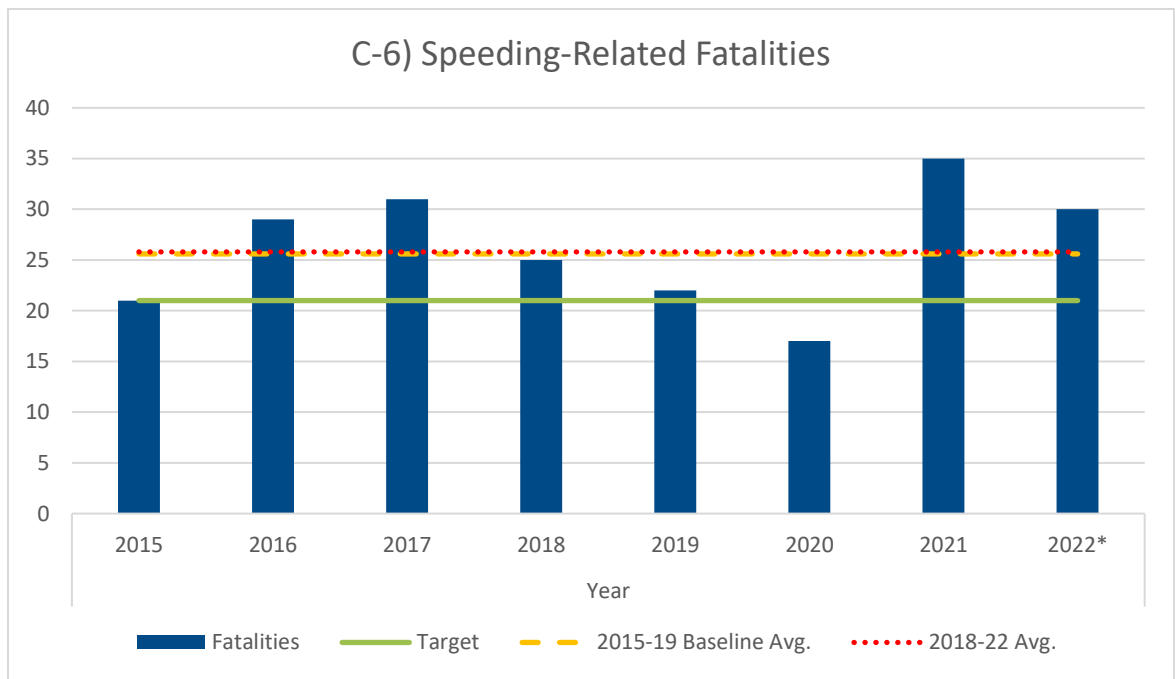
## C-6) Number of speeding-related fatalities (FARS)

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To reduce speed related fatalities from the five-year average of 26.8 from 2015-2019 to 21 through December 31, 2022.

**Progress:** The SOV projected that there will be 30 speed related deaths in calendar year 2022 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont’s average for 2018-2022 is 25.8 speed related fatalities. If the number of speed fatalities in 2022 is equal to or less than 7, then we reach our five-year (2018-2022) target. As of July 25, 2022, we have had 4 speed related fatalities and given recent trends we likely won’t meet this target.





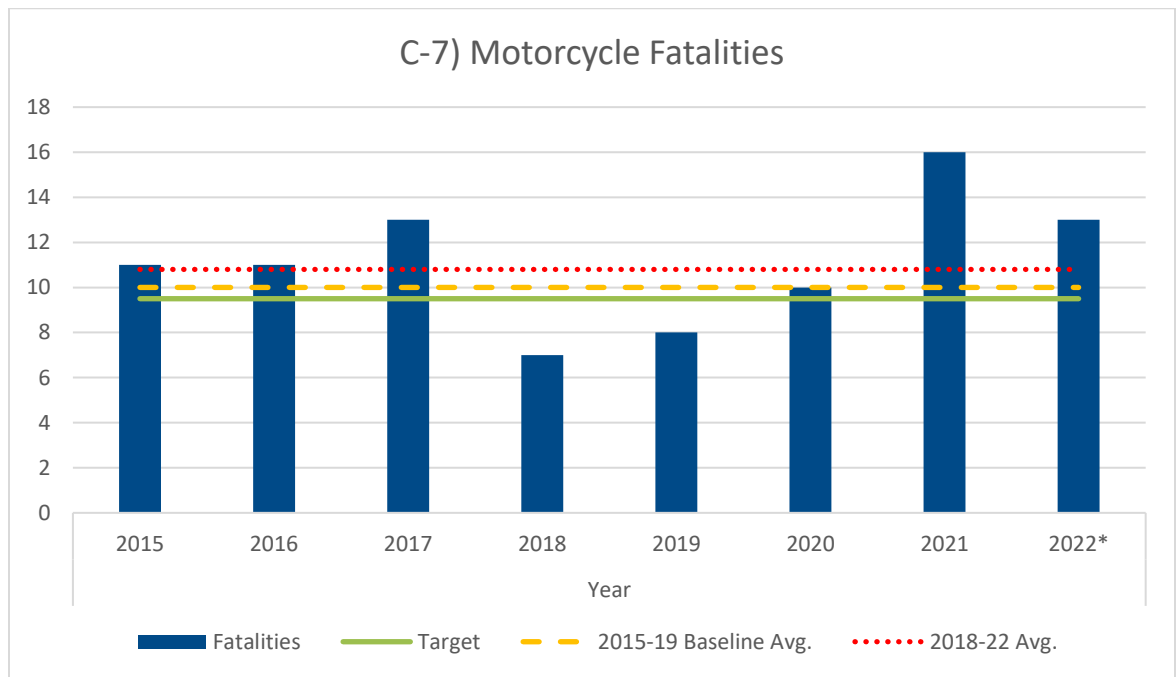
## C-7) Number of motorcyclist fatalities (FARS)

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To reduce motorcycle fatalities from the five-year average of 10 people from 2015-2019 to 9.5 through December 31, 2022.

**Progress:** The SOV projected that there will be 15 motorcycle deaths in calendar year 2022 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont’s average for 2018-2022 is 10.8 motorcycle fatalities. If the number of motorcycle fatalities in 2022 is below 7, then we reach our five-year (2018-2022) target. As of July 25, 2022, we have had 7 motorcycle fatalities and we will not meet this target.



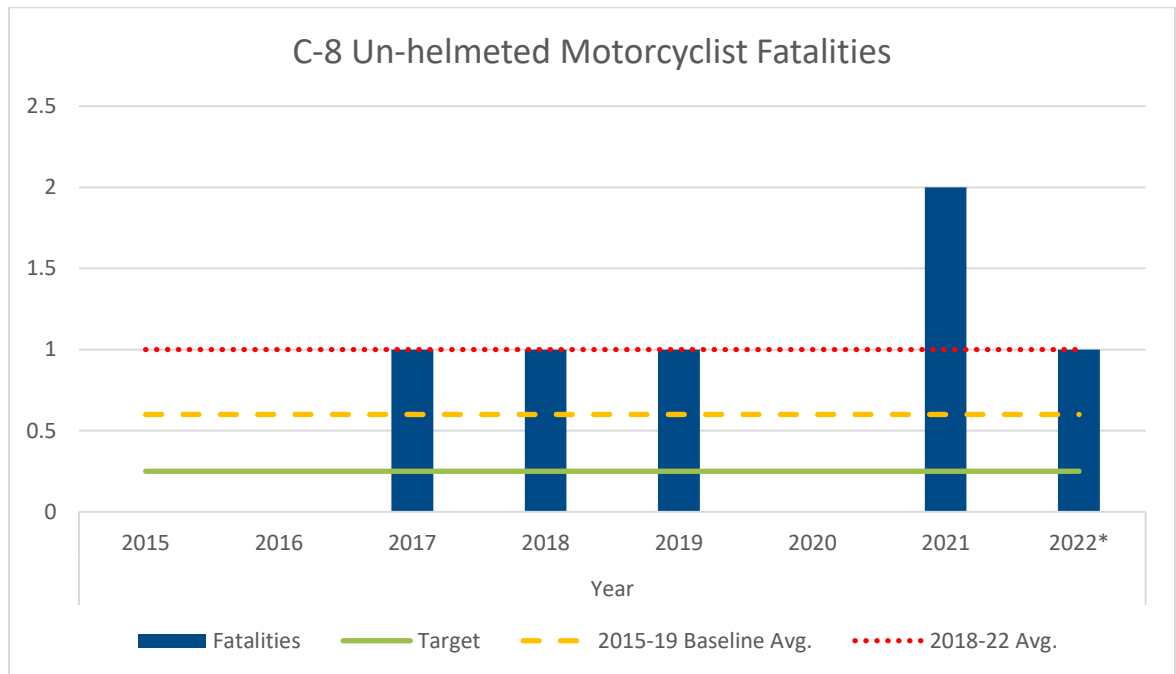
## C-8) Number of un-helmeted motorcyclist fatalities (FARS)

**Progress Status:** In Progress

### Program-Area-Level Report

**Target:** To reduce the number of un-helmeted motorcyclist fatalities 58.3% from the five-year average of 0.6 in 2015-2019 to 0.25 through December 31, 2022.

**Progress:** The SOV projected that there will be 1 un-helmeted motorcycle death in calendar year 2022 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont's average for 2018-2022 is 1 un-helmeted motorcyclist fatality. If the number of un-helmeted motorcyclist fatalities in 2022 is 0, we won't reach our 2018-2022 target, but we will decrease our five-year moving average. As of July 25, 2022, we have had 0 un-helmeted motorcyclist fatalities.



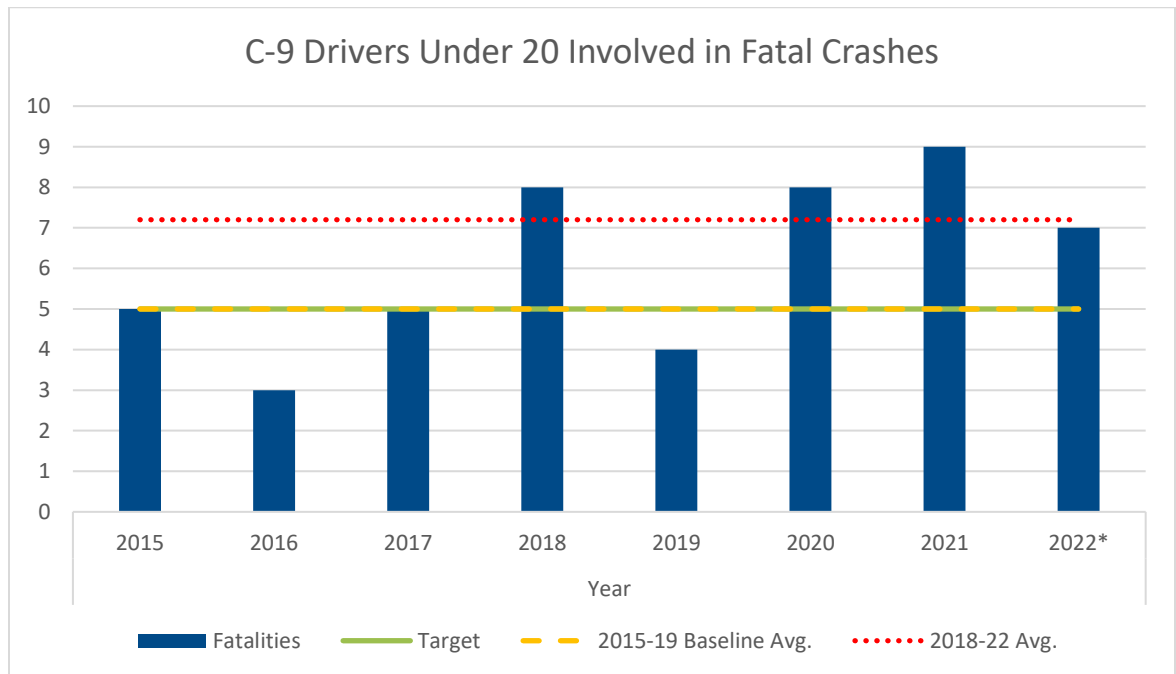
## C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To maintain drivers age 20 or younger involved in fatal crashes at the five-year average of 5.0 in 2015-2019 through December 31, 2022.

**Progress:** The SOV projected that there will be 7 drivers age 20 or younger involved in fatal crashes in calendar year 2022 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont’s four-year average (2018-2022) is 7.2 drivers age 20 or younger involved in fatal crashes. Even if the number of drivers age 20 or younger involved in fatal crashes in 2022 were 0, we won’t meet our target. As of July 31, 2022, we have had 3 drivers age 20 or younger involved in fatal crashes, therefore we won’t meet this target.



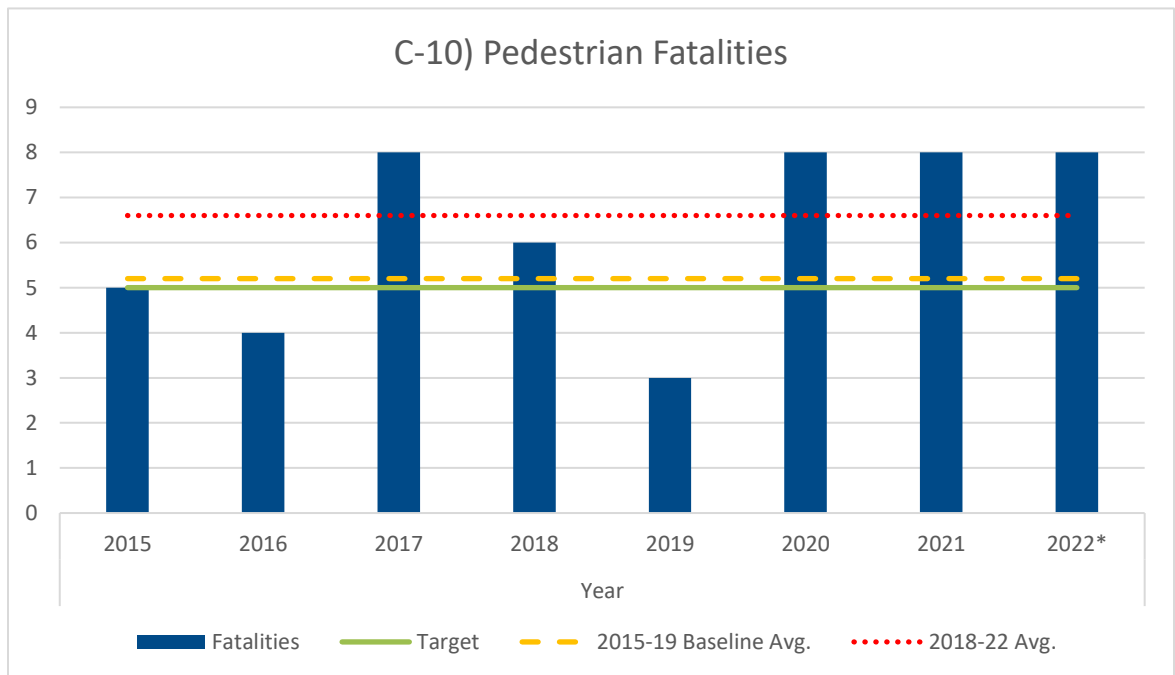
## C-10) Number of pedestrian fatalities (FARS)

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To reduce the number of pedestrian fatalities by 3.80% from the five-year average of 5.2 in 2015-2019 to 5 through December 31, 2022.

**Progress:** The SOV projected that there will be 8 pedestrian fatalities in calendar year 2022 on Vermont roadways. Our goal is to always work toward Zero Deaths as our target. Vermont’s four-year average (2018-2022) is 6.6 pedestrian fatalities. Even if the number of pedestrian fatalities in 2022 were 0, we won’t meet our target. As of July 25, 2022, we have had 3 pedestrian fatalities and if the state of Vermont has another pedestrian death, we will not meet this target.



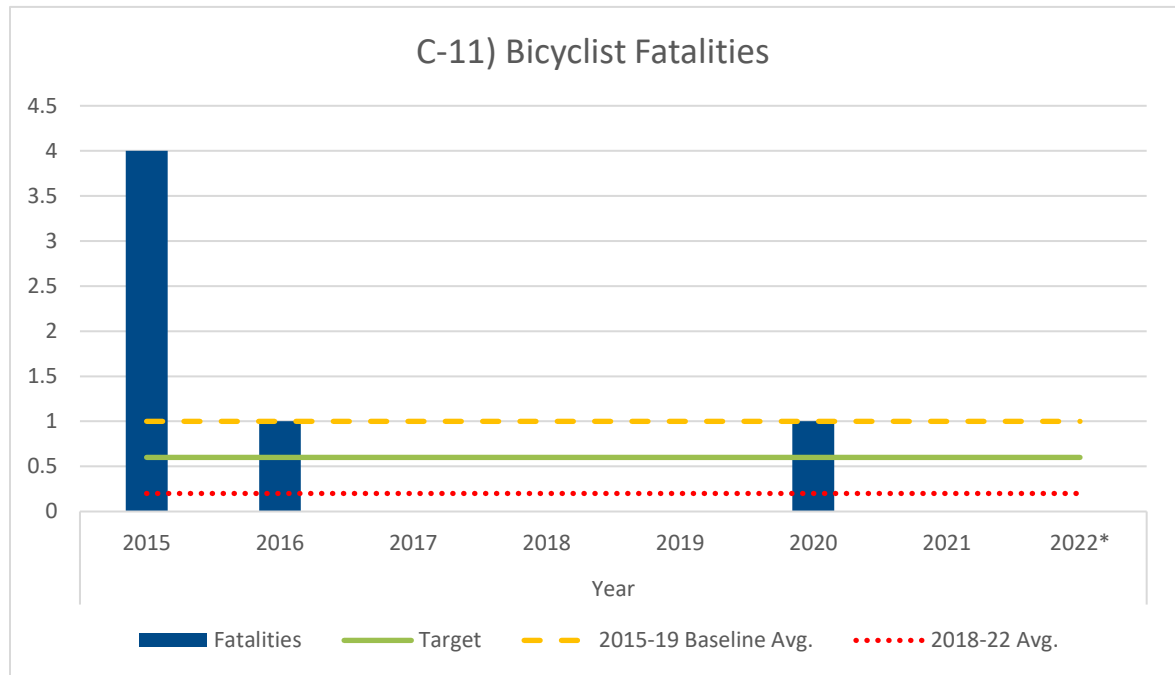
## C-11) Number of bicyclist’s fatalities (FARS)

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To reduce the number of bicycle fatalities 40% from the five-year average of 1 in 2015-2019 to 0.60 through December 31, 2022.

**Progress:** The SOV projected that there will be 0 bicyclist(s) deaths in calendar year 2022 on Vermont roadways. Our annual goal is to always work toward Zero Deaths. Vermont’s five-year average is .20 bicyclist fatalities. If the number of bicyclist fatalities is below 3 then we will meet this target. As of July 25, 2022, we have had 0 bicyclist(s) fatalities and the state of Vermont may meet this target.



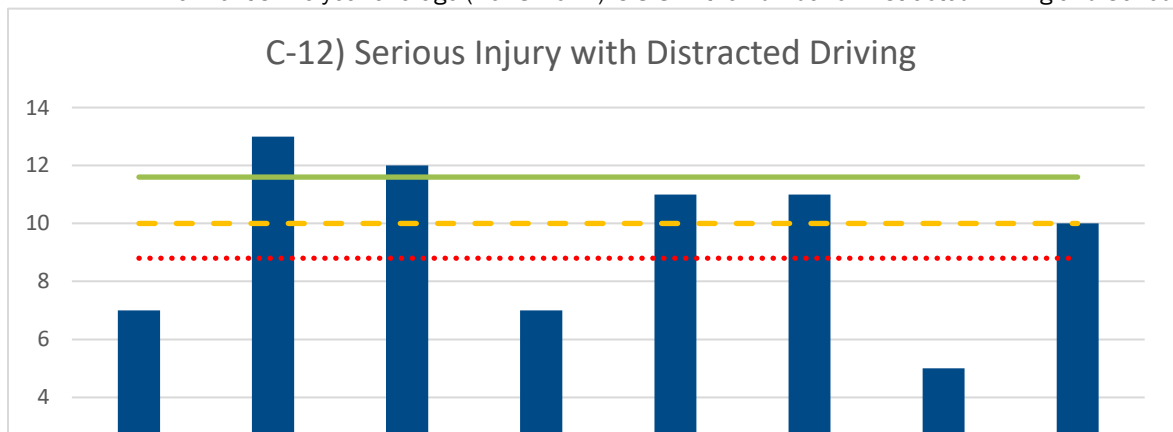
## C-12) Number of Distracted Driving and Serious Bodily Injury Crashes

**Progress Status:** In Progress

**Program-Area-Level Report**

**Target:** To maintain the number of distracted driving serious bodily injury crashes at the five-year average of 11.6 in 2015-2019 through December 31, 2022.

**Progress:** The SOV projected that there will be 10 Distracted Driving and Serious Bodily Injury Crashes in calendar year 2022 on Vermont roadways. Our annual goal is to always work toward Zero Deaths. Vermont’s five-year average (2018-2022) is 8.8. If the number of Distracted Driving and Serious



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

**Progress Status:** In Progress

### Program-Area-Level Report

**Target:** To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4.02% from the five-year average of 85.9% (2015-2019) to 89.4% by December 31, 2022.

**Progress:** The SOV projected that the Seat Belt Use Rate would increase in calendar year 2022 on Vermont roadways, and as of this writing the Annual Seat Belt Survey has not been conducted yet. Vermont's Annual Seat Belt Survey has a four-year average (2018-2021) of 89.3%. In calendar year 2021, Vermont's Seat Belt Survey was 89.2%. If the Annual Seat Belt Survey percentage in 2022 is at least 89.9%, then we reach our target. The SOV should receive the results of the 2022 Annual Seat Belt Survey by Fall of 2022.

## Target for Citation Uniformity (Percentage of highway safety E-Tickets issued)

**Progress Status:** In Progress

### Program-Area-Level Report

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

**Progress:** For the current measurement period the data reflects a drop in the percentage of electronic tickets issued due to a miscalculation of the percentages in 2020 and 2021. The new data charts reflect the new percentage calculations and revised targets are established. The number of the State's electronic citations issued during the performance period was 32.71% indicating that Vermont did not meet this goal.

| Start Date    | End Date       | Paper  | Electronic | Percent Electronic | Target (%) |
|---------------|----------------|--------|------------|--------------------|------------|
| April 1, 2015 | March 31, 2016 | 88,926 | 0          | 0.00%              | --         |
| April 1, 2016 | March 31, 2017 | 94,908 | 1,218      | 1.27%              | --         |
| April 1, 2017 | March 31, 2018 | 95,198 | 11,687     | 10.93%             | 5%         |
| April 1, 2018 | March 31, 2019 | 84,755 | 15,427     | 15.40%             | 18%        |
| April 1, 2019 | March 31, 2020 | 53,256 | 21,269     | 28.54%             | 22%        |

|               |                |        |        |        |     |
|---------------|----------------|--------|--------|--------|-----|
| April 1, 2020 | March 31, 2021 | 41,240 | 23,377 | 36.18% | 50% |
| April 1, 2021 | March 31, 2022 | 23,823 | 11,578 | 32.71% | 75% |
| April 1, 2022 | March 31, 2023 |        |        |        | 34% |

## Electronic Citation Completeness (Percentage of agencies using E-Ticket)

**Progress Status:** In Progress

### Program-Area-Level Report

**Target:** The State set the goal to increase the number of agencies using electronic citations to 63% through March 31, 2022.

**Progress:** Vermont achieved 51% electronic citation completeness, indicating that we missed the goal by 12%. This performance measure shows the number and percentage of agencies in Vermont where citations are issued electronically.

There has been very little movement in this project due to contract negotiations and the Department of Public Safety has not applied for funding the project for FFY23.

### Measurements:

| Start Date    | End Date       | Agencies | Percent of Total Agencies | Target (%) |
|---------------|----------------|----------|---------------------------|------------|
| April 1, 2015 | March 31, 2016 | 0        | 0%                        | --         |
| April 1, 2016 | March 31, 2017 | 11       | 12%                       | --         |
| April 1, 2017 | March 31, 2018 | 21       | 22%                       | 16%        |
| April 1, 2018 | March 31, 2019 | 21       | 22%                       | 25%        |
| April 1, 2019 | March 31, 2020 | 34       | 35%                       | 30%        |
| April 1, 2020 | March 31, 2021 | 47       | 49%                       | 40%        |
| April 1, 2021 | March 31, 2022 | 46       | 51%                       | 63%        |
| April 1, 2022 | March 31, 2023 |          |                           | 53%        |

## Evidence Based Race Data Enforcement Reporting

**Progress Status:** In Progress

### Program-Area-Level Report

**Target:** The goal in FFY2022 is to carry forward this first-year goal of 50% of police officers trained and a project is in place to complete this goal.

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**Progress:** The goal to have the Vermont Criminal Justice Council's Police Academy train 50% of law enforcement officers through the delivery of live sessions was not met. The project was stalled, and contractors were not retained due to COVID-19 issues. The Police Academy has retained two contracts: 1). For a data analyst to review, synthesize and review the data compiled for traffic stops and post that data to the outward facing public. 2). A trainer to be deployed statewide to all police agencies to teach all police officers the proper way to obtain and enter traffic stop data into police CAD systems. The two contractors began work in the fall of 2021 and the work is in process.

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# Performance Plan



| Sort Order | Performance Measure Name  | Target Period | Target Start Year | Target End Year | Target Value                                      |
|------------|---|---------------|-------------------|-----------------|---|
| 1          | C-1) Number of traffic fatalities (FARS)  | 5 Year        | 2019              | 2023            | 65  |
| 2          | C-2) Number of serious injuries in traffic crashes (State crash data files)                                       | 5 Year        | 2019              | 2023            | 258   |
| 3          | C-3) Fatalities/VMT (FARS, FHWA)  | 5 Year        | 2019              | 2023            | 0.965   |
| 4          | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)                      | 5 Year        | 2019              | 2023            | 27.2  |
| 5          | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 5 Year        | 2019              | 2023            | 15.8  |
| 6          | C-6) Number of speeding-related fatalities (FARS)   | 5 Year        | 2019              | 2023            | 26  |
| 7          | C-7) Number of motorcyclist fatalities (FARS)   | 5 Year        | 2019              | 2023            | 11.6  |
| 8          | C-8) Number of un-helmeted motorcyclist fatalities (FARS)   | 5 Year        | 2019              | 2023            | 1   |
| 9          | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)   | 5 Year        | 2019              | 2023            | 6.8   |
| 10         | C-10) Number of pedestrian fatalities (FARS)  | 5 Year        | 2019              | 2023            | 6.6   |
| 11         | C-11) Number of bicyclist's fatalities (FARS)   | Annual        | 2022              | 2023            | 0   |
| 12         | C-12) Number of Distracted Driving Serious Bodily Injury Crashes  | 5 Year        | 2019              | 2023            | 9.4   |
| 13         | C-13) Number of Impaired (Alcohol and Drugs) Fatalities   | 5 Year        | 2019              | 2023            | 32  |
| 14         | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)                        | Annual        | 2022              | 2023            | 90%   |
| 15         | Percentage of highway safety E-Tickets issued   | Annual        | 2022              | 2023            | 34%   |
| 16         | Percentage of agencies using E-Ticket   | Annual        | 2022              | 2023            | 53%   |
| 17         | Media   | Annual        | 2022              | 2023            | 8,000 clicks, 45,000 views, 3,000,000 impressions |
| 18         | Evidence based race data enforcement reporting  | Annual        | 2022              | 2023            | 63%   |

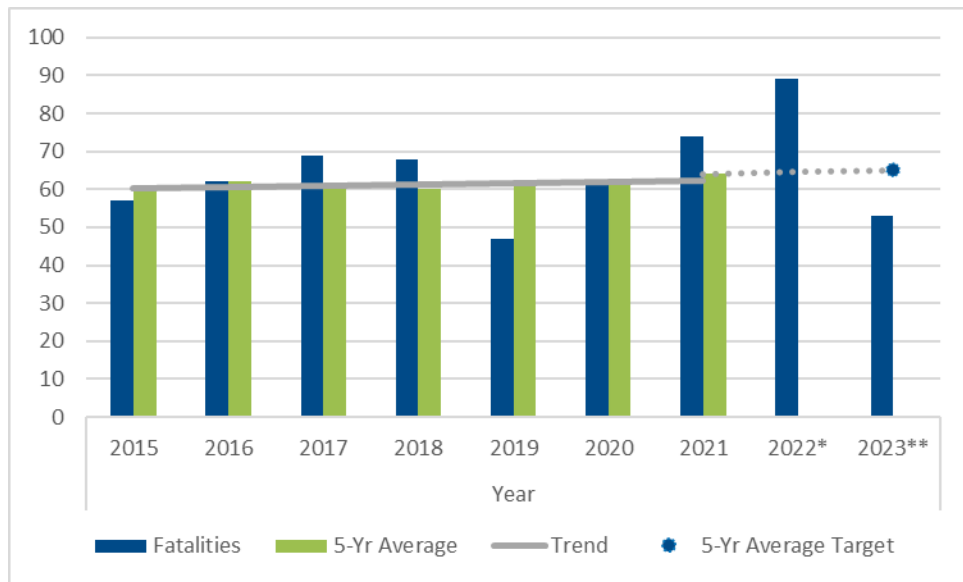
## Performance Measure 1: C-1) Number of traffic fatalities (FARS)

### Performance Target Details

| Performance Target                            | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-1) Number of traffic fatalities (FARS)-2022 | Numeric            | 65           | 5 Year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to increase the five-year (2017-2021) average of 64 by 1.56% to meet the target of 65 traffic fatalities.

**Justification** The five-year average of traffic fatalities in 2017-2021 in Vermont was 64. In calendar year 2021, Vermont experienced 74 fatalities which represents a significant increase. Vermont selected a target to nearly maintain the 2021 average. The projected fatalities for 2022 is 91 based upon a comparison of prior year data and on the five-year trends illustrated in the table and graph below. The graph illustrates that in 2019, Vermont experienced significantly lower numbers of fatalities and is considered an outlier. Presently, as of this writing Vermont has recorded 38 highway related fatalities. Regression analysis R-squared is a statistical measure of how close the data is to the fitted regression line. In our analysis the number of predictors is limited thus, any moderate increase or decrease will be difficult to quantify. Therefore, regression analysis is necessary and appropriate when qualifying and quantifying the data.



| Year          | FARS Fatalities | 5-Year Average |
|---------------|-----------------|----------------|
| 2015          | 57.0            | 60.6           |
| 2016          | 62.0            | 62.0           |
| 2017          | 69.0            | 60.4           |
| 2018          | 68.0            | 60.0           |
| 2019          | 47.0            | 60.6           |
| 2020          | 62.0            | 61.6           |
| 2021          | 74.0            | 64             |
| <b>2022*</b>  | <b>89</b>       | <b>68</b>      |
| <b>2023**</b> | <b>53</b>       | <b>65</b>      |

\*Value set for HSP & HSIP

\*\*Value set for HSP & HSIP

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

### Performance Target Details

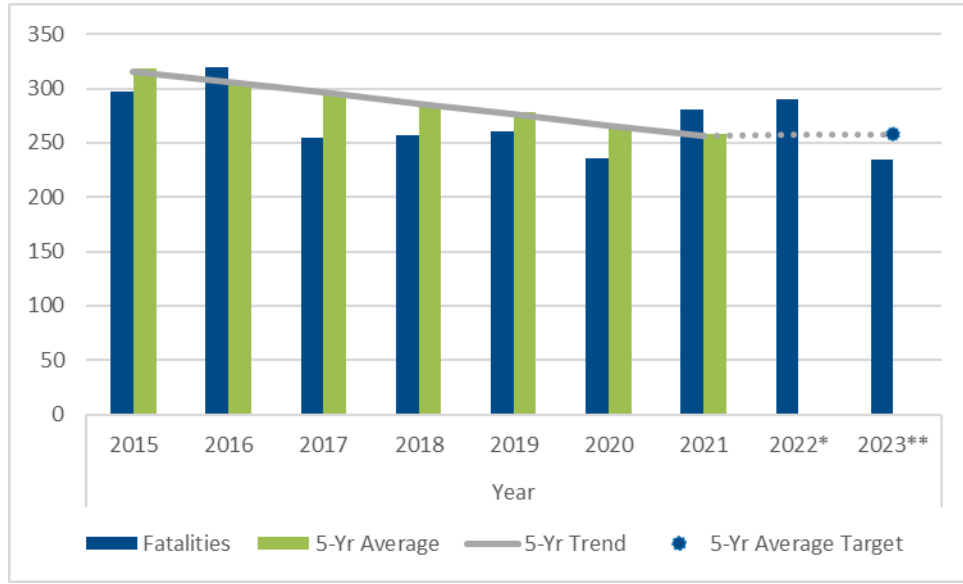
| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-2) Number of serious injuries in traffic crashes (State crash data files) | Numeric            | 258          | 5 Year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to maintain the five-year baseline average (2017-2021) of 258 serious injuries in traffic crashes.

**Justification** Vermont’s continuing partnerships between law enforcement, engineering, educators, and emergency responders will help the state maintain the five-year baseline average of serious injuries from crashes. The five-year crash average has continuously decreased, and although serious injury crashes increased in 2021, the baseline average is 258. Vermont will strive to not exceed the baseline average and to continue to reduce serious injury crashes.

In order to achieve annual reductions in serious traffic injuries (see the following table and graph), Vermont will continue to support partnerships developed in enforcement, engineering, education and emergency responders. The updated 2022-2026 Strategic Highway Safety Plan introduces elements of the Safe System approach which includes promoting collaboration among stakeholders and providing a framework for mitigating the severity of injury and fatal crashes.

Our R sq. value is close to 1 and appears accurate.



| Year   | Serious Injuries | 5-Year Average |
|--------|------------------|----------------|
| 2015   | 297.0            | 318.6          |
| 2016   | 320.0            | 305.2          |
| 2017   | 255.0            | 294.0          |
| 2018   | 257.0            | 283.8          |
| 2019   | 261.0            | 278            |
| 2020   | 236.0            | 265.8          |
| 2021   | 280              | 257.8          |
| 2022*  | 279              | 262.6          |
| 2023** | 234              | 258            |

\*Value set for HSP & HSIP  
 \*\*Value set for HSP & HSIP

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

#### Performance Target Details

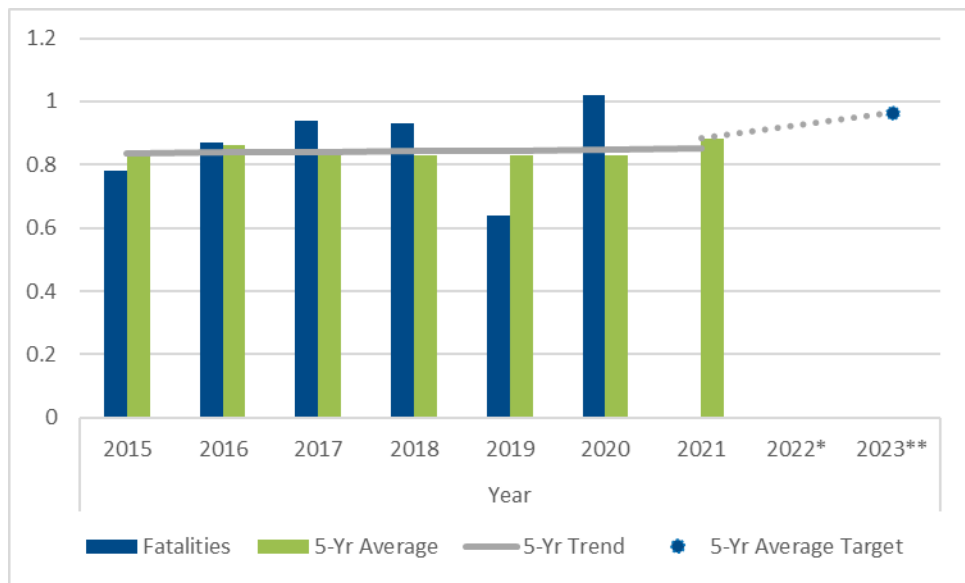
| Performance Target               | Target Metric Type | Target Value | Target Period | Target Start Year |
|----------------------------------|--------------------|--------------|---------------|-------------------|
| C-3) Fatalities/VMT (FARS, FHWA) | Numeric            | 0.965        | 5 Year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to increase the five-year (2017-2021) baseline average of .93 by 3.76% to meet the target of .965 fatalities per 100 million vehicle miles traveled.

**Justification** The state intends to maintain a long-term goal of Zero Deaths, through a data-driven approach using crash data. Data indicates that the primary causes of the state’s fatalities are operator impairment, lack of occupant restraint, and distracted

driving, which the state plans on addressing through increased enforcement on rural roadways and media campaigns led by Drive Well Vermont.

The State of Vermont will continue to rely on specific crash data to sustain the progress made toward this goal. In 2016 the data indicates 51 of the state’s 62 fatalities occurred on rural roadways. As described in Goal C-1, the primary causes of the state’s fatalities are related to operator impairment, lack of occupant restraint, speeding and distracted or inattentive driving. To appropriately address these priorities, the SHSO staff proportionately allocates federal funds to those projects which have the most potential for positive statewide impact. Data and information provided in the HSP demonstrates the appropriateness of this target which utilizes current data trends to create evidence-based strategies. The HSP places an emphasis on rural roadway law enforcement, nighttime seat belt enforcement, speed, pickup truck drivers 18-34 years of age and other primary causation factors. Drive Well Vermont media projects will continue to be implemented to enhance education and enforcement efforts.



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

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

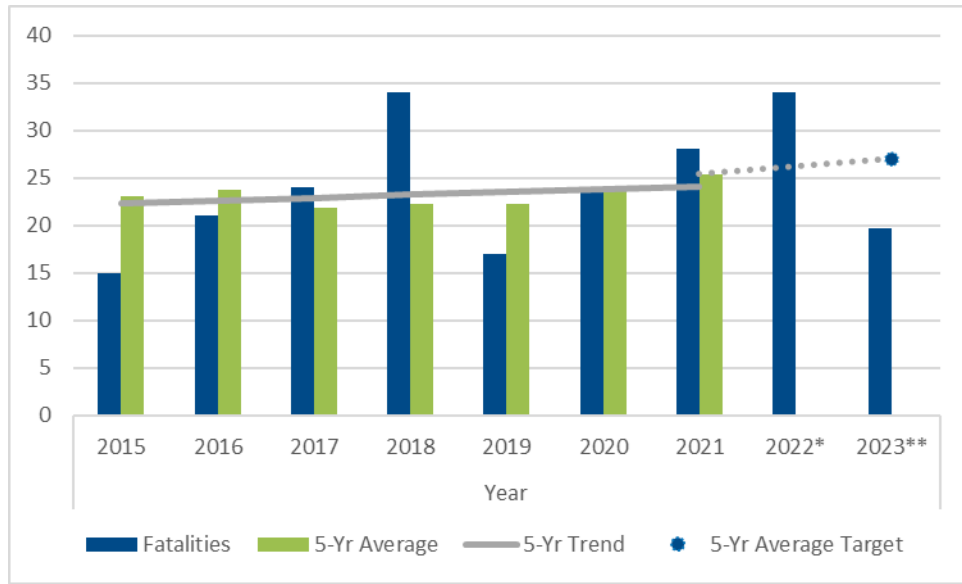
### Performance Target Details

| Performance Target   | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | Numeric            | 27.2         | 5 Year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to increase the five-year (2017-2021) baseline average of 25.4 by 7% to meet the target of 27.2 unrestrained passenger vehicle occupant fatalities.

**Justification** The state plans on achieving this target through nighttime seatbelt use projects, using a data-driven approach to fund projects that support nighttime enforcement, especially on rural roads, and providing continuing support to media campaigns targeting young drivers. Our target of 27.2 acknowledges that unrestrained serious crashes are trending upwards.

From 2015 to 2021, the percentage of unbelted or improperly belted fatalities ranged from 48% to 62% of all deaths. There were 28 unrestrained fatalities in 2021, representing an increase. The high percentage of unrestrained fatalities combined with the ejection rates below helped us form this goal. In addition, the SHSO found that between 2015-2020, 141 unrestrained people were ejected from their vehicles and perished. Demographic and geographic data from the annual seatbelt survey will guide priorities for OP funding. The goal to maintain this rate will take work, given the trendline is projecting an increase. The SHSO will continue to be incorporating suggestions from the FFY2021 Occupant Protection Assessment.



| Year   | Unrestrained Fatalities | 5-Year Average |
|--------|-------------------------|----------------|
| 2015   | 15                      | 23.0           |
| 2016   | 21                      | 23.8           |
| 2017   | 24                      | 21.8           |
| 2018   | 34                      | 22.2           |
| 2019   | 17                      | 22.2           |
| 2020   | 24                      | 24.0           |
| 2021   | 28                      | 25.4           |
| 2022*  | 40                      | 28.6           |
| 2023** | 27                      | 27.2           |

\*Projected based on current number.

\*\*Forecasted based on trendline

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

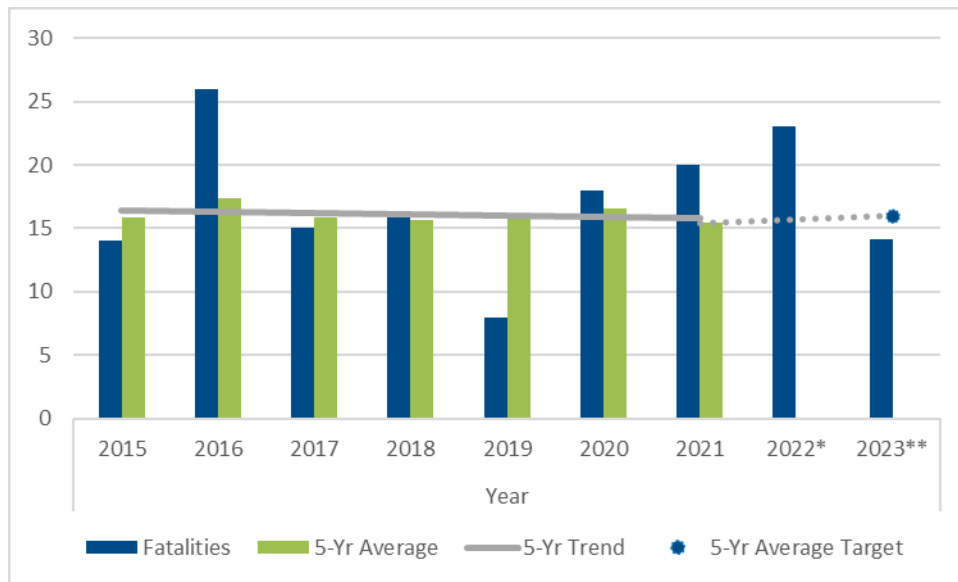
### Performance Target Details

| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | Numeric            | 15.8         | 5 year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to increase the five-year (2017-2021) baseline average 15.4 by 2.59% to meet the target of 15.8 alcohol impaired driving traffic fatalities.

**Justification** Vermont plans on achieving this reduction in fatality through grants that support a mix of both high visibility interagency enforcement coordinated by LELs and ongoing enforcement by LEAs across the state. The state requires enforcement activities to use SHSO data to identify the most effective locations and times for enforcement. Through Drive Well media campaigns, education, and enforcement, the state believes it can reduce alcohol-impaired fatalities which have remained relatively constant over the past five years. COVID is considered an important factor for the rise in impaired driving, and as the pandemic curve continues to flatten, Vermont will strive to reverse the upward trend for impaired driving and will concentrate efforts on both alcohol and drug impairment to include focused education on the dangers of drugged driving. Vermont will continue to direct 164(AL) and 405(d) enforcement and education-based efforts.

High visibility enforcement and collaborative, inter-agency operations are supported by SHSO and coordinated by the LELs. In addition to the 50 plus law enforcement agencies who perform weekly impaired driving enforcement, the SHSO funds VSP to conduct regional impaired driving Task Force deployments in high crash locations.



| Year   | Alcohol-Impaired Fatalities | 5-Year Average |
|--------|-----------------------------|----------------|
| 2015   | 14                          | 15.8           |
| 2016   | 26                          | 17.4           |
| 2017   | 15                          | 15.8           |
| 2018   | 16                          | 15.6           |
| 2019   | 8                           | 15.8           |
| 2020   | 18                          | 16.6           |
| 2021   | 20                          | 15.4           |
| 2022*  | 17                          | 15.8           |
| 2023** | 16                          | 15.8           |

\*Projected based on current number.

\*\*Forecasted based on trendline





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

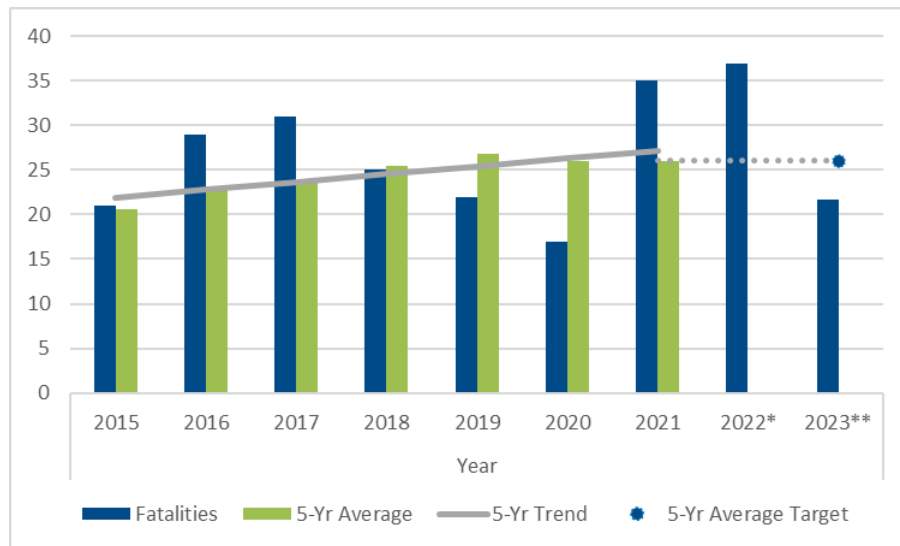
### Performance Target Details

| Performance Target                                | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-6) Number of speeding-related fatalities (FARS) | Numeric            | 26           | 5 year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to maintain the five-year baseline average (2017-2021) speed related fatalities of 26.

**Justification** While fatalities where operators are suspected of speeding have reduced over the past five years, with the lowest number of speeding fatalities in 2020, last year (2021) had the highest number of fatalities, 35, in seven years, and the projected total for 2022 is 37 fatalities. COVID is considered to be a factor in the increase, but Vermont hopes to return to the downward trend going forward. The state will continue to support reducing speed through the deployment of education and enforcement.

Agencies are encouraged to conduct enforcement activities in identified locations and during the timeframes supported by data. Projects for FFY2023 include the re-deployment of the Drive Well Vermont Speed & Aggressive Driving campaign with the tagline, "There is a time for speed and a time for limits."



| Year          | Speed-Related Fatalities | 5-Year Average |
|---------------|--------------------------|----------------|
| 2015          | 21                       | 20.6           |
| 2016          | 29                       | 23.2           |
| 2017          | 31                       | 23.8           |
| 2018          | 25                       | 25.4           |
| 2019          | 22                       | 25.6           |
| 2020          | 17                       | 24.8           |
| 2021          | 35                       | 26             |
| <b>2022*</b>  | 30                       | 25.8           |
| <b>2023**</b> | 26                       | 26             |

\*Projected based on current number.

\*\*Forecasted based on trendline

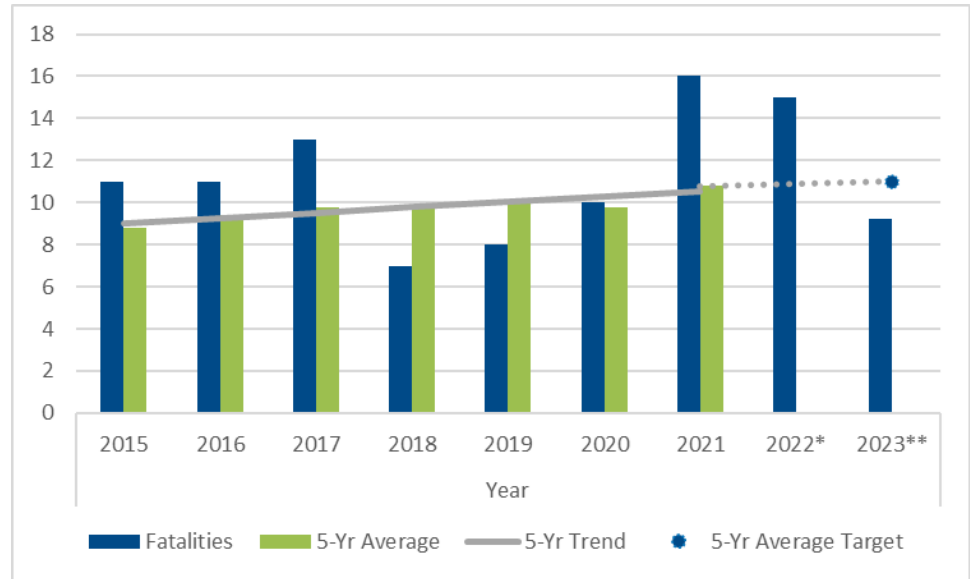
## Performance Measure 7: C-7) Number of motorcyclist fatalities (FARS)

### Performance Target Details

| Performance Target                            | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-7) Number of motorcyclist fatalities (FARS) | Numeric            | 11.6         | 5 year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to increase the five-year (2017-2021) baseline average of 10.8 by 7.4% to meet the target of 11.6 motorcyclist fatalities.

**Justification** Given the upward trend of motorcycle fatalities from 2018 to 2021, and with a projection of 13 fatalities in 2022, Vermont is striving to meet a target of 11.6 motorcyclist fatalities. Vermont's motorcycle fatalities fall into a range of 7-16 fatalities per year. The obvious problem with small data sets for motorcycle crashes is the inability to detect specific identifiable trends. There appears to be an increase nationally in the number of motorcycle fatalities, and our goal is to meet the target of 11.6 through the 2023 Motorcycle season. The Vermont DMV is the lead agency for motorcycle safety in Vermont. The state will continue to provide grants supporting the DMV Rider Education Program which trains new and licensed drivers. The training includes safety messaging for alcohol and drugs, riding within skill limits, and awareness of road conditions and other vehicles. Riders are encouraged to engage in available refresher training courses. Speed and visibility are common factors in motorcycle related crashes, and the SHSO understands that that the motoring public needs to be more aware of motorcycles on the road. The SHSO has deployed public service announcements to remind drivers to watch for Motorcycles in their vehicle's blind spots. Funding also supports the DMV ongoing updates to the training curriculum. These strategies have been endorsed by the Motorcycle Safety Foundation. Each year in Vermont there are approximately 30,000 motorcycles registered.



| Year   | Motorcyclist Fatalities | 5-Year Average |
|--------|-------------------------|----------------|
| 2015   | 11                      | 8.8            |
| 2016   | 11                      | 9.4            |
| 2017   | 13                      | 9.8            |
| 2018   | 7                       | 9.8            |
| 2019   | 8                       | 10.0           |
| 2020   | 10                      | 9.8            |
| 2021   | 16                      | 10.8           |
| 2022*  | 13                      | 10.8           |
| 2023** | 11                      | 11.6           |

\*Projected based on current number.

\*\*Forecasted based on trendline

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

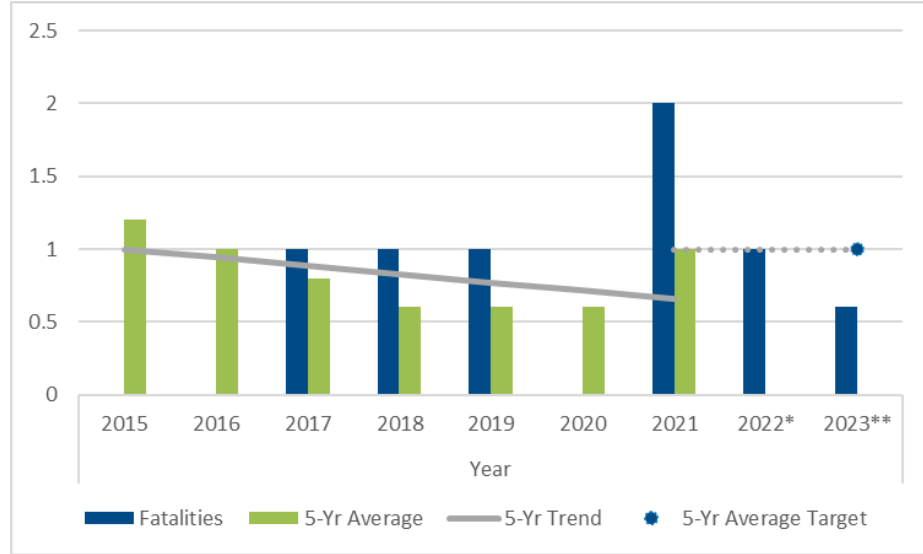
### Performance Target Details

| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-8) Number of un-helmeted motorcyclist fatalities (FARS) | Numeric            | 1            | 5 year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to maintain the five-year baseline average (2017-2021) of 1 un-helmeted motorcyclist fatality.

**Justification** Vermont is on a path to eliminate all un-helmeted motorcycle fatalities, and in the next year, Vermont hopes to maintain the already low number of fatalities of 1 per year with a long-term goal of zero. Drive Well Vermont campaigns include a message emphasizing proper safety attire, like helmets, and the importance of

visibility. The rider education programs will continue to inform rider of the importance of helmets.



| Year          | Helmet Improperly/<br>Not Used | 5-Year Average |
|---------------|--------------------------------|----------------|
| 2015          | 0                              | 1.2            |
| 2016          | 0                              | 1.0            |
| 2017          | 1                              | 0.8            |
| 2018          | 1                              | 0.6            |
| 2019          | 1                              | 0.6            |
| 2020          | 0                              | 0.6            |
| 2021          | 2                              | 1              |
| <b>2022*</b>  | <b>1</b>                       | <b>1</b>       |
| <b>2023**</b> | <b>1</b>                       | <b>1</b>       |

\*Projected based on current number.

\*\*Forecasted based on trendline

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

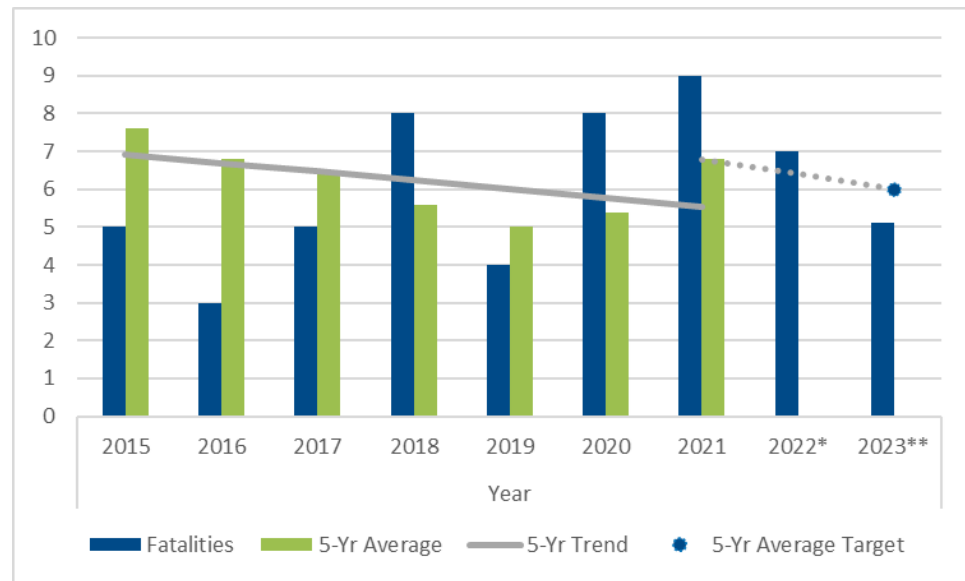
### Performance Target Details

| Performance Target  | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | Numeric            | 6.8          | 5 year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to maintain the five-year baseline average (2017-2021) of 6.8 drivers aged 20 or younger involved in fatal crashes.

**Justification** Vermont hopes to maintain their average of 6.8 drivers aged 20 and younger involved in fatal crashes in the next year.

With the small data set for fatalities in this critical emphasis area, trend analysis is challenging, but in the next year Vermont hopes to maintain an average of 6.8 drivers aged 20 and under involved in fatal crashes. During the COVID years highway safety activities in the high schools were suspended, and it was difficult for grantees to present their messaging and conduct safety events. IN FFY23 the Vermont Principals Association will continue with programming into the schools, and the SHSO will be conducting a Driver Educator Assessment. The Vermont Strategic Highway Safety Plan for 2022-2026 included a Critical Emphasis Area to Improve Younger Driver Safety (defined as under 25). Drivers under 25 accounted for 28% of serious injuries and fatalities between 2016-2020 and were over-represented in fatalities and serious injuries.



| Year          | Drivers Age 20 or Younger | 5-Year Average |
|---------------|---------------------------|----------------|
| 2015          | 5                         | 7.6            |
| 2016          | 3                         | 6.8            |
| 2017          | 5                         | 6.4            |
| 2018          | 8                         | 5.6            |
| 2019          | 4                         | 5.0            |
| 2020          | 8                         | 5.6            |
| 2021          | 9                         | 6.8            |
| <b>2022*</b>  | 7                         | 7.2            |
| <b>2023**</b> | 6                         | 6.8            |

\*Projected based on current number.

\*\*Forecasted based on trendline



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

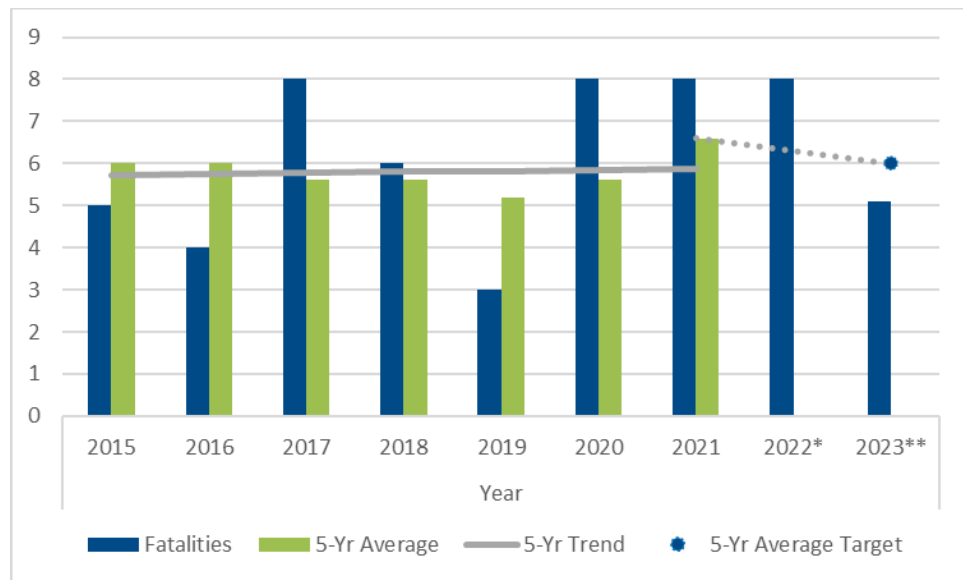
### Performance Target Details

| Performance Target                           | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-10) Number of pedestrian fatalities (FARS) | Numeric            | 6.6          | 5 year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to maintain the five-year baseline average (2017-2021) of 6.6 pedestrian fatalities.

**Justification** Pedestrian deaths in Vermont have leveled at an average of 5 to 6 pedestrian fatalities a year and remains low primarily due to an anomaly of 3 fatalities in 2019. However, due to the small data set, it is difficult to identify trends. The baseline of 6.6 pedestrian fatalities is below the 8 total fatalities in both 2020 and 2021. There are three fatalities in 2022 as of July 25<sup>th</sup> and the projections indicate there will be 8 fatalities in 2022. Maintaining the baseline average will be challenging but achievable.

This goal is in line with the 2017-2021 SHSP. The SHSO will continue to use data to monitor any developing trends in this fatality category. SHSO staff will work with partners to provide education and outreach to achieve this projection. The VTrans Bike and Pedestrian division leads the statewide safety effort with support from the SHSO.



| Year          | Pedestrian Fatalities | 5-Year Average |
|---------------|-----------------------|----------------|
| 2015          | 5                     | 6.0            |
| 2016          | 4                     | 6.0            |
| 2017          | 8                     | 5.6            |
| 2018          | 6                     | 5.6            |
| 2019          | 3                     | 5.2            |
| 2020          | 8                     | 5.8            |
| 2021          | 8                     | 6.6            |
| <b>2022*</b>  | <b>8</b>              | <b>6.6</b>     |
| <b>2023**</b> | <b>6</b>              | <b>6.6</b>     |

\*Projected based on current number.

\*\*Forecasted based on trendline

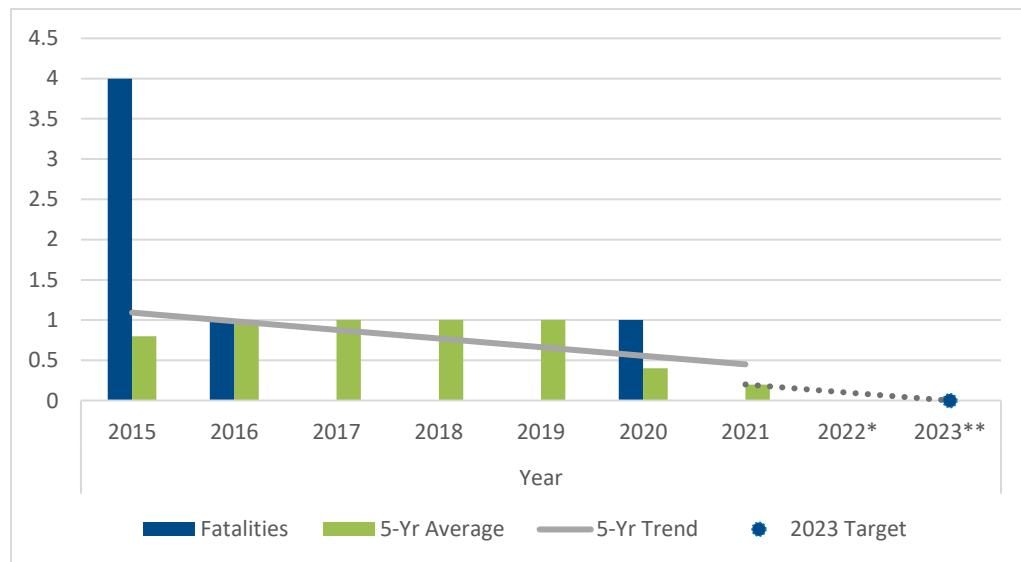
## Performance Measure 11: C-11) Number of bicyclist fatalities (FARS)

### Performance Target Details

| Performance Target                          | Target Metric Type | Target Value | Target Period | Target Start Year |
|---|--------------------|--------------|---------------|-------------------|
| C-11) Number of bicyclist fatalities (FARS) | Numeric            | 0            | Annual        | 2022              |

**Goal:** For the 2022-2023 period the goal is to reduce the five-year (2017-2021) baseline average of 0.2 by 100% to meet the annual target of zero bicyclist fatalities.

**Justification** SHSO believes that meeting the annual target of zero bicycle fatalities is attainable. Vermont plans on continuing grants to organizations that work with cyclists to increase awareness of safety, like Local Motion and the Vermont Department of Health, in addition to supporting road diet and complete street projects, encouraging helmet and Rail Trail use, and continuing “Share the Road” messaging. In the case of bicyclist-involved crashes with serious injuries, from 2016 to 2020, 56 percent of major crashes occurred in rural areas. Safety partners are encouraged to look to the VTrans Bicycle and Pedestrian Strategic Plan, published in March 2021, for an extensive and detailed listing of pedestrian- and bicyclist-focused data and strategies.



| Year | Bicyclist Fatalities | 5-Year Average |
|------|----------------------|----------------|
| 2015 | 4                    | 0.8            |
| 2016 | 1                    | 1.0            |
| 2017 | 0                    | 1.0            |
| 2018 | 0                    | 1.0            |
| 2019 | 0                    | 1.0            |
| 2020 | 1                    | 0.4            |
| 2021 | 0                    | 0.2            |

|               |   |     |
|---------------|---|-----|
| <b>2022*</b>  | 0 | 0.2 |
| <b>2023**</b> | 0 | 0.2 |

\*Projected based on current number.

\*\*Forecasted based on trendline

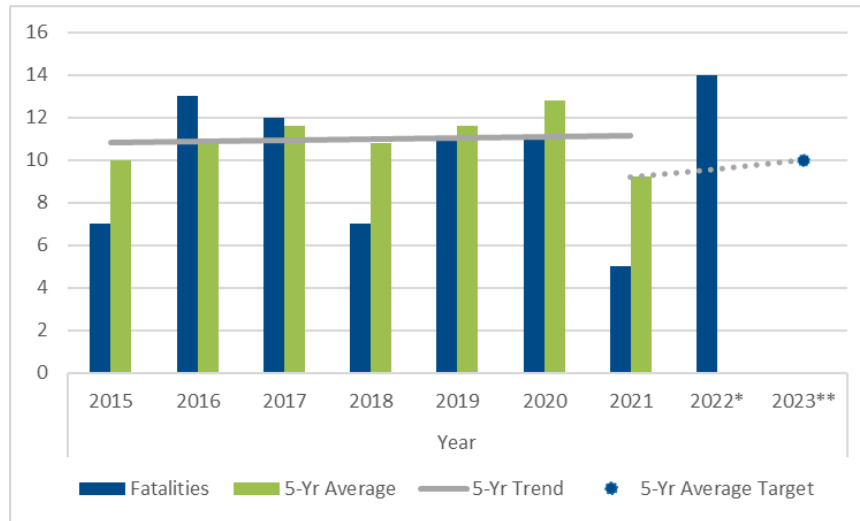
## Performance Measure 12: C-12) Number of Distracted Driving Serious Bodily Injury Crashes

### Performance Target Details

| Performance Target   | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-12) Number of Distracted Driving Serious Bodily Injury Crashes | Numeric            | 9.4          | 5 year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to increase the five-year (2017-2021) baseline average of 9.2 by 2.17% to meet the target of 9.4 distracted driving serious bodily injury crashes.

**Justification** Through enforcement and education, the SHSO is confident that we can continue to reduce the amount of distracted driving serious bodily injury crashes. The objective in the SHSP is a 10% reduction in the five-year rolling average distracted driving fatalities and serious injuries by 2026.



| Year   | Distracted Driving Serious Injury Crashes | 5-Year Average |
|--------|---|----------------|
| 2015   | 7   | 10.0           |
| 2016   | 13  | 10.8           |
| 2017   | 12  | 11.6           |
| 2018   | 7   | 10.8           |
| 2019   | 11  | 10             |
| 2020   | 11  | 10.8           |
| 2021   | 5   | 9.2            |
| 2022*  | 10  | 8.8            |
| 2023** | 10  | 9.4            |

\*Projected based on current number

\*\*Forecasted based on trendline

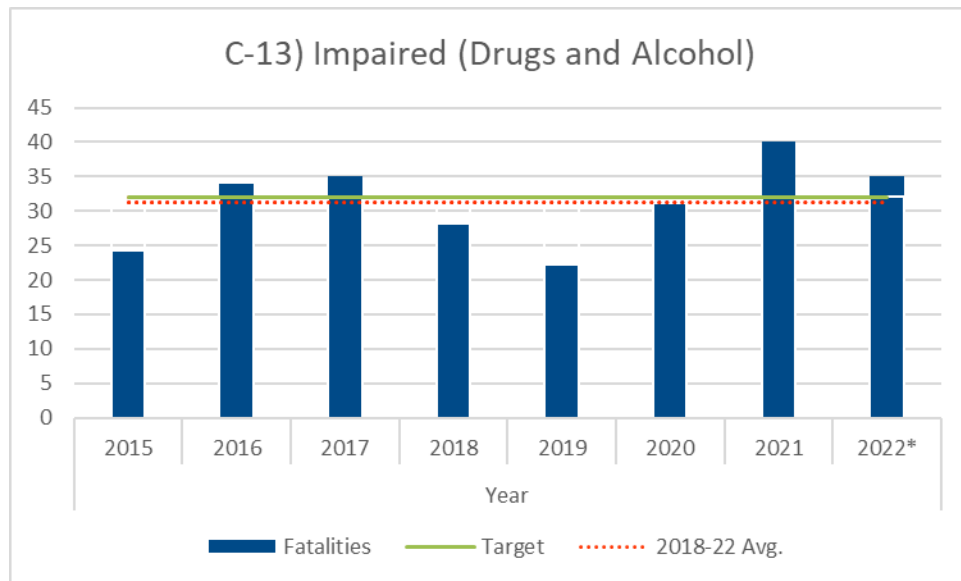
## Performance Measure 13: C-13) Number of Impaired (Drugs and Alcohol) Fatal Crashes

### Performance Target Details

| Performance Target   | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| C-13) Number of Impaired (Drugs and Alcohol) Fatal Crashes | Numeric            | 32           | 5 year        | 2019              |

**Goal:** For the five-year (2019-2023) period the goal is to increase the five-year (2017-2021) baseline average of 31.2 by 2.56% to meet the target of 32 impaired (drugs and alcohol) fatal crashes.

**Justification** In 2021, there were 40 impaired (drugs and alcohol) crashes. The SHSO believes that meeting the target of 32 is possible through enhanced education and enforcement. Meeting this target will mean an increase of 2.56% from the 2017-2021 baseline. Impairment is a factor in approximately 48% of all fatal crashes in Vermont. The objective in the SHSP is a 15% reduction in the five-year rolling average impaired fatalities by 2026.



| Year | Impaired (Drugs and Alcohol) Fatal Crashes | 5-Year Average |
|------|--|----------------|
| 2015 | 24   | --             |
| 2016 | 34   | --             |
| 2017 | 35   | --             |
| 2018 | 28   | --             |

|               |           |             |
|---------------|-----------|-------------|
| 2019          | 22        | 28.6        |
| 2020          | 31        | 31          |
| 2021          | 40        | 31.2        |
| <b>2022*</b>  | <b>35</b> | <b>31.2</b> |
| <b>2023**</b> | <b>32</b> | <b>32</b>   |

\*Projected based on current number

\*\*Forecasted based on trendline

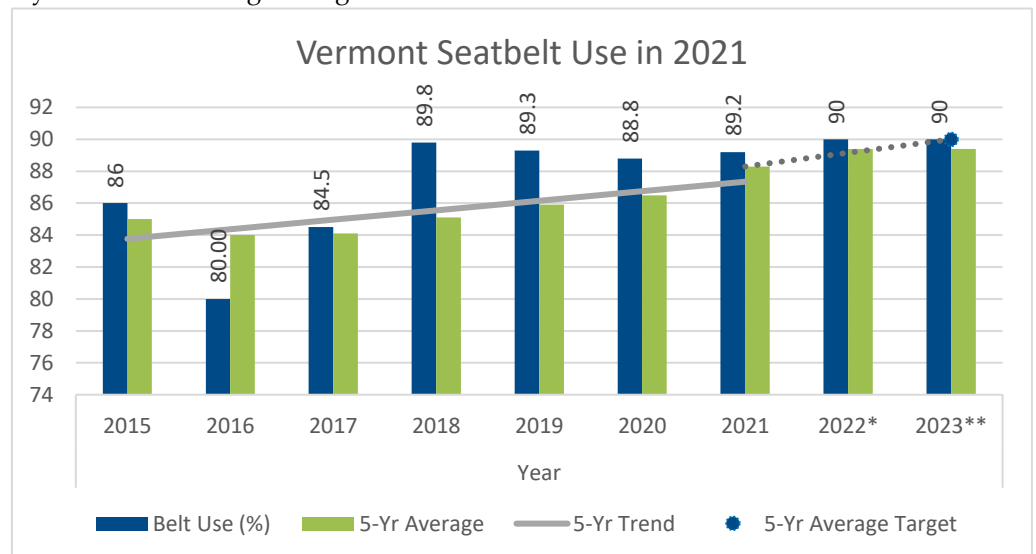
## Performance Measure 14: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

### Performance Target Details

| Performance Target   | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey) | Numeric            | 90%          | Annual        | 2022              |

**Goal:** To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles from 89.2% during the 2021-2022 period to 90% by December 31, 2023.

**Justification** Nearly 11% of the traveling public in Vermont is not wearing a seat belt and that statistic is a slight increase over what the previous compliance rate was in 2018 and 2019. The State of Vermont does not have a primary seat belt law. Despite only having a secondary law, the usage rate is comparable to other New England States with primary laws. As of June 14<sup>th</sup> 2022, 64% of our crash fatalities this calendar year were unbelted. According to the 2021 Statewide Attitude survey, over four-fifths, 81.6%, of respondents suggested they had read, seen or heard about seat belt enforcement (up from 69.0% in 2018) within the last two years. Just under two-thirds, 62.4%, of respondents indicated that the likelihood of getting a ticket for not wearing a seatbelt was very likely (30.8%) or somewhat likely (31.6%). Just over four-fifths of respondents reported they ‘always’ wear their seatbelt during the day (82.4%) and during the night (81.8%). This is down from 2018 – 88.2% during the day and 89.6% during the night.



## Performance Measure 15: Percentage of highway safety E-Tickets issued

### Performance Target Details

| Performance Target             | Target Metric Type | Target Value | Target Period | Target Start Year |
|--------------------------------|--------------------|--------------|---------------|-------------------|
| Target for Citation Uniformity | Numeric            | 34%          | Annual        | 2022              |

**Goal:** To increase the number of electronic citations from 32.71% during the 2021-2022 period to 34% through March 31, 2023

**Justification** Beginning in July 2016, Vermont law enforcement started issuing citations electronically in three of the State’s law enforcement agencies. By the end of March 2022, E-Ticket was deployed and utilized by 47 of the State’s 90 agencies. E-Ticket has been administered through a TRCC grant with the Department of Public Safety, however, there has been very little movement in this project and DPS did not renew the application to continue the program in FFY2023. The SHSO proposes to manage the program through funding of a Vermont Highway Safety E-Ticket Consultant to encourage and facilitate participation in the Vermont E-Ticket program with the goal of increasing E-Ticket adoption and usage by Vermont law enforcement agencies.

During the TRCC meetings it has been discussed that a certain number of agencies that are equipped with electronic citation equipment have indicated that law enforcement training is needed to effectively use the equipment, and technical support is required for connectivity and operating issues. Some agencies are not able to maximize the use of the equipment.

The consultant will assist Vermont’s forty-seven agencies with adopting and fully utilizing the E-Ticket module within the Valcour law enforcement records management system to increase the number of tickets issued by agencies currently outfitted with equipment and printers. The consultant will provide guidance on hardware and software requirements, assist agencies with applying for grants, and fulfilling grant obligations and requirements. The consultant will liaison with local agency and State Information Technology (IT) personnel to ensure that all IT infrastructure is setup and configured for successful E-Ticket deployment and use. Since IT resources are limited, the consultant will field questions related to E-Ticket and forward issues to appropriate group (e.g., IT, DPS, vendor). Additionally, the consultant will host virtual meetings to provide E-Ticket guidance to and receive feedback from Vermont law enforcement agencies. Status of Improvement: No Improvement

**Related Project/System:** E-Ticket



## Performance Measure 16: Percentage of agencies using E-Ticket

### Performance Target Details

| Performance Target    | Target Metric Type | Target Value | Target Period | Target Start Year |
|-----------------------|--------------------|--------------|---------------|-------------------|
| Citation completeness | Numeric            | 53%          | Annual        | 2022              |

**Goal:** To increase the number of agencies using electronic citations from 51% during the 2021-2022 period to 53% through March 31, 2023.

**Justification** The current traffic ticketing system used in Vermont is a combination of electronic tickets (citations) and a manual, paper-based system. Paper-based tickets are dismissed at a higher percentage due to illegible handwriting and missing data. In current practice paper tickets take longer to process and can contribute to a Judicial Bureau back log. E Tickets reduce the lag time from roadside to Judicial Bureau processing, contributing to ensuring fewer ticket dismissals. Up to 50 percent of agencies do not have computers or mobile data terminals in their vehicles, which increases the amount of time they spend on the roadside stops. In addition, a certain number of agencies that are equipped with electronic citation equipment have indicated that law enforcement training is needed to effectively use the equipment, and technical support is required for connectivity and operating issues. The technical issues are stumbling blocks to agencies currently issuing electronic citations and deters new agencies from adopting E-Ticket.

## Performance Measure 17: Media

### Performance Target Details

| Performance Target | Target Metric Type | Target Values                                     | Target Period | Target Start Year |
|--------------------|--------------------|---|---------------|-------------------|
| Media              | Numeric            | 8,000 clicks, 45,000 views, 3,000,000 impressions | Annual        | 2022              |

**Goal:** To achieve at least 8,000 clicks, 45,000 views and 3,000,000 impressions for all new Drive Well Vermont Campaigns through December 31, 2023.

**Justification** Media engagement is essential to increasing awareness of safe driving behaviors and improving road safety in Vermont. After reviewing the previous two Drive Well campaigns the SHSO determined that these targets should be attainable. Vermont aims to use these media engagement targets to make progress in meeting targets for performance measures that are the subject of this year's media campaigns.

## Performance Measure 18: Evidence Based Race Data Enforcement Reporting

### Performance Target Details

| Performance Target                             | Target Metric Type | Target Value | Target Period | Target Start Year |
|--|--------------------|--------------|---------------|-------------------|
| Evidence Based Race Data Enforcement Reporting | Numeric            | 63%          | Annual        | 2022              |

**Goal:** To train 63% of Vermont law enforcement officers in race data enforcement reporting through March 31, 2023.

**Justification** Due to delays in the contracting process due to Covid-19 in FY 21, this goal is forwarded into FY23. The Police Academy will train 63% of Vermont law enforcement officers through the delivery of live sessions throughout the year. Under current Vermont law all law enforcement entities are required to report race data information on motor vehicle stops. All data required by law to be gathered by law enforcement during a motor vehicle stop will be analyzed.

Currently, the applicable statute does not provide any direction as to what to do with this data or call for the analysis of that data. The analysis of this information will provide valuable data on the frequency of stops and associated activities during those stops. That information will be utilized as an effective training tool to ameliorate the effects of implicit bias from the process of motor vehicle enforcement. The chosen countermeasure will provide a near complete data subset of race data information from which an analysis can be taken, and the results of that analysis translated and incorporated into a training tool for law enforcement.

The funding for this planned activity will originate from the subject grant. The sought-after performance will be an analysis of all race data submitted by law enforcement entities in Vermont. This data will provide useful information on a number of topics and some of the potential benefits and integration of lessons learned from this data include but are not limited to 1) improve community relations; 2) improve management of resources; 3) legal protections. Particularly in the area of motor vehicle stops it will help agencies determine if implicit bias is a factor in the decision-making process during a motor vehicle stop.

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

I certify: Yes

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

Seat belt citations: 317

Fiscal Year A-1: 2021

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

Impaired driving arrests: 121

Fiscal Year A-2: 2021

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

Speeding citations: 5633

Fiscal Year A-3: 2021

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

## **Performance Measures**

C-1 Total Fatalities

C-4 Unrestrained Fatalities

C-5 Alcohol Impaired BAC .08+

C-6 Speed-related Fatalities

C-8 Un-helmeted Motorcyclist Fatalities

C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

B-1 Seat Belt Use Rate

## **Target Date**

07/01/2023

## **Action Plan**

### **Safe Systems Approach Overview**

The Vermont Agency of Transportation has begun work towards integrating the Safe System (SS) approach with the 2022 – 2026 Strategic Highway Safety Plan (SHSP), for future incorporation into the Highway Safety Plan (2022) and the Highway Safety Improvement Program (2021). Steps to integration include educating State and local transportation safety leaders on how to advance Safe System implementation efforts through our existing programs and projects. The SHSO Deputy Administrator has been the VTrans point of contact for this effort working with VHB who is contracted to concurrently update the SHSP and HSIP Implementation Plan plus HSIP Assessment. VHB is facilitating the process of including the SS approach across plans. The SS approach was a component of the kick-off stake holders meeting for the update of the SHSP in May 2021. Short term opportunities to better align the State with Safe System principles include aligning strategies within the emphasis areas to include core principals and elements of SS, in addition to including noteworthy practices in the plans.

Incorporate suggestions and strategies from the 2021 OP Assessment.

Vermont State Police will be writing a police curriculum to be used statewide by FFY2023.

Vermont Principals Association will be deploying sports marketing at statewide high school events.

An Attitude Survey will be conducted in FFY 2023

Create and deploy a Drive Well Vermont OP message.

Create and deploy a Drive Well Vermont Impaired Driving Message.

Create and deploy a Drive Well Vermont Distracted Driving Message targeted toward teens.

A Contractor will be hired to help the State with 405C projects and setting new goals and performance measures.

Systemic Identification of Roadway Features Related to Roadway Departure Crashes and Inventory of High-Risk Sites.

Expansion of Road Users Group to include older driver safety programing.



## Program Areas

### Program Area: Police Traffic Services

#### Description of Highway Safety Problem

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

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

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

Speed, distracted/aggressive driving, and impaired driving are almost always at the core of a crash. The Vermont State Police Speed Enforcement grant allows for additional troopers to monitor traffic and enforce speed laws statewide. In reviewing our FFY 2022 data, we are seeing an upward trend in our fatalities and incapacitating injury crashes being directly related to the causation of speed. The SHSO and Vermont Highway Safety Alliance are working with our state, federal and local partners to continue to get the word out about this problem.

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

**Associated Performance Measures**

| Fiscal Year | Performance Measure Name  | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2023        | C-1) Number of traffic fatalities (FARS)                                    | 2023            | 5 Year        | 65           |
| 2023        | C-2) Number of serious injuries in traffic crashes (State crash data files) | 2023            | 5 Year        | 258          |
| 2023        | C-3) Fatalities/VMT (FARS, FHWA)  | 2023            | 5 Year        | 0.965        |
| 2023        | C-6) Number of speeding-related fatalities (FARS)                           | 2023            | 5 Year        | 26           |
| 2023        | C-7) Number of motorcyclist fatalities (FARS)                               | 2023            | 5 Year        | 11.6         |

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy                         |
|---|
| Crash Reconstruction                            |
| Highway Safety Office Program Coordinator       |
| Law Enforcement Liaison                         |
| Speed, Aggressive and Distracted Driving        |
| Safe Highway Accident Reduction Program (SHARP) |

**Countermeasure Strategy: Crash Reconstruction**

|                                      |  |
|--------------------------------------|--|
| <b>Program Area:</b>                 | Police Traffic Services  |
| <b>Project Safety Impacts:</b>       | <p>Reducing the time crash investigators spend collecting data at the scene</p> <p>Quicker opening of roadways at crash scenes</p> <p>Continuing to produce accurate forensic evidence for prosecutions related to crashes</p> <p>Provide crash reconstruction training and equipment to the VSP</p> <p style="padding-left: 40px;">Develop an effective cadre of troopers trained in the skills, science and technology of crash reconstruction in order to provide an appropriate response to each major crash incident</p>  |
| <b>Linkage Between Program Area:</b> | <p>Uniform comprehensive crash reconstruction and investigation and incident reporting assists in gathering information to determine who, what, when, where, why, and how motor vehicle crashes and incidents occur. The data gathered is used in planning, evaluating and furthering occupant protection and impaired driving highway safety program goals. A lag time exists between the crash date and the time the crash researcher begins data collection. Scene evidence, such as tire marks and other witness marks, tend to diminish with time. Due to the difficulties associated with scene data collection, crash causation factors are not always readily determined at the scene of a crash by officers not specially trained in reconstruction skills.</p> |

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name        |
|-------------------|------------------------------|
| NH23402-201       | Crash Reconstruction Support |

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**Planned Activity: Crash Reconstruction Team (CRT) Support**

**Planned Activity Number:** NH23402-201

**Planned Activity Description:** The Crash Reconstruction Team (CRT) responds to fatal and severe crashes across the state at the request of local departments. This funding provides for imaging and precise location equipment, including imaging drones, total stations, and GNSS systems, along with continuing professional development. For any equipment costs exceeding \$5,000, Vermont will provide an equipment request letter to NHTSA. The technical analysis completed by the CRT allows for both accurate crash reporting and the determination of fault.

**Intended Subrecipients:** Department of Public Safety

**Countermeasure Strategy:** Crash Reconstruction

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients               | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-----------------------------|--------------------------|--------------|---------------|
| NH23402-201     | NHTSA 402PT                             | Department of Public Safety | \$87,000.00              | \$21,750.00  | \$47,850.00   |

**Countermeasure Strategy: Highway Safety Office Program Coordinator**

**Program Area:** Police Traffic Services

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

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

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



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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier        | Planned Activity Name  |
|--------------------------|------------------------|
| NH23402-290/NH23402 -291 | HS Program Coordinator |

**Planned Activity: HS Program Coordinator**

**Planned Activity Number:** NH23402-290/NH23402-291

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

**Intended Subrecipients:** VTrans

**Countermeasure Strategy:** Highway Safety Office Program Coordinator  
Highway Safety Office Program Coordinator

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23402-290     | NHTSA 402PT                             | VTrans Staff  | \$80,163.00              | \$20,041.00  | \$0.00        |
| NH23402-291     | NHTSA 402PT                             | VTrans Staff  | \$55,289.00              | \$13,822.00  | \$0.00        |

**Countermeasure Strategy: Law Enforcement Liaison**

**Program Area:** Police Traffic Services

**Project Safety Impacts:** Vermont’s law enforcement liaison(s) provide law enforcement expertise, encourage involvement in traffic safety initiatives and act as a link between the state’s law enforcement community and the SHSO.

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

**Linkage Between Program Area:** State, county and local law enforcement agencies require assistance conducting activities which are priority missions for the state highway safety office. NHTSA’s national priorities need promotion at the state, county and local levels.

**Planned Activities in Countermeasure Strategy**

| Unique Identifier                     | Planned Activity Name         |
|---------------------------------------|-------------------------------|
| NH23402-202/NH23405D-010/NH23405E-101 | Law Enforcement Liaison North |
| NH23402-203/NH23405D-011/NH23405E-102 | Law Enforcement Liaison South |

**Planned Activity: Law Enforcement Liaisons**

**Planned Activity Number:** NH23402-202/NH23405D-010/NH23405E-101/NH23402-203/NH23405D-011/NH23405E-102

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

The SHSO’s LELs, in coordination with the SHSO Administrator, provide leadership and guidance for the Impaired Driving Enforcement Task Force and the Click It or Ticket Task Force. It should be noted these are in-state task forces which operate during the national campaign time frames and other periods throughout the year. The LELs work collaboratively with the Vermont Highway Safety Alliance, The Vermont Association of Chiefs of Police, the Vermont Sheriffs’ Association, and the Vermont State Police to achieve sustained, efficient, and coordinated enforcement of all the state’s traffic safety priorities. All enforcement strategies are designed using Vermont’s Traffic Safety Enforcement Plan (TSEP).

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

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

**Distracted Driving:** The LELs support efforts to curb distracted driving and promote and collect data for the “U Drive – U Text – U Pay” campaign and its associated “Connect to Disconnect” (C2D) media kick-off event. This national campaign is a High Visibility Enforcement Campaign that focuses on reducing the use of hand-held electronic devices while driving a motor vehicle. In addition, the SHSO will issue up to a \$1M in Distracted Driving Enforcement grant funds to law enforcement agencies statewide and the LELs will assist with coordinating those efforts.

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

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

**Intended Subrecipients:** Law Enforcement Liaisons

**Countermeasure Strategy:** Law Enforcement Liaison

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405D-011    | 405d Impaired Driving Low               | LEL North     | \$40,000.00              | \$10,000.00  | \$0.00        |
| NH23405E-101    | 405e – Comprehensive DD                 | LEL North     | \$45,000.00              | \$11,250.00  |               |
| NH23402-203     | NHTSA 402PT                             | LEL North     | \$40,000.00              | \$10,000.00  |               |

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405D-010    | 405d Impaired Driving Low               | LEL South     | \$40,000.00              | \$10,000.00  |               |
| NH23405E-102    | 405e - Comprehensive DD                 | LEL South     | \$45,000.00              | \$11,250.00  |               |
| NH23402-202     | NHTSA 402PT                             | LEL South     | \$40,000.00              | \$10,000.00  |               |

## Countermeasure Strategy: Speed and Aggressive Driving

**Program Area:** Police Traffic Services

**Project Safety Impacts:** Crash location maps and other data will be used to target areas and roadways for enforcement on Vermont’s major routes, consistent with the TSEP model.

As speeding and aggressive driving behaviors are often associated with other high-risk driving behaviors such as impaired driving and lack of restraint use, the strategies employed to reduce fatalities and serious injuries for these emphasis areas will also help to reduce speed-related and aggressive driving-related fatalities and serious injuries.

**Linkage Between Program Area:**

One of the major causes of crashes on Vermont roads is excessive speed, including driving too fast for road and weather conditions. The SHSP 2022-2026 reports that 34% of all fatal and serious injury crashes involved speed or aggressive driving.

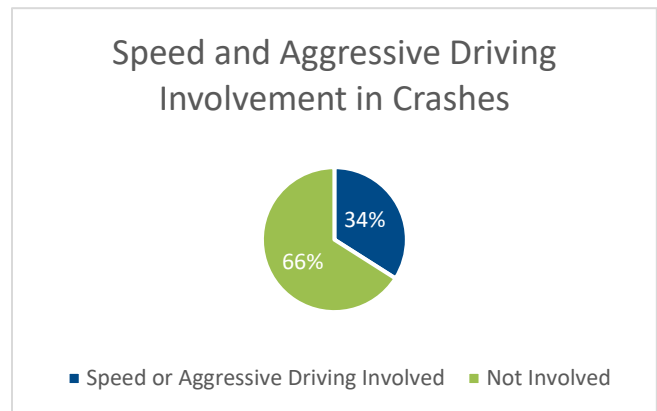
Vermont law requires drivers to drive at a reasonable and prudent rate of speed for roadway conditions, in addition to adhering to the posted speed limit. In Vermont, dangers associated with driving over the

speed limit are compounded by winter driving and roadway conditions.

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

From the updated SHSP strategies for speed and aggressive driving:

Promote elements of the Safe System which reduce vehicle speeds and reduce conflict points, particularly where drivers interact with vulnerable users. Increase public awareness of and adherence to speed limits and other roadway regulations regarding aggressive driving.



Continue to monitor work zone safety data to identify emerging trends and problem areas and implement actions as needed.

Enhance existing high-visibility enforcement programs and techniques that relate to speeding and aggressive driving.

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name   |
|-------------------|---|
| NH23402-207       | Vermont State Police Speed and Aggressive Driving Enforcement |

**Planned Activity: Vermont State Police Speed and Aggressive Driving Enforcement**

**Planned Activity Number:** NH23402-207

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

VSP will be allocated funds for high visibility enforcement to deter speed and aggressive driving throughout the calendar year. The overtime enforcement associated with this will be managed by the VSP Traffic Safety Unit. High visibility enforcement efforts will be conducted in areas where crash data shows a high incidence of speed/aggressive driving-related crashes.

**Intended Subrecipients:** Department of Public Safety

**Countermeasure Strategy:** Speed, Aggressive and Distracted Driving

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients               | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-----------------------------|--------------------------|--------------|---------------|
| NH23402-207     | NHTSA 402 PT                            | Department of Public Safety | \$50,000.00              | \$12,500.00  | \$0.00        |

The Vermont SHSO supports a regionalized approach to awarding money to grantees and continues the commitment in FY23 to regional models currently utilized in Chittenden, Rutland, Franklin, Addison, and Windham counties.

The formations of regions are not a mandatory requirement. The decision to create and/or join a regional entity lies solely with county, municipal law enforcement or other non-profit partners. If an entity chooses not to participate in a regional entity National Highway Traffic Safety Administration (NHTSA) funding would continue with the SHSO as it currently does.

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

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

Countywide SHARP programs address the ongoing highway traffic safety mission through implementation of a regionwide project that consolidates law enforcement activity administration under a region-based sub-award which in turn, then further reallocates funding to other sub-awardees. The goal is to combine resources and efforts to increase law enforcement agency participation in national and state campaigns by consolidating efforts under one program director. Combining agencies facilitates the organization of saturation patrols, checkpoints, high visibility enforcement campaigns, and maximizes visibility for media and public outreach.

The programs include a regionwide program director who organizes, supervises, and promotes enforcement as well as plans and implements educational and media activities. In addition, the director facilitates and supervises Impaired, OP, Distracted Driving, and Speed enforcement activities and funding for combined regionwide sub-awards.

**Countermeasure Strategy: Safe Highway Accident Reduction Program (SHARP)**

**Program Area:** Police Traffic Services

**Project Safety Impacts:** The Vermont SHSO supports a regionalized approach to awarding money to grantees and continues the commitment in FY23 to regional models currently utilized in Chittenden, Rutland, Windsor, Franklin, Addison, Windsor, Grand Isle, Lamoille, and Windham counties.

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

participate in a regional entity National Highway Traffic Safety Administration (NHTSA) funding would continue with the SHSO as it currently does.

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

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

Countywide SHARP programs address the ongoing highway traffic safety mission through implementation of a regionwide project that consolidates law enforcement activity administration under a region-based sub-award which in turn, then further reallocates funding to other sub-awardees. The goal is to combine resources and efforts to increase law enforcement agency participation in national and state campaigns by consolidating efforts under one program director. Combining agencies facilitates the organization of saturation patrols, checkpoints, high visibility enforcement campaigns, and maximizes visibility for media and public outreach.

**Linkage Between Program Area:**

The programs include a regionwide program director who organizes, supervises, and promotes enforcement as well as plans and implements educational and media activities. In addition, the director facilitates and supervises Impaired, OP, Distracted Driving, and Speed enforcement activities and funding for combined regionwide sub-awards.

**Planned Activities in Countermeasure Strategy**

| Unique Identifier                    | Planned Activity Name                 |
|--------------------------------------|---------------------------------------|
| NH23402-106/NH23164-127              | Chittenden County SHARP               |
| NH23164-128/NH23402-124/NH23405E-122 | Chittenden County Project Director    |
| NH23402-401                          | Chittenden County Community Education |
| NH23402-114/NH23164-114              | Rutland County SHARP                  |
| NH23164-115/NH23402-125/NH23405E-123 | Rutland County Project Director       |

| Unique Identifier                    | Planned Activity Name              |
|--------------------------------------|------------------------------------|
| NH23402-407                          | Rutland County Community Education |
| NH23402-116/NH23164-117              | Vergennes SHARP                    |
| NH23164-118/NH23402-126/NH23405E-124 | Vergennes Project Director         |
| NH23402-120/NH23164-122              | Windham County SHARP               |
| NH23402-127/NH23164-123/NH23405E-125 | Windham County Project Director    |

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

**Planned Activity Number:** NH23402-106/NH23164-127

**Planned Activity Description:** The SHARP program will be funded for patrols, high visibility enforcement, and checkpoints, targeted in areas overrepresented in impaired driving, speeding, distracted, and/or unbelted crashes and fatalities. The goal is to reduce the proportion of crashes in the State that involved traffic violations. . Patrols can be conducted day and night and must focus on identified problem areas.

Participation in enforcement campaigns and mobilizations for impaired driving, occupant protection, speeding, and distracted driving, such as Drive Sober or Get Pulled Over, Connect to Disconnect, and the Click-It-or-Ticket mobilizations.

Participation in HVE activities, saturation patrols and checkpoints

Sustained enforcement in areas and at times identified as high risk by VTrans crash data resources.

The data charts provided in GEARS shows that there were 11 fatalities (Chittenden County) between 2016 and 2020 related to unrestrained drivers and occupants. An additional 55 crashes resulted in serious injuries. This resulted in a total of 66 crashes (Fatal and Serious Injury) where drivers or occupants were not restrained. The highest percentage age group for fatal and serious injuries was 25-34 years old with 7 females and 13 males not restrained. There is a significant difference between males and females not wearing their belt with a high percentage of males operating pickup trucks and not wearing their seat belt. The highest month for unrestrained crashes was September. However, February, May, August, November, and December were also high showing this problem is a year-round problem. During the 2016-2020 period, 2020 was the lowest year for unrestrained crashes but the



highest for fatal and serious injuries. Tuesday, Wednesday, Friday and Saturday were the highest for unrestrained crashes with the highest times being between 6 PM and 10 PM. It is important to note that all other hours also have high numbers of unrestrained crashes. 25% of Vermont's fatalities are speed related (FY22 VHSP).

Motor vehicle enforcement, public awareness and education strategies will be focused on a collaborative approach amongst Chittenden County law enforcement agencies. The Chittenden County Traffic Safety Director will facilitate these efforts. All strategies will be centered around Chittenden County traffic data received from the VT Agency of Transportation. A county-wide enforcement planning meeting will be held amongst all county law enforcement agencies to discuss a yearly plan.

Targeted and data driven, high intensity enforcement activities will be utilized to address the leading factors in fatal and serious injury crashes. From 2016-2020, speeding was a factor in 72 crashes, making it the leading factor in fatal and serious injury crashes.

Driving under the influence of alcohol was the second highest factor, with 67 fatal and serious injury crashes. Sobriety checkpoints, along with public awareness campaigns utilizing the news, social media and television, will be utilized, along with compliance checks by the Vermont Department of Liquor Control on alcohol serving establishments which have been identified as possible origins of DUI offenders. Frequent bar checks by law enforcement will also be utilized to help lessen or prevent this problem.

A strong focus on this issue by law enforcement during traffic stops, as well as a robust public awareness and education campaign, specifically targeting the age group between 17-25 YOA operators, will help reduce or lessen the number of fatalities and injuries.

Activity will include enforcing penalties against people who fail to recognize vulnerable users such as bicycles, pedestrians, horses, and other vulnerable road users.

|                                 |  |
|---------------------------------|--|
| <b>Intended Subrecipients:</b>  | Chittenden County Sheriff Department                     |
| <b>Countermeasure Strategy:</b> | High Visibility Enforcement<br>ID Supporting Enforcement |

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                                    | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|--|--------------------------|--------------|---------------|
| NH23402-106     | NHTSA 402 OP                            | Chittenden County Sheriff Department/Enforcement | \$148,500.00             | \$37,125.00  | \$148,500.00  |
| NH23164-127     | 164 Transfer Funds – AL                 | Chittenden County Sheriff Department/Enforcement | \$135,300.00             | \$12,300.00  | \$135,300.00  |

**Planned Activity: Chittenden County Safe Highway Accident Reduction Program (SHARP) - Project Director**

**Planned Activity Number:** NH23164-128/NH23402-124/NH23405E-122

**Planned Activity Description:** Chittenden and Franklin Counties are the state’s most populous and host to 4 colleges/universities. Chittenden and Franklin County data from 2016 to 2020 demonstrates that these counties had 111 fatalities and serious injuries in occupant protection crashes.

Participating law enforcement agencies in FFY23 include: Burlington, Colchester, Essex, Hinesburg, Milton, Richmond, Saint Albans, Shelburne, South Burlington, Swanton, Williston, and Winooski Police Departments; and the Chittenden, Franklin, Grand Isle and Lamoille County Sheriffs’ Departments.

**Description of Duties:** The role of the Director for the Chittenden County Project is to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The Director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

**Enforcement - Key Activities:**

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

**Education, Outreach, and Media - Key Activities:**

- Education outreach efforts with schools and community alliances
- Evaluation of school and community outreach with evaluation forms and summary progress reports for events
- Coordination of Traffic Safety and PSA’s and Press Releases
- Participation in road safety audits administered by the Agency of Transportation

Attendance at meetings and conferences of highway safety partner organizations  
 Coordination of ARIDE and other traffic safety training for law enforcement officers in Chittenden County  
 Liaison with SHSO  
 Liaison with all Chittenden County Law Enforcement Agencies

**Administrative - Key Activities:**

Inventory/needs assessment of current activities  
 Issuing of Sub-awards to recipients in Chittenden County  
 Understanding of the 2 CFR 200 and NHTSA Regulations  
 Monthly preparation and submission of financial forms and activity sheets for each agency  
 Monthly reimbursements and payments to sub-grantees  
 Preparation and submission of monthly progress reports  
 Administrative support to participating county law enforcement agencies  
 Preparation and submission of final report and close out.  
 Monitoring of budget and equipment  
 Monitoring of sub-grantees every two years to ensure they are within NHTSA guidelines

**Intended Subrecipients:** Chittenden County Sheriff Department

**Countermeasure Strategy:** High Visibility Enforcement  
 ID Supporting Enforcement

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds     | Subrecipients                         | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------------------------------|--------------------------|--------------|---------------|
| NH23164-128     | 164 Transfer Funds - AL                     | Chittenden County Sherriff Department | \$20,000.00              | \$2,000.00   | \$20,000.00   |
| NH23402-124     | NHTSA 402 OP                                | Chittenden County Sheriff Department  | \$85,000.00              | \$21,500.00  | \$85,000.00   |
| NH23405E-122    | NHTSA 405e Comprehensive Distracted Driving | Chittenden County Sheriff Department  | \$28,949.00              | \$7,237.00   | \$28,949.00   |

**Planned Activity: Chittenden County Safe Highway Accident Reduction Program (SHARP) - Community Education**

**Planned Activity Number:** NH23402-401

**Planned Activity Description:** Activities include engagement with Chittenden County High Schools and other regional schools to present highway safety to the Driver’s Education Classes each semester. An officer will attend 2-3 sessions per class depending on instructor needs. A Police Officer presentation to Chittenden County High Schools will provide education to young, inexperienced drivers with the education needed to make better decisions when in a motor vehicle, either as an operator or as a passenger and specifically addressing the dangers of Texting while Driving, Driving under the Influence of Alcohol or other drugs, and improper restraint use. Officers will coordinate with the driver’s education teachers to do an evaluation survey about what the students learned from the officer’s talks.

Agencies will coordinate with and train school driver educators during the grant period, subject to the school scheduling. Training will focus on school professionals - especially administrative and health care professionals within the schools - to employ an evaluation and detection program to reduce drug use in the schools and/or to identify those that may be under the influence of drugs. The opportunity for early detection and intervention is in the best interest of the student, the school, and our community.

CCSD will partner with VHSA to increase our presence at safety events with a focus on over all traffic safety. CCSD will bring the rollover demonstration to county fairs, speaking at health fairs, National night out events, BBQ’s sponsored by traffic safety events, and etc., locally and regionally. CCSD plans to increase presence at our local fairs. Future plans include expanding activities to engage more of the public with the DUI goggles.

Promote bicycle and pedestrian safety as the season permits. The program scheduling and objectives will be designed and submitted to the recreation department for advertisement in their spring-summer brochure.

**Intended Subrecipients:** Chittenden County Sheriff Department

**Countermeasure Strategy:** High Visibility Enforcement  
ID Supporting Enforcement

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                        | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|--------------------------------------|--------------------------|--------------|---------------|
| NH23402-401     | NHTSA 402 SA                            | Chittenden County Sheriff Department | \$32,048.00              | \$8,012.00   | \$32,048.00   |

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

**Planned Activity Number:** NH23402-114/NH23164-114

**Planned Activity Description:**

The SHARP program will be funded for patrols, high visibility enforcement, and checkpoints, targeted in areas overrepresented in impaired driving, speeding, distracted, and/or unbelted crashes and fatalities. The goal is to reduce the proportion of crashes in the State that involved traffic violations. . Patrols can be conducted day and night and must focus on identified problem areas.

Participation in enforcement campaigns and mobilizations for impaired driving, occupant protection, speeding, and distracted driving, such as Drive Sober or Get Pulled Over, Connect to Disconnect, and the Click-It-or-Ticket mobilizations.

Participation in HVE activities, saturation patrols and checkpoints

Sustained enforcement in areas and at times identified as high risk by VTrans crash data resources.

The data charts provided in GEARS shows that there were 48 fatalities (Rutland/Windsor/Addison Counties) between 2016 and 2020 related to unrestrained drivers and occupants. An additional 110 crashes resulted in serious injuries. This resulted in a total of 150 crashes (Fatal and Serious Injury) where drivers or occupants were not restrained. There was a total of 532 crashes where drivers and occupants were not restrained. The highest percentage age group was 25-34 years old with 59 females and 99 males not restrained. There is a significant difference between males and females not wearing their belt with a high percentage of males operating pickup trucks and not wearing their seat belt. The highest month for unrestrained crashes was August. However, January, March, June, July, September, October and December were also high showing this problem is a year-round problem. 2019 was the lowest year for unrestrained crashes but 2020 showed a dramatic increase in this trend. Sunday, Monday, Thursday and Friday were the highest for unrestrained crashes with the highest times being between 2 PM and 6 PM. It is important to note that all other hours also have high numbers of unrestrained crashes. 25% of Vermont's fatalities are speed related (FY22 VHSP)

Motor vehicle enforcement, public awareness and education strategies will be focused on a collaborative approach amongst Rutland County law enforcement agencies. The Rutland County Traffic Safety Director will facilitate these efforts. All strategies will be centered around Rutland County traffic data received from the VT Agency of Transportation. A county-wide enforcement planning meeting will be held amongst all county law enforcement agencies to discuss a yearly plan.

Targeted and data driven, high intensity enforcement activities will be utilized to address the leading factors in fatal and serious injury crashes. From 2016-2020, improper occupant protection was a factor in 43 fatal and

serious injury crashes. A strong focus on this issue by law enforcement during traffic stops, as well as a robust public awareness and education campaign, specifically targeting the age group between 17-25 YOA operators, will help reduce or lessen the number of fatalities and injuries.

Driving under the influence of alcohol was the second highest factor, with 36 fatal and serious injury crashes. Sobriety checkpoints, along with public awareness campaigns utilizing the news, social media and television, will be utilized, along with compliance checks by the Vermont Department of Liquor Control on alcohol serving establishments which have been identified as possible origins of DUI offenders. Frequent bar checks by law enforcement will also be utilized to help lessen or prevent this problem.

This grant will include enforcement penalties against people who fail to recognize vulnerable users such as bicycles, pedestrians, horses, and other vulnerable users.

**Intended Subrecipients:** Rutland County Sheriff Department

**Countermeasure Strategy:** High Visibility Enforcement  
ID Supporting Enforcement

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                                 | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---|--------------------------|--------------|---------------|
| NH23402-114     | NHTSA 402 OP                            | Rutland County Sheriff Department/Enforcement | \$125,000.00             | \$31,250.00  | \$125,000.00  |
| NH23164-114     | 164 Transfer Funds – AL                 | Rutland County Sheriff Department/Enforcement | \$136,000.00             | \$13,750.00  | \$136,000.00  |

**Planned Activity: Rutland County Safe Highway Accident Reduction Program (SHARP) - Project Director**

**Planned Activity Number:** NH23164-115/NH23402-125/NH23405E-123

|                                |   |
|--------------------------------|---|
| <b>Planned Activity</b>        | Use the team approach for highway safety needs.   |
| <b>Description:</b>            | <p><b>Description of Duties:</b> The role of the Director for the Rutland/Addison and Windsor County Project is to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The Director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:</p> <p><b>Enforcement - Key Activities:</b></p> <p>Planning and coordination of multi-agency ongoing enforcement activities<br/>Planning and organization of HVE campaigns and NHTSA events as per calendar<br/>Data collection and reporting of enforcement activity<br/>Monitoring and evaluation of enforcement<br/>Promotion of evidence-based practices</p> <p><b>Education, Outreach, and Media - Key Activities:</b></p> <p>Promotion of educational outreach efforts with schools and community alliances<br/>Evaluation of community events and outreach with evaluation forms and summary progress reports for events<br/>Coordination of Traffic Safety and Media PSA's and Press Releases<br/>Participation in road safety audits administered by the Agency of Transportation<br/>Attendance of meetings and conferences of highway safety partner organizations<br/>Coordination for ARIDE and other traffic safety training for law enforcement officers in Rutland County<br/>Liaison with SHSO<br/>Liaison with all Rutland and Windsor County Law Enforcement Agencies</p> <p><b>Administrative - Key Activities:</b></p> <p>Inventory/needs assessment of current activities<br/>Issuance of Sub-awards to recipients in Rutland County<br/>Understanding of the 2 CFR 200 and NHTSA Regulations<br/>Monthly preparation and submission of financial forms and activity sheets for each agency<br/>Monthly reimbursements and payments to sub-grantees<br/>Preparation and submission of monthly progress reports<br/>Administrative support to participating county law enforcement agencies<br/>Preparation and submission of final report and close out.<br/>Monitoring of budget and equipment<br/>Monitoring of sub-grantees every two years to ensure they are within NHTSA guidelines</p> |
| <b>Intended Subrecipients:</b> | Rutland County Sheriff Department   |

**Countermeasure Strategy:** High Visibility Enforcement  
ID Supporting Enforcement

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds     | Subrecipients                     | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-----------------------------------|--------------------------|--------------|---------------|
| NH23164-115     | 164 Transfer Funds-AL                       | Rutland County Sheriff Department | \$24,000.00              |              | \$24,000.00   |
| NH23402-125     | NHTSA 402 OP                                | Rutland County Sheriff Department | \$55,000.00              | \$13,750.00  | \$55,000.00   |
| NH23405E-123    | NHTSA 405e Comprehensive Distracted Driving | Rutland County Sheriff Department | \$20,256.00              | \$5,064.00   |               |



**Planned Activity: Rutland County Safe Highway Accident Reduction Program (SHARP) - Community Education**

**Planned Activity Number:** NH23402-407

**Planned Activity Description:** Engagement with Rutland High School and other regional schools to present highway safety to the Driver’s Education Classes each semester. An officer will attend 2-3 sessions per class depending on instructor needs. A Police Officer will offer a presentation to Rutland County High Schools to provide education to young, inexperienced drivers with the education needed to make better decisions when in a motor vehicle, either as an operator or as a passenger and specifically addressing the dangers of Texting while Driving, Driving under the Influence of Alcohol or other drugs, and improper restraint use. This would be expanded to Departments in Windsor, Bennington and Addison County and other Counties as requested.

Activities include coordination with and training of school driver educators during the grant period, subject to the school scheduling. Training school professionals - especially administrative and health care professionals within the schools - to employ an evaluation and detection program to reduce drug use in the schools and/or to identify those that may be under the influence of drugs. The opportunity for early detection and intervention is in the best interest of the student, the school, and our community.

Participation at safety events such as fairs and safety days throughout the grant year.

Promotion of bicycle and pedestrian safety as the season permits. The program scheduling and objectives will be designed and submitted to the recreation department for advertisement in their spring-summer brochure.

**Intended Subrecipients:** Rutland County Sheriff Department

**Countermeasure Strategy:** High Visibility Enforcement  
ID Supporting Enforcement

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                     | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-----------------------------------|--------------------------|--------------|---------------|
| NH23402-407     | NHTSA 402 SA                            | Rutland County Sheriff Department | \$26,000.00              | \$6,500.00   | \$26,000.00   |

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

**Planned Activity Number:** NH23164-117/NH23402-116

**Planned Activity Description:** The SHARP program will be funded for patrols, high visibility enforcement, and checkpoints, targeted in areas overrepresented in impaired driving, speeding, distracted, and/or unbelted crashes and fatalities. The goal is to reduce the proportion of crashes in the State that involved traffic violations. Patrols can be conducted day and night and must focus on identified problem areas.

Participation in enforcement campaigns and mobilizations for impaired driving, occupant protection, speeding, and distracted driving, such as Drive Sober or Get Pulled Over, Connect to Disconnect, and the Click-It-or-Ticket mobilizations.

Participation in HVE activities, saturation patrols and checkpoints

Sustained enforcement in areas and at times identified as high risk by VTTrans crash data resources.

Motor vehicle enforcement, public awareness and education strategies will be focused on a collaborative approach amongst Addison County law enforcement agencies. The Addison County Traffic Safety Coordinator will facilitate these efforts. All strategies will be centered around Addison County traffic data received from the VT Agency of Transportation. A county-wide enforcement planning meeting will be held amongst all county law enforcement agencies to discuss a yearly plan.

Targeted and data driven, high intensity enforcement activities will be utilized to address DUI, the #1 cause of highway fatalities and serious injuries in Addison County. Sobriety checkpoints, along with public awareness campaigns utilizing the news, social media and television, will be utilized, along with compliance checks by the Vermont Department of Liquor Control on alcohol serving establishments which have been identified as possible origins of DUI offenders. Frequent bar checks by law enforcement will also be utilized to help lessen or prevent this problem.

The #2 cause of fatalities or serious injury was failure to utilize occupant protection. A strong focus on this issue by law enforcement during traffic stops, as well as a robust public awareness and education campaign, specifically targeting the age group between 17-25 YOA operators, will help reduce or lessen the number of fatalities and injuries.

The #3 cause of highway fatalities and serious injury is one which will require a further analysis of data to determine what the "other" cause was. This category amounted to 8 fatalities and 38 serious injuries, which are substantial numbers. Once determined, specific strategies can be developed to address this category.

Distracted Driving was the fourth greatest cause of fatalities and serious injury. Once again, a data-driven and collaborative approach will be utilized at major traffic chokepoints to identify and ticket offenders. Frequent enforcement activity, as well as public awareness and education, again are the main strategies to be utilized to address this highway safety issue.

Speeding is the least causative category, but which plays a very dangerous and probably greater part in our overall highway safety challenges than numbers portray.

Education and public awareness is an area which has great potential for improvement and expansion. All efforts will be followed up with a collaborative after-action review to determine effectiveness and if redirection is needed. Staffing will play a role in the frequency and numbers of officers involved but can be addressed with well-planned events. These activities will address these specific highway safety issues and are absolutely attainable during the grant year.

**Intended Subrecipients:** Vergennes Police Department

**Countermeasure Strategy:** High Visibility Enforcement  
ID Supporting Enforcement

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients               | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-----------------------------|--------------------------|--------------|---------------|
| NH23164-117     | Transfer Funds 164 AL                   | Vergennes Police Department | \$35,000.00              |              | \$35,000.00   |
| NH23402-116     | NHTSA 402 OP                            | Vergennes Police Department | \$35,000.00              | \$8,750.00   | \$35,000.00   |

**Planned Activity: Vergennes Safe Highway Accident Reduction Program (SHARP) - Project Director**

**Planned Activity Number:** NH23164-118/NH23402-126/NH23405E-124

|                                      |   |
|--------------------------------------|---|
| <b>Planned Activity Description:</b> | <p>Use the team approach for highway safety needs.</p> <p><b>Description of Duties:</b> The role of the Director for the Vergennes Project is to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The Director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:</p> <p><b>Enforcement - Key Activities:</b></p> <ul style="list-style-type: none"><li>Planning and coordination of multi-agency ongoing enforcement activities</li><li>Planning and organization of HVE campaigns and NHTSA events as per calendar</li><li>Data collection and reporting of enforcement activity</li><li>Monitoring and evaluation of enforcement</li><li>Promotion of evidence-based practices</li></ul> <p><b>Education, Outreach, and Media - Key Activities:</b></p> <ul style="list-style-type: none"><li>Educational outreach efforts with schools and alliances</li><li>Evaluation of community events and outreach with evaluation forms and summary progress reports for events</li><li>Coordination of Traffic Safety and Media PSA's and Press Releases</li><li>Participation in road safety audits administered by the Agency of Transportation</li><li>Attendance at meetings and conferences of highway safety partner organizations</li><li>Coordination of ARIDE and other traffic safety training for law enforcement officers in Vergennes</li><li>Liaison with SHSO</li><li>Liaison with all Vergennes Law Enforcement Agencies</li></ul> <p><b>Administrative - Key Activities:</b></p> <ul style="list-style-type: none"><li>Inventory/needs assessment of current activities</li><li>Issue Sub-awards to recipients in Vergennes</li><li>Understanding of the 2 CFR 200 and NHTSA Regulations</li><li>Monthly preparation and submission of financial forms and activity sheets for each agency</li><li>Monthly reimbursements and payments to sub-grantees</li><li>Preparation and submission of monthly progress reports</li><li>Administrative support to participating county law enforcement agencies</li><li>Preparation and submission of final report and close out.</li><li>Monitoring of budget and equipment</li><li>Monitoring of sub-grantees every two years to ensure they are within NHTSA guidelines</li></ul> |
| <b>Intended Subrecipients:</b>       | Vergennes Police Department   |

**Countermeasure Strategy:** High Visibility Enforcement  
ID Supporting Enforcement

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds     | Subrecipients                           | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---|--------------------------|--------------|---------------|
| NH23164-118     | 164 Transfer Funds-AL                       | Vergennes Police Department/Enforcement | \$10,000.00              |              | \$10,000.00   |
| NH23402-126     | NHTSA 402 OP                                | Vergennes Police Department             | \$60,000.00              | \$15,000.00  | \$60,000.00   |
| NH23405E-124    | NHTSA 405e Comprehensive Distracted Driving | Vergennes Police Department             | \$12,196.00              | \$3,049.00   |               |

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

**Planned Activity Number:** NH23402-120/NH23164-122

**Planned Activity Description:** The SHARP program will be funded for patrols, high visibility enforcement, and checkpoints, targeted in areas overrepresented in impaired driving, speeding, distracted, and/or unbelted crashes and fatalities. The goal is to reduce the proportion of crashes in the State that involved traffic violations. . Patrols can be conducted day and night and must focus on identified problem areas.

Participation in enforcement campaigns and mobilizations for impaired driving, occupant protection, speeding, and distracted driving, such as Drive Sober or Get Pulled Over, Connect to Disconnect, and the Click-It-or-Ticket mobilizations.

Participation in HVE activities, saturation patrols and checkpoints

Sustained enforcement in areas and at times identified as high risk by VTrans crash data resources.

The data charts provided in GEARS shows that there were 16 fatalities (Windham County) between 2016 and 2020 related to unrestrained drivers and occupants. An additional 35 crashes resulted in serious injuries. This resulted in a total of 51 crashes (Fatal and Serious Injury) where drivers or occupants were not restrained. There was a total of 233 crashes where drivers and occupants were not restrained. The highest percentage age groups were 20-24 years old and 25-34 years old with a total of 9 females and 13 males not restrained. There is a significant difference between males and females not wearing their belt with a high percentage of males operating pickup trucks and not wearing their seat belt. The highest month for unrestrained crashes was September. However, May and December were also high showing this problem is a year-round problem. 2019 and 2020 were low years for unrestrained crashes. Wednesday, Thursday, Friday and Saturday were the

highest for unrestrained crashes with the highest times being between 6 PM and 10 PM. It is important to note that all other hours also have high numbers of unrestrained crashes. 25% of Vermont's fatalities are speed related (FY22 VHSP)

Motor vehicle enforcement, public awareness and education strategies will be focused on a collaborative approach amongst Rutland County law enforcement agencies. The Rutland County Traffic Safety Coordinator will facilitate these efforts. All strategies will be centered around Rutland County traffic data received from the VT Agency of Transportation. A county-wide enforcement planning meeting will be held amongst all county law enforcement agencies to discuss a yearly plan.

Targeted and data driven, high intensity enforcement activities will be utilized to address the leading factors in fatal and serious injury crashes. From 2016-2020, improper occupant protection was a factor in 43 fatal and serious injury crashes. A strong focus on this issue by law enforcement during traffic stops, as well as a robust public awareness and education campaign, specifically targeting the age group between 17-25 YOA operators, will help reduce or lessen the number of fatalities and injuries.

Driving under the influence of alcohol was the second highest factor, with 36 fatal and serious injury crashes. Sobriety checkpoints, along with public awareness campaigns utilizing the news, social media and television, will be utilized, along with compliance checks by the Vermont Department of Liquor Control on alcohol serving establishments which have been identified as possible origins of DUI offenders. Frequent bar checks by law enforcement will also be utilized to help lessen or prevent this problem.

|                                 |  |
|---------------------------------|--|
| <b>Intended Subrecipients:</b>  | Windham County Sheriff Department                        |
| <b>Countermeasure Strategy:</b> | High Visibility Enforcement<br>ID Supporting Enforcement |

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                    | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|----------------------------------|--------------------------|--------------|---------------|
| NH23402-120     | NHTSA 402 OP                            | Windham County Police Department | \$50,000.00              | \$12,500.00  | \$50,000.00   |
| NH23164-122     | 164 Transfer Funds-AL                   | Windham County Police Department | \$50,000.00              |              | \$50,000.00   |

**Planned Activity: Windham County Safe Highway Accident Reduction Program (SHARP) - Project Director**

**Planned Activity Number:** NH23402-127/NH23164-123/NH23405E-125

**Planned Activity Description:** Use the team approach for highway safety needs.

**Description of Duties:** The role of the Director for the Windham County Project is to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The Director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

**Enforcement - Key Activities:**

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

**Education, Outreach, and Media - Key Activities:**

- Educational outreach efforts with schools and community alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordination of Traffic Safety and Media and Press Releases
- Participation in road safety audits administered by the Agency of Transportation
- Attendance at meetings and conferences of highway safety partner organizations
- Coordination of ARIDE and other traffic safety training for law enforcement officers in Windham County
- Liaison with SHSO
- Liaison with all Windham County Law Enforcement Agencies

**Administrative - Key Activities:**

Inventory/needs assessment of current activities  
 Issue Sub-awards to recipients in Windham County  
 Understanding of the 2 CFR 200 and NHTSA Regulations  
 Monthly preparation and submission of financial forms and activity sheets for each agency  
 Monthly reimbursements and payments to sub-grantees  
 Preparation and submission of monthly progress reports  
 Administrative support to participating county law enforcement agencies  
 Preparation and submission of final report and close out.  
 Monitoring of budget and equipment  
 Monitoring of sub-grantees every two years to ensure they are within NHTSA guidelines

**Intended Subrecipients:** Windham County Sheriff Department

**Countermeasure Strategy:** High Visibility Enforcement  
 ID Supporting Enforcement

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds     | Subrecipients                                | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|--|--------------------------|--------------|---------------|
| NH23164-123     | 164 Transfer Funds-AL                       | Windham County Police Department/Enforcement | \$19,860.00              |              | \$19,860.00   |
| NH23402-127     | NHTSA 402 OP                                | Windham County Police Department             | \$55,000.00              | \$13,750.00  | \$55,000.00   |
| NH23405E-125    | NHTSA 405e Comprehensive Distracted Driving | Windham County Sheriff Department            | \$20,000.00              | \$5,000.00   |               |

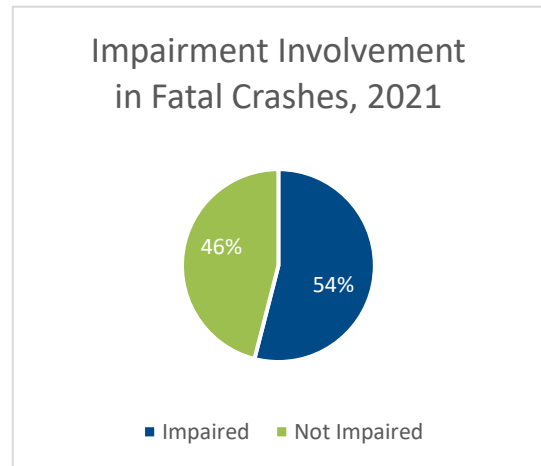


## Program Area: Impaired Driving (Drug and Alcohol)

### Description and Analysis of State's Impaired Driving Problem

Vermont is committed to applying an evidence-based design to all aspects of its impaired driving programs. A review of impaired driving fatality data reveals that of the 69 fatal crashes in 2021, 10 involved operators suspected of driving under the influence of alcohol only; 18 involved an operator suspected of driving under the influence of drugs only; and 12 involved operators suspected of driving under the influence of both alcohol and drugs. Of the 69 fatal crashes, 20 drivers tested positive for Delta-9 THC, the active cannabinoid in marijuana. In total, 74 deaths, or 54 % of all fatalities on Vermont highways in 2021 were attributable to impaired drivers.

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



A closer analysis of the data above, when viewed in conjunction with the information below, gives insight to specific problem areas within the state. For instance, the six counties with the highest number of Alcohol Related Serious Bodily Injury Crashes (ARSBI crashes) where the BAC of the operator  $\geq .08$  were Chittenden, Addison, Windham, Bennington, Washington, Windsor and Franklin.

### Motorcycle Safety

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

There are many motorcycle events in or around Vermont during the summer riding season, but three of these events directly impact traffic. The motorcycle races in Laconia, New Hampshire in June bring considerable traffic through the southern half of Vermont. In addition, groups from the greater New York capital district and western New York travel across New York Route 7 to Vt. Route 9 into Bennington and then on to New Hampshire. Multi-agency saturation patrols and checkpoints are activated more for the appearance of omni-presence than enforcement. Local restaurants, pubs and bars benefit from increased activity beginning on the Thursday before the (weekend of the) races and continuing for the next week. Some DUI and drug possession cases are generated, and traffic offenses increased. The Police Departments in Bennington, Wilmington, and Brattleboro frequently communicate when large groups move from one area to the other so that the agencies can plan for increased traffic. In recent years, the volume of traffic has slightly decreased, but remains heavy enough to warrant attention.

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

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

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

**Data Analysis**

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

**Alcohol Impaired Table 1**

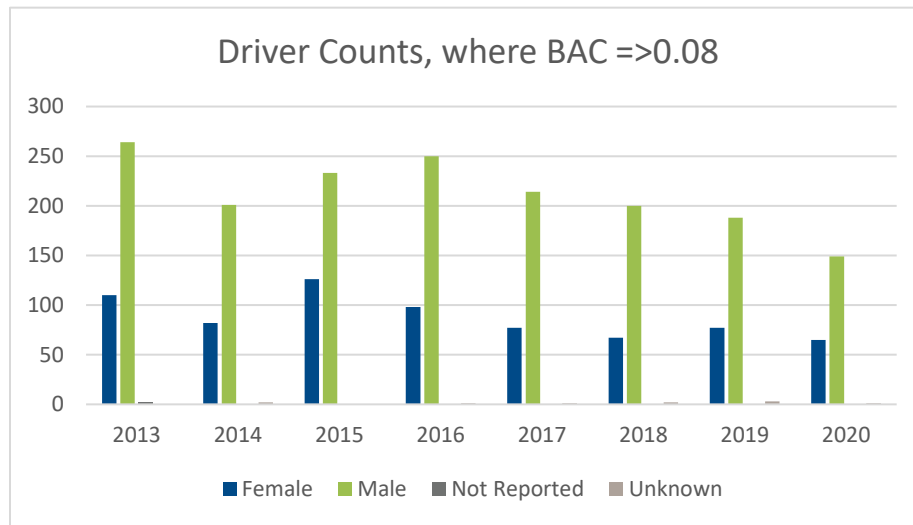
**Vermont Highway Crashes by County: All Crash Types where Operator BAC = > 0.08**

| County:       | 2013       | 2014       | 2015       | 2016       | 2017       | 2018       | 2019       | 2020       |
|---------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Addison       | 26         | 12         | 16         | 24         | 19         | 20         | 12         | 14         |
| Bennington    | 32         | 27         | 25         | 27         | 30         | 23         | 29         | 12         |
| Caledonia     | 11         | 11         | 10         | 14         | 7          | 16         | 13         | 8          |
| Chittenden    | 85         | 67         | 88         | 73         | 59         | 65         | 66         | 36         |
| Essex         | 2          | 3          | 1          | 4          | 2          | 2          | 2          | 2          |
| Franklin      | 27         | 21         | 32         | 19         | 23         | 18         | 12         | 16         |
| Grand Isle    | 6          | 4          | 7          | 3          | 4          | 6          | 7          | 1          |
| Lamoille      | 17         | 18         | 19         | 24         | 20         | 16         | 16         | 17         |
| Orange        | 19         | 13         | 17         | 18         | 17         | 10         | 11         | 6          |
| Orleans       | 15         | 10         | 9          | 5          | 12         | 11         | 9          | 15         |
| Rutland       | 38         | 26         | 34         | 38         | 26         | 7          | 16         | 21         |
| Washington    | 26         | 11         | 18         | 32         | 21         | 19         | 23         | 19         |
| Windham       | 39         | 31         | 44         | 38         | 32         | 28         | 24         | 30         |
| Windsor       | 33         | 31         | 39         | 30         | 20         | 28         | 28         | 18         |
| <b>Total:</b> | <b>376</b> | <b>285</b> | <b>359</b> | <b>349</b> | <b>292</b> | <b>269</b> | <b>268</b> | <b>215</b> |

**Driver Counts, where BAC =>0.08**

| Month:   | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|----------|------|------|------|------|------|------|------|------|
| January  | 26   | 21   | 38   | 36   | 23   | 16   | 25   | 12   |
| February | 30   | 22   | 21   | 24   | 28   | 26   | 15   | 12   |

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



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

| County:    | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
|------------|------|------|------|------|------|------|------|------|
| Addison    | 0    | 0    | 2    | 0    | 1    | 3    | 0    | 1    |
| Bennington | 0    | 1    | 1    | 3    | 1    | 1    | 0    | 0    |
| Caledonia  | 0    | 0    | 1    | 2    | 0    | 1    | 1    | 0    |
| Chittenden | 2    | 1    | 2    | 2    | 2    | 1    | 1    | 1    |
| Essex      | 1    | 0    | 0    | 0    | 1    | 0    | 1    | 0    |
| Franklin   | 2    | 1    | 4    | 4    | 1    | 3    | 0    | 2    |
| Grand Isle | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |
| Lamoille   | 1    | 0    | 0    | 2    | 1    | 0    | 1    | 1    |
| Orange     | 3    | 0    | 1    | 0    | 0    | 0    | 0    | 0    |
| Orleans    | 2    | 2    | 0    | 0    | 3    | 0    | 2    | 2    |
| Rutland    | 2    | 1    | 2    | 3    | 2    | 1    | 0    | 1    |
| Washington | 1    | 0    | 1    | 1    | 0    | 1    | 0    | 4    |
| Windham    | 0    | 0    | 0    | 4    | 1    | 2    | 0    | 2    |

| County:       | 2013      | 2014     | 2015      | 2016      | 2017      | 2018      | 2019     | 2020      |
|---------------|-----------|----------|-----------|-----------|-----------|-----------|----------|-----------|
| Windsor       | 1         | 0        | 0         | 2         | 2         | 0         | 2        | 0         |
| <b>Total:</b> | <b>15</b> | <b>6</b> | <b>14</b> | <b>24</b> | <b>15</b> | <b>13</b> | <b>8</b> | <b>14</b> |

**Vermont Impaired Driving Strategies**

Encourage Law Enforcement Agencies (LEAs) throughout the state to participate in National impaired driving enforcement campaigns, such as “Drive Sober or Get Pulled Over.”

Provide instructive assistance to potential subgrantees by offering a grant training workshop prior to the submission of their grant application in GEARS.

Support programs for the education of younger drivers regarding the dangers of driving while impaired and the laws affecting those age groups.

Work with the Department of Motor Vehicles to support driver education programs, reinforcing impaired driving laws.

Promote the expansion of WebCrash to map impaired driving crashes, and to forecast emerging impaired driving trends.

Provide the Vermont Forensic Laboratory with funding for the necessary supplies, and staff training, to facilitate the analysis of impaired driving related evidentiary samples.

Support the Traffic Safety Resource Prosecutors and the Judiciary training program.

Continued support of the expansion of the Drug Evaluation and Classification Program (also referred to as the Drug Recognition Expert or DRE program) to provide more flexible statewide coverage.

Provide support for Advanced Roadside Impaired Driving Enforcement (ARIDE) training to serve as prerequisite to those that may choose to enter the DRE program.

Promote initial Standardized Field Sobriety Testing training for new police officers and SFST updates for those already certified, enabling them to keep current.

**Associated Performance Measures**

| Fiscal Year | Performance Measure Name  | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2023        | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 2023            | 5 Year        | 15.8         |

**Countermeasure Strategies in Program Area**

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

**Countermeasure Strategy: DRE, ARIDE and SFST Program Management and Training**

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

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

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

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name                          |
|-------------------|--|
| NH23405D-018      | Vermont Police Academy Impaired Driving Grants |

| Unique Identifier            | Planned Activity Name |
|------------------------------|-----------------------|
| NH23405D-013/014/015/016/017 | DRE Call-out Pay      |

**Planned Activity: Vermont Police Academy Impaired Driving Grants**

**Planned Activity Number:** NH23405D-018

**Planned Activity Description:** This program funds the impaired driving coordinator who plans and implements training at the Vermont Police Academy for the following certifications:

- SFST (Standardized Field Sobriety Test)
- ARIDE (Advanced Roadside Impaired Driving Enforcement)
- DRE (Drug Recognition Experts)

VCJC intends to improve their programs with a dedicated training coordinator (TC) focused on impaired driving. The training coordinator will allow the agency to address the lack of ongoing SFST training for officers, along with administering a more updated curriculum and a stronger industry representation for the DRE program.

There are 1396 Level-III and 353 Level-II certified officers in VT. 860 officers were trained in ARIDE and 40 are currently certified DREs. Most officers have been certified in DUI/SFST, but many have not received SFST refresher training since the beginning of their career. The VCJC is striving to address these concerns by providing a training coordinator (TC) with statewide impact to act as a focal point for all impaired driving training efforts. Having a dedicated subject matter expert to oversee this enables VCJC to make certain that these trainings remain a priority, the most up-to-date curricula are utilized, and instructors are held to high standards.

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

This project will be evaluated at various intervals to document success in meeting objectives and assess impact on officers receiving training.

Evaluation methods used ensure systematic, ongoing review of training programs. 1) All attendees will complete surveys regarding perceptions of course content, instructor performance, helpfulness of materials, and training style/method. Feedback will be analyzed and findings shared with instructors to facilitate decision making as needed. 2) Students will be tested in both written form and in the demonstration of standardized field sobriety tests (SFSTs) and equipment use. Physical demonstration of proficiency in SFSTs is required. Instructors observe and rate students on their skills. Findings are communicated back to the student and remedial training is addressed instantly. Inability to perform SFSTs can result in a denial of moving forward along this skill path until deficiencies are addressed. Written exams are given to ensure understanding of course content, are standardized and pre-approved by the VCJC. Scores are examined, not only as a measure of student learning, but also a check on quality of instruction. 3) Survey of training needs - Program Coordinator will review the rates of registration, by course and by location, as a gauge of need. Also, will conduct a training needs assessment survey of agency heads. Feedback will be shared with stakeholders for consideration in annual planning

**Intended Subrecipients:** Vermont Police Academy

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

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients          | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|------------------------|--------------------------|--------------|---------------|
| NH23405D-018    | 405d Impaired Driving Low               | Vermont Police Academy | \$308,580.00             | \$77,145.00  |               |

**Planned Activity: DRE Call-out Pay**

**Planned Activity Number:** NH23405D-013/014/015/016/017

**Planned Activity Description:** Vermont’s DRE program began in 2005 and continues to expand its coverage throughout the state. The DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. The Vermont Criminal Justice Council estimates that there will be 450 evaluations completed in FFY22. The SHSO provides funding for overtime call out pay for DREs to respond to law enforcement agency requests for evaluations statewide as needed. The statewide DRE call-out funding requests have been split between Northern and Southern parts of the state for local and county LEAs. State LEAs (including the Dept of Motor Vehicles,

Dept of Liquor Control, and Dept of Public Safety) continue to be reimbursed directly by the SHSO.

**Intended Subrecipients:** Chittenden County Sheriff’s Department  
 VT Dept of Motor Vehicles  
 Vermont Department of Liquor Control  
 Rutland County Sheriff’s Dept  
 Department of Public Safety

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

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                     | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-----------------------------------|--------------------------|--------------|---------------|
| NH23405D-013    | 405d Impaired Driving Low               | Chittenden County Sheriff’s Dept. | \$38,500.00              | \$9,625.00   |               |
| NH23405D-014    | 405d Impaired Driving Low               | Rutland County Sheriff’s Dept.    | \$38,037.00              | \$9,509.00   |               |
| NH23405E-015    | 405d Impaired Driving Low               | Department of Public Safety       | \$56,539.00              | \$14,135.00  |               |
| NH23405D-016    | 405d Impaired Driving Low               | Vermont DMV                       | \$4,371.00               | \$1,093.00   |               |
| NH23405D-017    | 405d Impaired Driving Low               | Department of Liquor Control      | \$6,600.00               | \$1,650.00   |               |

**Countermeasure Strategy: High Visibility Enforcement**

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

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

**Saturation Patrols** – Increased patrols by law enforcement officers in a targeted area with the goal of gaining compliance with traffic laws and creating a general deterrence to prevent traffic violations. The VT SHSO defines a Saturation Patrol for its grantee agencies as a patrol of a specific area by two (2) or more officers working together for not less than one (1) hour that involves active motor vehicle enforcement. The two officers do not need to be from the same agency; in fact, inter-agency collaboration is encouraged.

**Wave** – Increased enforcement of a specific unlawful traffic behavior in a targeted location for a short period of time that occurs periodically. For example, speed enforcement waves might be conducted several times a



month for a few hours in an area with a documented speeding problem, or DUI waves may be conducted around special events that are known to result in higher-than-normal DUI incidences such as music festivals or major sporting events.

**Checkpoints** – Most checkpoints are conducted as sobriety checkpoints to detect impaired drivers. However, they can also be conducted as safety equipment checkpoints or to detect unrestrained occupants as part of an Occupant Protection enforcement program. Checkpoints are set up in a conspicuous location along a highway and vehicles are stopped in a specific sequence, such as every vehicle, every other vehicle, every third vehicle, etc. The frequency with which vehicles are stopped depends on staffing and traffic conditions. Most states (including Vermont) allow checkpoints but have strict rules governing their use in order to avoid constitutionality issues. See *State v. Martin*, 145 Vt. 562 (1985).

**Integrated Enforcement** – High visibility enforcement strategies and elements incorporated into everyday enforcement. Integrating high visibility traffic enforcement as a standard practice notifies the public that traffic enforcement is an agency priority and assists in reducing other crimes while at the same time creates general deterrence and encourages voluntary compliance with traffic laws. This is the most common enforcement method used by law enforcement agencies that do not have either a dedicated traffic unit or the ability to conduct grant-funded enforcement activities.

**Multi-Jurisdictional** – Multi-jurisdictional efforts combine an agency's resources and efforts with those of neighboring agencies. NHTSA has identified the multi-jurisdictional approach as being a critical countermeasure in traffic safety, especially when done in a highly visible manner and including a balance of enforcement and publicity. The law enforcement community employs this tactic through the use of regional task forces including the Chittenden County, Windham County, and Rutland County SHARP Teams, the Vergennes P.A.C.T.S team, Click It or Ticket Task Forces, and DUI Mobile Task Forces, all of which are described below and elsewhere in this Highway Safety Plan.

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

### **Strategies**

During each fiscal year, participation in the national high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar is required, including not less than three (3) campaigns in each fiscal year. The required HVE Campaigns are:

Winter Holiday Impaired Driving.  
May/June Occupant Protection.  
Labor Day Impaired Driving.

In addition, agencies are required to participate in two one day occupant protection special events and two one day impaired driving special events. The dates of the HVE campaigns and special events can be found on the NHTSA Communications Calendar.

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

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

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

Work zone safety continues to be a concern for the State of Vermont, since work zones are inherently more hazardous for both vehicular and pedestrian traffic. The SHSO will encourage all LEAs with highway safety grants to conduct speed, aggressive, occupant protection, impaired driving and distracted driving enforcement at designated work zones.

**Impaired Driving Performance Measures:**

Increase the current number of LEAs participating in national mobilizations to include impaired driving enforcement campaigns.

Support a survey of young drivers to determine perceived risks and attitudes about impaired driving

Measure the increase in drugged driving major crashes and fatalities using geo-mapping

Measure the number of training sessions the TSRPs are delivering to the members of the judiciary  
 Assist the Department of Motor Vehicles with the expansion of the Ignition Interlock Program  
 Increase the number of certified Vermont DREs  
 Fund additional ARIDE trainings in addition to SFST update trainings

**Linkage Between Program Area:**

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name               |
|-------------------|-------------------------------------|
| NH23164-101-128   | High Visibility Alcohol Enforcement |

**Planned Activity: High Visibility Alcohol Enforcement**

**Planned Activity Number:** NH23164-101-128

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

Vermont LEAs benefit from significant levels of communication and cooperation. Factors strengthening this cooperation are that all officers attend the same police academy, and that all certified officers have statewide law enforcement authority. The academy experience helps to develop a sense of camaraderie early in officers’ careers, and the statewide authority eliminates jurisdictional boundary issues which frees up officers to work together in parts of the state outside their standard regions.

Agency participation in national alcohol impaired driving mobilizations increased slightly in 2021 with approximately 57% of the agencies in Vermont participating in national alcohol impaired driving mobilizations. This is still a significant reduction from 2019 when the participation rate was approximately 70%, but it is understandable due to the lingering effects of COVID restrictions that many agencies imposed on pro-active motor vehicle

patrols. Agency leaders felt that it would be safer, for both the public and agency members, to reduce contact with the public as much as possible to reduce the transmission of the disease. The SHSO is hopeful that the lifting of COVID-19 restrictions will result in agencies returning to, or exceeding, their pre-pandemic participation. In addition, low staffing levels frequently impact agencies' ability to participate in traffic safety mobilizations and sustained enforcement, as approximately 80% of LEAs employ fewer than 24 full time officers.

The enforcement model consists of a two-pronged approach: (1) During national mobilizations, participating agencies work cooperatively with nearby agencies to conduct sobriety checkpoints and saturation patrols. At times, two to three checkpoints are utilized during mobilizations of longer duration. (2) Impaired Driving grantee agencies use their funds for routine DUI enforcement and directed patrols within their respective areas of responsibility. Once again, they use their crash and DUI arrest data to determine locations for increased enforcement.

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

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

Agencies receiving funds from the SHSO must adopt a zero-tolerance policy on impaired driving. Approximately 25 agencies will receive funding for DRE training for travel, registration fees, and overtime.

|                                 |   |
|---------------------------------|---|
| <b>Intended Subrecipients:</b>  | Sub-recipients are selected through data analysis and prior grant performance. The intended departments will be comprised of State, sheriff, and local department both rural and urban. |
| <b>Countermeasure Strategy:</b> | High Visibility Enforcement   |

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                            | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|--|--------------------------|--------------|---------------|
| NH23164-101-128 | 164 Transfer Funds-AL                   | Sheriff Depts. and Local Law Enforcement | \$680,134.00             | \$30,300     | \$672,850     |
| NH23405D-021    | 405d Impaired Driving Low               | Department of Public Safety              | \$211,140.00             | \$52,785.00  |               |

**Countermeasure Strategy: Offender Education**

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

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

The formations of regions is not a requirement. The decision to create and/or join a regional entity lies solely with county, municipal law enforcement or other non-profit partners. If an entity chooses not to participate in a regional entity, National Highway Traffic Safety Administration (NHTSA) funding may continue with the SHSO as it currently does.

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

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

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

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

**Linkage Between Program Area:** The project director will set goals based on state and local data to address traffic safety issues and use Countermeasures That Work, Ninth Edition (2017) as a resource to continually implement evidence-based Traffic Safety

Enforcement Programs. The project director will also act as a representative voice and community figure for promoting common traffic safety issues using earned media messaging and public outreach to increase impact and improve effectiveness of enforcement. Statewide and local data analysis will identify the appropriate target audience and demographics. The project director will focus education efforts and activities with the goal of strengthening relationships with the community.

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name |
|-------------------|-----------------------|
| NH23402-402       | Safe Driving Program  |

**Planned Activity: Safe Driving Program**

**Planned Activity Number:** NH23402-402

**Planned Activity Description:** The Safe Driving Program engages those who have committed an illegal driving infraction focused on impaired and distracted driving charges. The program was originally designed by Mothers Against Drunk Driving (MADD), but the curriculum has been modified to focus on all types of behaviors that impact road safety. It is based on restorative justice practices that focus on community responsibility to be a safe driver and to raise awareness of potential impacts on others, both through exercises and victim speakers.

Participants represent a wide demographic profile and include drivers as young as age 16 to the elderly. In FY23, the program will expand from the existing 5 community justice centers to re-engage in two areas where classes were suspended due to COVID, Bellows Falls/Springfield and St. Albans/Grand Isle. Online classes will continue with in person classes resuming when and where possible. When classes fully resume in person, they will be held at 11 Community Justice Centers in Vermont with the goal of running up to 60 classes per year statewide. Up to 40 DRE’s will attend these classes for training and recertifications. There are efforts to expand the number of locations for Safe Driving classes to improve accessibility for participants, especially those that have suspended licenses and/or

transportation challenges. The increase in access supports the SHSO’s objective to: improve the quality of driving in Vermont by lowering the rates of fatal crashes due to impaired or distracted driving; raise awareness of those charged with driving offenses about their responsibility to engage in safe driving habits; and help participants recognize the decision points involved in deciding to drive so they can create an effective Safe Driving Plan.

The project continues to focus on the goal to evaluate and improve the quality and consistency of program delivery statewide. The Participant’s Manual has been updated to include current statistical data and resources as well as a page added to the evaluation for the collection of additional participant feedback. This information is shared at the Annual Facilitator’s Workshop to share best practices, provide resources to keep current with trends, and to update materials as new videos and statistics become available. New pilot initiatives, such as incorporation of responsible party speakers on day one, will continue to build processes so the program can bring this perspective to additional sites. One coordinator assists with the ongoing training and evaluation of facilitators, the collection of materials and the evaluation of Safe Driving classes. By September 30, 2023, The Vermont Safe Driver Program will conduct the annual Facilitator’s Workshop, oversee the operation and assessment of the Safe Driving classes, conduct outreach to identify potential speakers for victim impact panels, bring responsible party speakers into additional classes, and ensure the success of the Red Ribbon Tree Ceremony in December 2023.

Use of funds requested in this grant:

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

**Intended Subrecipients:** Addison County Community Justice

**Countermeasure Strategy:** SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                    | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|----------------------------------|--------------------------|--------------|---------------|
| NH23402-402     | NHTSA 402 SA                            | Addison County Community Justice | \$26,273.00              | \$6,568.00   | \$26,273.00   |

**Countermeasure Strategy: Highway Safety Office Program Coordinator**

|                                      |  |
|--------------------------------------|--|
| <b>Program Area:</b>                 | Impaired Driving (Drug and Alcohol)  |
| <b>Project Safety Impacts:</b>       | <p>Conduct regular document review; perform programmatic and financial documentation of grant activity; conduct monitoring, site visits and technical assistance for grantees and contractors; and attend training for professional development and collaborative meetings with highway safety partners as needed.</p> <p>To ensure quality, accuracy, accountability and consistency with grants and contract deliverables which are designed to address the critical emphasis areas in the Strategic Highway Safety Plan and the Highway Safety Plan.</p>  |
| <b>Linkage Between Program Area:</b> | <p>Program coordination and grant administration for the State Highway Safety Office. Purpose of program activities is to provide Vermont highway users with information, knowledge, and motivation to compel behavior modification to increase safety for the general population and individual. Duties are performed under the direction of the State Highway Safety Program Manager.</p> <p>Duties include grant oversight, research, and statistical analysis in support of the State Highway Safety Office. Activities include developing applicable data gathering systems to evaluate past and current program activities and operations for planning and the identification of future program options. The position also has responsibility for financial oversight of sub-grantees, preparation of the Highway Safety plans and reports, and monitoring of Highway Safety grants.</p> |

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name  |
|-------------------|------------------------|
| NH23405D-012      | HS Program Coordinator |

**Planned Activity: HS Program Coordinator**

|                                      |   |
|--------------------------------------|---|
| <b>Planned Activity Number:</b>      | NH23405D-012  |
| <b>Planned Activity Description:</b> | <p>Program coordination is provided by three staff members who ensure SHSO policies are followed, enforcement strategies are effective, and awardees are compliant with best practices. The coordinators review grant documents and ensure that financial transactions are properly filed, documented, and accurately reported. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development and arrange for training when required. Coordinators</p> |



track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits.

**Intended Subrecipients:** VTrans

**Countermeasure Strategy:** Highway Safety Office Program Coordinator  
Highway Safety Office Program Coordinator

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405D-012    | 405d Impaired Driving Low               | VTrans Staff  | \$20,000.00              | \$5,000.00   |               |

**Countermeasure Strategy: Laboratory Drug Testing Equipment**

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

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

**Linkage Between Program Area:** The Vermont Forensic Laboratory (VFL) oversees the evidential blood and breath testing of impaired drivers for the State of Vermont. For evidential breath testing, the VFL employs a fleet of 80 Intox DMT infrared evidential breath testing instruments. The VFL utilizes an instrument called a Randox Evidence Investigator to screen blood samples for impairing drugs. The VFL confirms samples that screen positive for Cannabinoids, Opiates and Stimulants, and Benzodiazepines using High Performance Liquid Chromatography/Tandem Mass Spectrometry (LC-MS/MS). Access to state-of-the-art laboratory equipment and supplies is essential to allow the VFL to continue to provide the highest level of technical support to DUI cases in Vermont by testing and offering testimony as forensic toxicology experts.

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name               |
|-------------------|-------------------------------------|
| NH23405D-020      | Forensic Laboratory Support Program |

## **Planned Activity: Forensic Laboratory Support Program**

**Planned Activity Number:** NH23405D-020

**Planned Activity Description:** In 2021, the VFL analyzed over 400 blood samples and is on track to analyze over 450 in 2022. The VFL's fleet of Intox DMT infrared evidential breath testing instruments are distributed throughout approximately 70 police agencies and the Vermont Police Academy. These instruments were purchased in 2006 and have been the sole approved instrument in Vermont since 2010. Due to the age of the technology, the vendor of the DMT is no longer able to provide parts to repair instruments in their current configuration. The VFL is seeking support to refurbish and update the hardware of the DMT to ensure their continued use for the foreseeable future.

The VFL utilizes an instrument called a Randox Evidence Investigator using an immunoassay method to screen samples for Meth / Amphetamines, Meprobamate, Barbiturates, Methadone, Benzodiazepines, Opiates, Buprenorphine, Opioids, Cannabinoids, Phencyclidine, Benzoylcegonine (Cocaine Metabolite), Tricyclic Antidepressants, Dextromethorphan, Tramadol, Fentanyl, and Zolpidem.

The VFL confirms samples that screen positive for Cannabinoids, Opiates and Stimulants, and Benzodiazepines using High Performance Liquid Chromatography/Tandem Mass Spectrometry (LC-MS/MS). If confirmation is required for analytes other than those mentioned, samples may be sent to NMS Labs. The VFL continues to work to expand our scope of confirmation methods. In order to continue this momentum, access to high quality training opportunities and state of the art technical laboratory equipment and supplies is essential.

During FFY2023 the implementation of 100% highway safety activities will include:

- Validation of instrumentation for additional drugs
- Update the fleet of DMT instruments.
- Continuing the purchase of equipment and supplies
- Updating LIMS software for Toxicology
- Continuing the training of analysts in new methods and procedures
  - Expansion of Toxicology testing for DUID cases.

Contract Services for 100% highway safety activities:

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

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

Supplies for 100% highway safety activities:  
 Printers/ink, DMT field supplies, standards/controls, compressed gas/supplies, repairs/parts/tools. Laboratory supplies, blood kits, reference/training materials, screening, and confirmation kits.

**Intended Subrecipients:** Department of Public Safety

**Countermeasure Strategy:** Laboratory Drug Testing Equipment

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients               | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-----------------------------|--------------------------|--------------|---------------|
| NH23405D-020    | 405d Impaired Driving Low               | Department of Public Safety | \$749,016.00             | \$187,254.00 |               |

**Countermeasure Strategy: Prosecutor Training**

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

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

**Linkage Between Program Area:** The TSRPs work with the State's Attorneys, their deputies, and the assistant attorneys general throughout Vermont in the prosecution of impaired driving cases and other dangerous driving cases, such as reckless and/or distracted driving cases. The TSRPs provide an additional asset and support for those impaired driving cases and other dangerous driving cases, such as reckless and distracted driving cases, which may pose some extenuating challenges, or which could influence the creation of new law. The TSRPs are fully engaged with the state's DRE program, assisting and instructing at

the Vermont sponsored DRE school, participating in the bi-annual DRE recertification training, and participate extensively in the screening process for new DRE school candidates. The TSRPs also strive to promote awareness of the DECP protocol to prosecutors working on impaired driving cases in their counties and routinely assist or lead prosecution in drugged driving cases across the state. Further, the TSRPs litigate the majority of Vermont appeals before the Supreme Court that involve driving while impaired, gross negligent operation, and negligent operation. In addition, the TSRPs provide an advisory role to interagency workgroups and serve as the primary contact between prosecutors and the legislature on matters relating to highway safety. The TSRPs are routinely involved with the legislative process regarding impaired driving and other various laws that impact safety on Vermont's highways.

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

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

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

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name               |
|-------------------|-------------------------------------|
| NH23405D-019      | Traffic Safety Resource Prosecutors |

**Planned Activity: Traffic Safety Resource Prosecutors**

**Planned Activity Number:** NH23405D-019

**Planned Activity Description:** Traffic Safety Resource Prosecutors (TSRPs) work with State Attorneys, their deputies, and Assistant Attorneys General in impaired driving prosecutions with exceptional challenges. TSRPs routinely assist or lead prosecution of drugged driving and fatal crash cases. TSRPs litigate the majority of Vermont appeals before the Supreme Court that involve driving while impaired, gross negligent operation, and negligent operation. TSRPs are involved in the DRE program and will provide approximately 20 trainings to prosecutors and law enforcement.

**Trainings include:**

DUI law training at the Police Academy for each class (at least two a year) provides foundational statutory specifics as well as practical advice on case work;

Mock DUI trial at the Police Academy provides testimony practice for cadets and practical trial skills practice for at least two prosecutors per class (at least two a year);

DUI prosecution training at the annual State’s Attorney’s meeting provides up to three days (both lecture and interactive) of practical trial and investigation methods;

Mini DRE provides a one day introductory course to prosecutors on the seven drug categories and their signs and symptoms to be offered to all 14 State’s Attorneys Offices (we will also invite all NHTSA Region 1 state prosecutors);

DUI law statutory update to be offered to all LE agencies statewide;

DRE testimonial training to be offered at least once annually.

**Intended Subrecipients:** Department of States Attorney’s and Sherriff’s

**Countermeasure Strategy:** Prosecutor Training

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                                  | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|--|--------------------------|--------------|---------------|
| NH23405D-019    | 405d Impaired Driving Low               | Department of State's Attorney's and Sheriff's | \$340,693.00             | \$85,173.00  |               |

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

### Description of Highway Safety Problem

#### Seat Belt Use

The State of Vermont has a secondary seat belt law. However, our seat belt usage rate is on par with other New England States with primary laws. The five-year (2017-2021) moving average for seat belt usage in Vermont is fluctuating between 84.5% and 89.2%. The most recent Attitude Survey conducted for the SHSO revealed that 82.4% of motor vehicle operators indicated that they “always wore seat belts during the daytime” and 81.8% reported that they “always wore their restraint at night.” These two surveys, when read in *pari materia*, demonstrate that to consistently break the 85% usage rate ceiling, we must modify behavioral patterns and practices of the motoring public so that seat belt usage becomes the norm while one is an occupant in a motor vehicle in Vermont.

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

The SHSO staff has developed and implemented strategies in compliance with the requirements of the provisions defined the FAST Act, Section 1300.21. Applying the FAST Act, matrix Vermont is categorized as a “lower belt rate use state,” reporting a belt use rate of 89.2%.

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

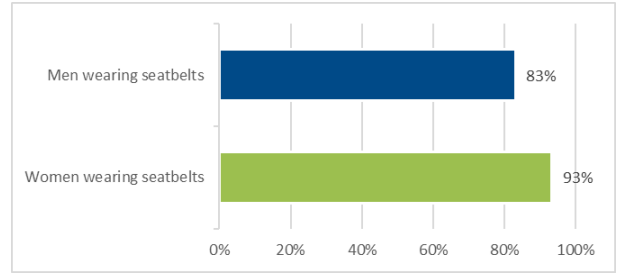
It is further estimated that between 1975 and 2015, child restraints saved 10,940 lives of children ages 4 and younger. Between 2015 and 2018, at least 5 children under the age of 8 received serious injury in a crash in Vermont due to no or improper seat belt use. To instill in the driving public in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

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

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

A targeted, at-risk segment of the motoring public for the lack of seat belt usage is the 16 to 34-year-old males who do not regularly wear their seatbelts. The SHSO supports educational activities that have the benefits of seat belt use incorporated into the curriculum. In 2020, the SHSO supported the Sheriffs’ Association by funding the complete rehab of the rollover car. The rollover car is a teaching tool used statewide by LEA to teach all motoring public the importance of seat belt use. The rollover car spins and ejects the dummy “passengers” when they are not belted, which is a realistic outcome of non-seat belt use.



In a review of the 2021 Annual Seat Belt Study, only 83.1 % of males were observed properly wearing a seat belt, as compared to 93.3% of females. A further breakdown of the data shows that 77.1 % of pickup truck drivers were observed properly wearing a seat belt, with the majority of those being male drivers. The weekend seat belt rate drops to 84.2% from 88.9 percent during the weekday. Vermont realizes this is an issue, as it is a critical emphasis area in the SHSP to improve younger driver safety. The SHSO has many projects that focus on this age group: Law Enforcement Education presentations to school groups, Youth Safety Council, Driver Education trainings by LEAs, and the Driver Educators’ Summit. The SHSO staff is working with the VSP to create a standardized, standards-based curriculum to present to driver education/public forums, while looking at curriculums from the various agencies and looking for ways to streamline. While the current presentations are done very well, the SHSO is going to put more of an effort into resources for this problem area.



**Associated Performance Measures**

| Fiscal Year | Performance Measure Name   | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2023        | C-1) Number of traffic fatalities (FARS)   | 2023            | 5 Year        | 65           |
| 2023        | C-2) Number of serious injuries in traffic crashes (State crash data files)                  | 2023            | 5 Year        | 258          |
| 2023        | C-3) Fatalities/VMT (FARS, FHWA)   | 2023            | 5 Year        | 0.965        |
| 2023        | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) | 2023            | 5 Year        | 27.2         |
| 2023        | B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)   | 2023            | Annual        | 90%          |

**Countermeasure Strategies in Program Area**

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

**Countermeasure Strategy: CPS Statewide Program and Data Collection**

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name   |
|-------------------|---|
| NH23405B-000      | Child Passenger Safety (CPS) Statewide Program and Data Support |

**Planned Activity: Child Passenger Safety (CPS) Statewide Program and Data Support**

**Planned Activity Number:** NH23405B-000

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

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

1. Increase the number of seat checks for FFY 23 by 15% as indicated by the NDCF data. Create a pre and post satisfaction survey that includes information about how caregivers learned about our services.
  2. Increase the total number of CPSTs by 10% by offering 3 or 4 certification classes. A pre/post knowledge survey is currently in place and will continue to be evaluated after each class.
  3. Document the opening of new Child Seat Assistance Centers increasing the current number from 58 to 64.
  4. Increase the VT State Highway Safety Office Attitude Survey” for respondents knowing the legal age of children needing to be restrained by a car seat or booster to at least 15%.
  5. Increase the number of users of the Be Seat Smart Website by 5% also measured by a 15% increase in seat checks.
  6. Collect and evaluate pre/post knowledge and awareness survey results.
  7. Organize and manage regional system of district Health Offices for voucher distribution to income-eligible families to access seats, including a log of each site’s annual distribution data.
  8. Maintain a roster of 150+ certified technicians and instructors statewide
- These activities are planned, implemented and reviewed within a data-informed program framework. VDH’s district office structure will help to facilitate statewide access while addressing the demographic needs and highway safety challenges of each region.

The budget consists of allowable expenditures for program coordinator activities, CAP %, inspection supplies, car seats, contract for seat shipping services, mileage/instate travel, SUV gas, SUV and trailer maintenance,

marketing and education outreach materials, operating expenses for tech fees and in-house training.

**Planned Activities:**

Conduct five CPS Technician courses for new CPS Technicians in FY2023. Locations will be chosen regionally, based on the number of techs per capita around the state. Additional Certification classes as needed based on specific requests and need.

Maintain a core minimum of 140-180 certified Technicians (mostly volunteers employed as EMTs, fire fighters, medical staff, police, and allied professionals at local fitting station sites statewide)

While these individuals are not paid with grant funding for their time, they are to be monitored by the CPS Coordinator and provided with training and materials necessary to provide service to the public

Host one regionally cited CPS Tech Update Fall FY2023 that offers continuing education credits to Technicians

Maintain the CPS for law enforcement curriculum in coordination with the Vermont Police Academy and transition to a CPS training that can be taught as an in-service training at local law enforcement agencies anywhere in the state

Continue to develop and update culturally competent materials to target minorities and recent immigrant populations

**Baseline Data from FFY2020:**

Number of fitting stations: 47 open to the public and 13 for clients only.

List of CPS Partners: EMS, Fire, Hospitals, Pediatrician offices, Day Care Facilities, DMV, Law Enforcement

Number of car seats checked at hospitals: 1022

Percentage of misuse: 43%

Number of seats distributed: 479

Number of hotline calls: 72

Website visits/usage: 10,169

Number of technicians trained and recertified: 206

Recertification rate: 80%

Vermont is 1 of 16 states that does not have a primary seat belt law, which highlights the continued need for a robust child passenger safety program. Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71% for infants (younger than 1 year old) and by 54% for toddlers (1 to 4 years old) in passenger cars.

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

anchors, incorrect seat belt, incorrect car seat harness, incorrect recline angle, and an incorrect tether.

The following strategies will be implemented for this program:

Provide no cost seat distribution to low-income families in local communities statewide;

Coordinate certification and other training opportunities for CPS technicians; and

Educate the public and relevant professionals serving children and families on correct car seat and seat belt use for children (infant to 18) in passenger vehicles, school buses, and commercial transportation.

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

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

**Intended Subrecipients:**

Department of Health

**Countermeasure Strategy:**

Child Passenger Safety (CPS) Statewide Program and Data Collection

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients        | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|----------------------|--------------------------|--------------|---------------|
| NH23405B-000    | 405b OP Low                             | Department of Health | \$200,000.00             | \$50,000.00  |               |

**Countermeasure Strategy: OP Data Collection**

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

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

**Linkage Between Program Area:** Persistent seat belt usage rate which ranks significantly below the national average.

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name   |
|-------------------|-------------------------|
| NH23405B-014      | Annual Seat Belt Survey |

**Planned Activity: Annual Seat Belt Survey**

**Planned Activity Number:** NH23405B-014

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

**Intended Subrecipients:** Preusser Research Group, Inc.

**Countermeasure Strategy:** OP Data Collection

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                 | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-------------------------------|--------------------------|--------------|---------------|
| NH23405B-014    | 405b OP Low                             | Preusser Research Group, Inc. | \$124,137.00             | \$31,034.00  |               |

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

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

**Project Safety Impacts:** In 2002, the seat belt use rate in Vermont was just below 68% statewide. At that time, Vermont implemented the state’s first Click It or Ticket (CIOT) Mobilization. NHTSA provided the state with special funding to support expanded media outreach spreading the CIOT tagline throughout Vermont for the first time. Over the course of the past 20 years, through increasing partnerships with law enforcement and education agencies across the state, Vermont has continued to perform education and enforcement details in areas identified as low belt use areas of the state. The COVID-19 pandemic may have had a small impact on Vermont’s seat belt use rate. Law enforcement and education agencies across the state still engaged in data driven enforcement and education but not to the same level of effort found in prior years. Additionally, the Click It or Ticket national mobilization that typically occurs immediately prior to the statewide seatbelt survey was cancelled in 2020. Despite this,

the statewide use rate for 2020 of 88.8% was similar (i.e., not significantly different) to the 2019 rate of 89.3% albeit slightly lower. Vermont realizes youth seat belt usage is an issue as it is a critical emphasis area in the SHSP to improve younger driver safety. The SHSO has many projects that focus on this age group: Law Enforcement Education presentations to school groups, Youth Safety Council, AGC, and the Driver Educators Summit. The SHSO staff is looking at curriculums from the various agencies and looking for ways to streamline. While the current presentations are done very well, the SHSO continues to put more of an effort in resources to this problem area by implementing the Chittenden Countywide education project. Our OP focus remains males, age 18-34, pickup truck drivers driving at night and on the weekends.

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

| Variable            | Driver | Passenger | Total |
|---------------------|--------|-----------|-------|
| <b>Sex</b>          |        |           |       |
| Male                | 83.1%  | 82.5%     | 83%   |
| Female              | 93.3%  | 91.3%     | 92.7% |
| <b>Vehicle Type</b> |        |           |       |
| Car                 | 91.2%  | 89.6%     | 90.9% |
| Truck               | 76.2%  | 81.4%     | 77.1% |
| SUV                 | 89.2%  | 90.1%     | 89.4% |
| Van                 | 87.8%  | 91.8%     | 88.8% |
| <b>Time of Week</b> |        |           |       |
| Weekday             | 88.6%  | 90.4%     | 88.9% |
| Weekend             | 84.2%  | 84.4%     | 84.2% |

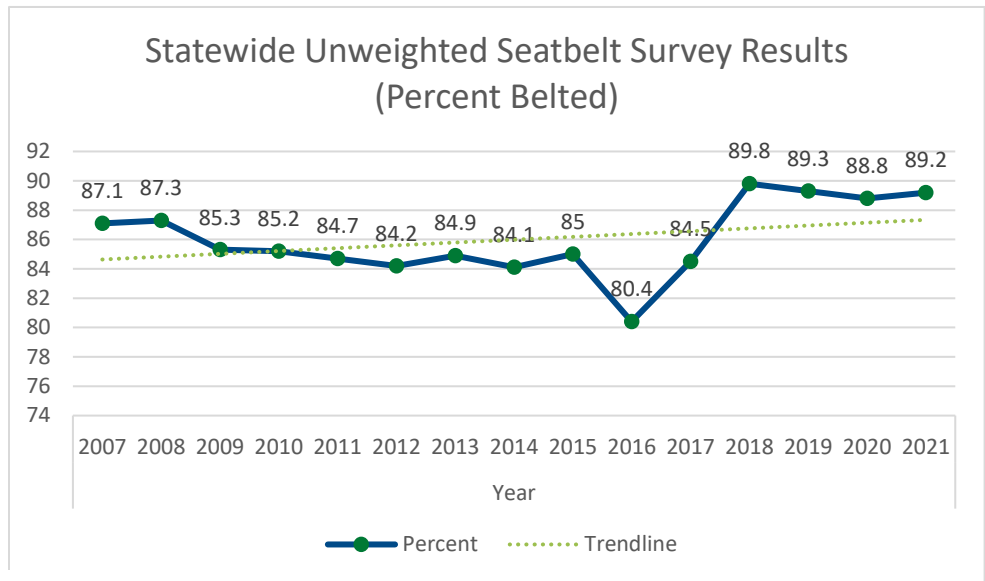


Figure 1: Statewide unweighted seatbelt survey results, 2021

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

| County Grouping               | Driver Use | Passenger Use | Total Use |
|-------------------------------|------------|---------------|-----------|
| <i>Chittenden</i>             | 93%        | 93.1%         | 93%       |
| <i>Bennington/Addison</i>     | 88.7%      | 91%           | 89.2%     |
| <i>Franklin</i>               | 77.7%      | 78.6%         | 77.9%     |
| <i>Caledonia/Orleans</i>      | 88.3%      | 90.5%         | 88.9%     |
| <i>Rutland</i>                | 85.7%      | 85.1%         | 85.6%     |
| <i>Washington/Lamoille</i>    | 88.6%      | 90.6%         | 89%       |
| <i>Windham/Orange/Windsor</i> | 88.6%      | 89%           | 88.7%     |
| Statewide                     | 87.4%      | 88.2%         | 87.6%     |

**Linkage Between Program Area:**

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier                | Planned Activity Name   |
|----------------------------------|---|
| NH23402-101-127/NH23405E-600-601 | Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement |



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

**Planned Activity Number:** NH23402-101-127/NH23405E-600-601

**Planned Activity Description:** Vermont law enforcement agencies (LEAs) have participated in the annual Click It or Ticket (Day and Night) national mobilization since 2002. During the past 20 years, all available resources have been deployed and supported by use of data to determine areas of low seatbelt usage and high, unrestrained crash locations. All partner agencies have applied for traffic safety equipment items when submitting their Spring grant applications. Equipment is based on need, must be directly related to improvement of efficiency and effectiveness of their enforcement projects. This equipment includes but is not limited to: Portable breath testing equipment, safety checkpoint lighting and sign packages, traffic cones, and scene lighting.

Prior to 2020, the number of LEAs participating in High Visibility Enforcement campaigns had reached approximately 80% of all Vermont LEAs. Due to the restrictions placed on LEAs due to the COVID-19 pandemic and resulting executive/emergency orders, the rate of participation, not surprisingly, decreased in 2020. The seatbelt use rate in 2018 climbed to 89.8%, and in 2021 the seat belt use rate held steady at 89.2%, with the trend showing the rate stabilizing at nearly 90%. The national CIOT enforcement campaigns are key to Vermont’s Occupant Protection (OP) program. Funding is provided to partnering agencies to engage in OP enforcement, including child passenger safety seat enforcement and education, throughout the year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

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

To supplement regular patrols and enforcement efforts, the Click It or Ticket Task Force was created. The Vermont CIOT Task Force is divided geographically into groups of officers from agencies throughout the state. Due to the flexibility of the Task Force concept, officers may work into the evening and nighttime hours when seat belt compliance declines and more severe crashes occur. Guided by data and leaders like the Countywide project directors, these teams help educate and enforce occupant protection laws. .

In addition to the CIOT Task Force, the Law Enforcement Liaisons recruit individual law enforcement agencies for participation within the agency’s own jurisdiction. The Vermont State Police, 44 municipal police departments, 14 county sheriffs’ departments, and the Vermont Department of Motor

Vehicles’ Commercial Vehicle Enforcement Unit all participate in OP enforcement activities.

Vermont plans to continue participation in NHTSA’s “Border to Border” (B2B) initiative, working collaboratively with the State of New York along Vermont’s western border. This operation has included both day and nighttime seat belt enforcement events, working with several New York law enforcement agencies. To a lesser extent, Vermont has partnered with New Hampshire for recent B2B events as well.

**Intended Subrecipients:**

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

**Countermeasure Strategy:**

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

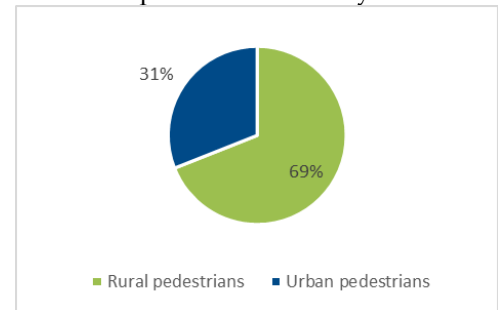
**Funding Sources**

| Activity Number  | Funding Source ID/Eligible Use of Funds | Subrecipients  | Estimated Funding Amount | Match Amount | Local Benefit |
|------------------|---|--|--------------------------|--------------|---------------|
| NH23402-101-127  | NHTSA 402                               | State, County and Local Law Enforcement              | \$886,283.00             | \$221,571.00 | \$886,283.00  |
| NH23405E-600-601 | 405E Comprehensive DD Flex              | Equipment for State Police and Local Law Enforcement | \$592,241.00             | \$148,060.00 |               |

## Program Area: Vulnerable Users

In collaboration and alignment with the VTrans Bicycle and Pedestrian Program, the 2021 Strategic Plan, and the goals outlined in the Vermont 2022-2026 SHSP for vulnerable users, the SHSO share goals and objectives for the road users program area. Due to their vulnerable nature compared to their counterparts traveling in motor vehicles, designing, and operating safe transportation facilities for Vermont's pedestrians and bicyclists is a vital part of the State's safety mission. Eleven percent of fatalities and serious injuries in Vermont from 2016 to 2020 involved a pedestrian or a bicyclist.

During that time, pedestrian fatalities and serious injuries have declined by under one percent and bicyclist fatalities and serious injuries have declined by 40 percent. As the number of these crashes are low, any change to the numbers results in a noticeable percentage change. These reductions are encouraging, but pedestrian fatalities and injuries continue to be concerning. The majority (64 percent) of Vermont's major pedestrian crashes occur in urban areas. However, 69 percent of pedestrian fatalities from 2016 to 2020 occurred in rural parts of the State. In the case of bicyclist-involved crashes, 56 percent of major crashes occurred in rural areas as did all five fatal crashes.



Older drivers are also a concern on our roadways, in terms of vulnerability to injury/death. People over 65 have a higher likelihood of being injured or killed in a traffic crash, and the likelihood increases as people age. In an average year, almost 20% of deaths and 17% of injuries on our roadways were among people 65 and older (Vermont Agency of Transportation Data). VT is one of the fastest aging states in the nation and we will continue to see these injuries/deaths numbers rise.

The Vermont DOH works collaboratively with community partners, health care providers, law enforcement, schools, local municipalities, and individuals to build towards a culture that prioritizes safe and accessible transportation for all people- regardless of mode, age, and ability.

The Vermont DOH Watch For Me VT program seeks to reduce injuries and deaths on Vermont roadways, specifically among people who walk and bike.

The Vermont DOH maintains a range of toolkits with engaging and proven strategies for addressing a wide range of common walking and biking safety issues on their Website. Each of these toolkits addresses a specific safety area, and provide step-by-step instructions, materials needed, promotional timing, sample e-mails and PSA texts on how to successfully run each strategy.

The Vermont DOH:

- Identifies and engages key partnerships with external stakeholders that will result in improved conditions for bicycling and walking.

- Continues to educate stakeholders on road user safety to create safer communities for pedestrians and bicyclists.

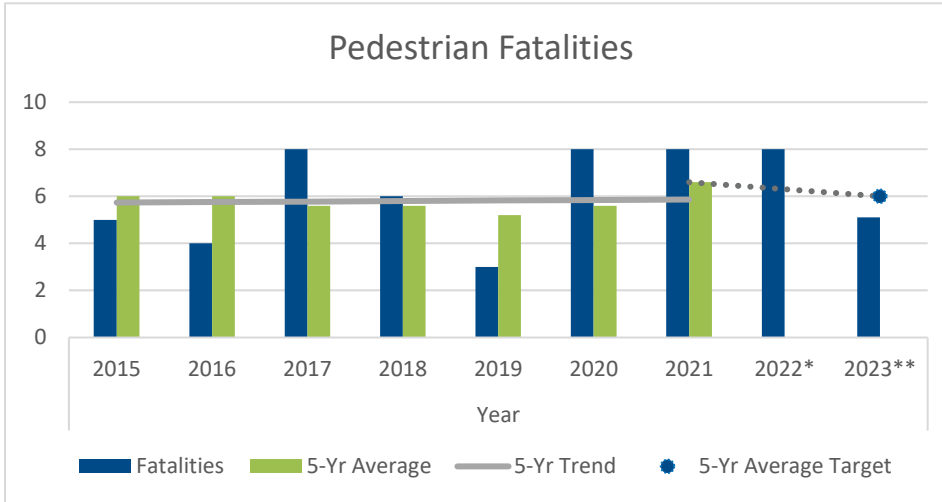
- Implements and promote educational programs for bicyclists regarding proper equipment and safe riding in traffic including commuter programs and Safe Routes to School.

- Improve and promote understanding and education for pedestrians, bicyclists, and motorists on rules of the road and how to properly share the road; include law enforcement in education and outreach efforts.

- Support pedestrian advocacy programs and improve awareness of existing programs.

**Associated Performance Measures**

| Fiscal Year | Performance Measure Name              | Target End Year | Target Period | Target Value |
|-------------|---------------------------------------|-----------------|---------------|--------------|
| 2023        | C-10) Number of pedestrian fatalities | 2023            | 5 Year        | 6.6          |



| Year          | Pedestrian Fatalities | 5-Year Average |
|---------------|-----------------------|----------------|
| 2015          | 5                     | 6.0            |
| 2016          | 4                     | 6.0            |
| 2017          | 8                     | 5.6            |
| 2018          | 6                     | 5.6            |
| 2019          | 3                     | 5.2            |
| 2020          | 8                     | 5.8            |
| 2021          | 8                     | 6.6            |
| <b>2022*</b>  | <b>8</b>              | <b>6.6</b>     |
| <b>2023**</b> | <b>6</b>              | <b>6.6</b>     |

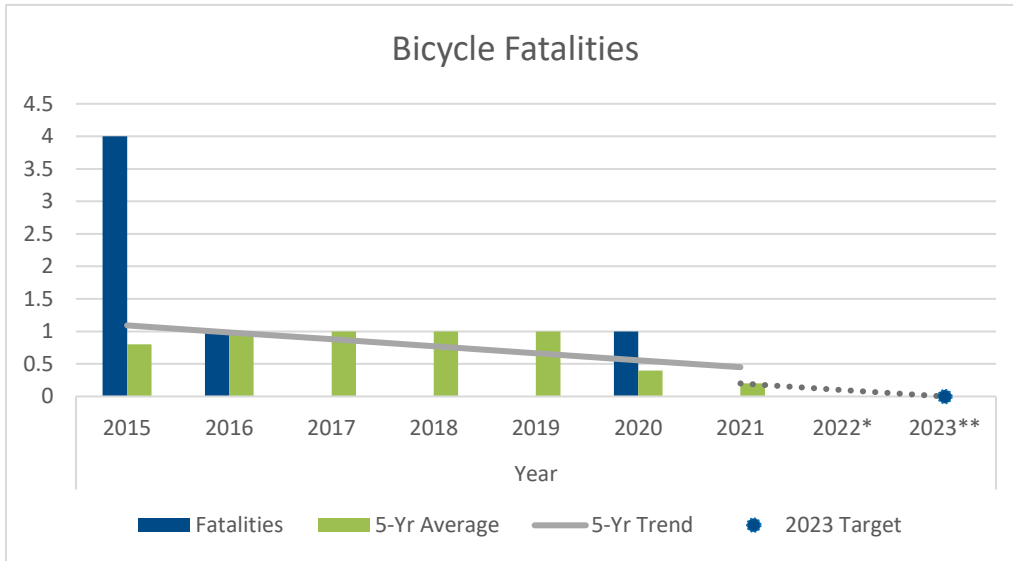
\*Projected based on current number.  
 \*\*Forecasted based on trendline

**Countermeasure Strategies in Program Area**

| Countermeasure Strategy   |
|---------------------------|
| SA Education and Outreach |
| Data Collection           |

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

| Fiscal Year | Performance Measure Name           | Target End Year | Target Period | Target Value |
|-------------|------------------------------------|-----------------|---------------|--------------|
| 2023        | C-11) Number of bicycle fatalities | 2023            | Annual        | 0            |



| Year   | Bicyclist Fatalities | 5-Year Average |
|--------|----------------------|----------------|
| 2015   | 4                    | 0.8            |
| 2016   | 1                    | 1.0            |
| 2017   | 0                    | 1.0            |
| 2018   | 0                    | 1.0            |
| 2019   | 0                    | 1.0            |
| 2020   | 1                    | 0.4            |
| 2021   | 0                    | 0.2            |
| 2022*  | 0                    | 0.2            |
| 2023** | 0                    | 0.2            |

\*Projected based on current number.

\*\*Forecasted based on trendline

### Countermeasure Strategy

SA Education and Outreach

Data Collection

## Countermeasure Strategy: SA Education and Outreach

**Program Area:** Vulnerable User

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

program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.

**Linkage Between Program Area:**

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name                           |
|-------------------|---|
| NH22402-404       | Safe Routes for All                             |
| NH23402-412       | Vermont Department of Health – Road Users Group |

**Planned Activity: Safe Routes for all**

**Planned Activity Number:**

NH23402-404

**Planned Activity Description:**

Local Motion will continue to build their Safe Routes for All Network, which brings walk and bike safety outreach and education across the state. Local Motion offers four primary programs:

Bike Smart, which offers 40,000 hours of on-bike skills and road safety training to those learning to ride a bicycle.

Safe Routes to School, where Local Motion will continue to work with schools across the state as the statewide coordinators of SRTS program.

Education & Awareness, where road users are educated on safety of vulnerable users, including safe passing, speeding, distracted driving, and defensive walking/biking.

Technical Support, where Local Motion supports infrastructure development through local walk/bike audits, providing input into the municipal planning process, and training workshops.

Local Motion is a member-supported non-profit organization dedicated to helping Vermont communities become safe and welcoming places to bike and

walk. Local Motion’s work with the Safe Routes for All Network, a broad-based campaign engages local governments and non-profits from across Vermont to provide bike/pedestrian education and outreach. Local Motion engages a statewide network of local partners to utilize the existing “toolkit” of education, activities and materials to build a culture of respect on our streets and sidewalks. The philosophy is that everyone has a part to play –cyclists, pedestrians, and motorists alike. Based on their data-driven approach, Local Motion will provide training and technical assistance in the use of the “toolkits,” programming, and education strategies and resources to identified communities, thus developing local capacity to promote safe biking and walking.

Local motion will track the number of participants that receive training and instruction on bike and pedestrian safety and utilize data on the trends tracking volume of people walking/biking/rolling on our roadways. Activity includes a train the trainer program to educate teachers on the Bike Smart curriculum. It is estimated that 20 law enforcement officers will attend these training with up to 40,000 training hours being offered.

| Activity Name   | Start Date | End Date   |
|---|------------|------------|
| Fall Bike Smart Season                                | 9/1/2022   | 11/30/2022 |
| Spring Bike Smart Season                              | 4/1/2023   | 6/15/2023  |
| Summer Bike Smart Season                              | 6/16/2023  | 8/15/2023  |
| Safe Routes for All Conference                        | 5/20/2023  | 5/20/2023  |
| Vermont Walk/Bike Summit (planning for 2024 session)  | 10/1/2022  | 9/30/2023  |
| Winter Bike Smart Overhauls                           | 12/1/2022  | 3/15/2023  |
| Work with Schools on SRTS                             | 10/1/2022  | 9/30/2023  |
| Work with Communities to Provide Technical Assistance | 10/1/2022  | 9/30/2023  |
| Learn to Ride Class                                   | TBD        | TBD        |
| Walk and Roll to School Month                         | 10/1/2022  | 10/31/2022 |
| Winter Walk to School Month                           | 2/1/2023   | 2/28/2023  |
| Spring Walk and Rolls to School Month                 | 5/1/2023   | 5/30/2023  |

**Intended Subrecipients:** State, County, and Local Law Enforcement

**Countermeasure Strategy:** Education and Training  
SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23402-404     | NHTSA 402                               | Local Motion  | \$115,000.00             | \$28,750.00  | \$115,000.00  |

**Planned Activity: Vermont Department of Health – Road Users Group**

**Planned Activity Number:** NH23402-412

**Planned Activity Description:** The Vermont Department of Health (VDH) provides educational outreach work with communities to implement pedestrian-friendly changes to high-risk areas and has expanded their messaging programs to include older driver safety through supporting medical professionals with educational materials. VDH is responsible for housing many data sources and will continue to publish and disseminate this information. In FY23, VDH will update the older driver data brief.

The Vulnerable Road Users (VRU) Program will leverage resources and increase programmatic efficiencies with continued partnerships with stakeholders - Vermont Safe Kids, Local Motion, AARP, DAIL, planning commissions, law enforcement, media, and other community groups. VDH will enhance, support, and amplify the existing work being done by partner organizations and expand the network.

VDH will co-host the Safe Routes for All annual meeting (postponed in FY22 due to COVID) and smaller regional meetings in support of the Walk to School days and events. VDH will partner with AARP to conduct walk audits. The free CDC MyMobility tool will be disseminated through existing highway safety networks, community partners, VDH webpages, the aging community, medical providers and families. The Program will continue to implement the Watch for Me VT and older driver safety program through a behavior-change campaign and updated Watch for Me VT website, VDH webpages, social media posts and toolkits during awareness weeks/months, transportation safety newsletter, and press releases. The VDH will develop and disseminate an annual report of program-related data

Key activities will include:

- Continue the public information campaign on pedestrian safety and Sharing the Road, Watch For Me VT

- Educational outreach work with communities to implement pedestrian-friendly changes to high-risk zones, such as school zones

- Expansion of the program to include older driver safety through supporting medical professionals with educational materials



**Intended Subrecipients:** Department of Health

**Countermeasure Strategy:** SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients        | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|----------------------|--------------------------|--------------|---------------|
| NH23402-412     | NHTSA 402 SA                            | Department of Health | \$188,000.00             | \$47,000.00  |               |

## Program Area: Distracted Driving

### Description of Highway Safety Problem

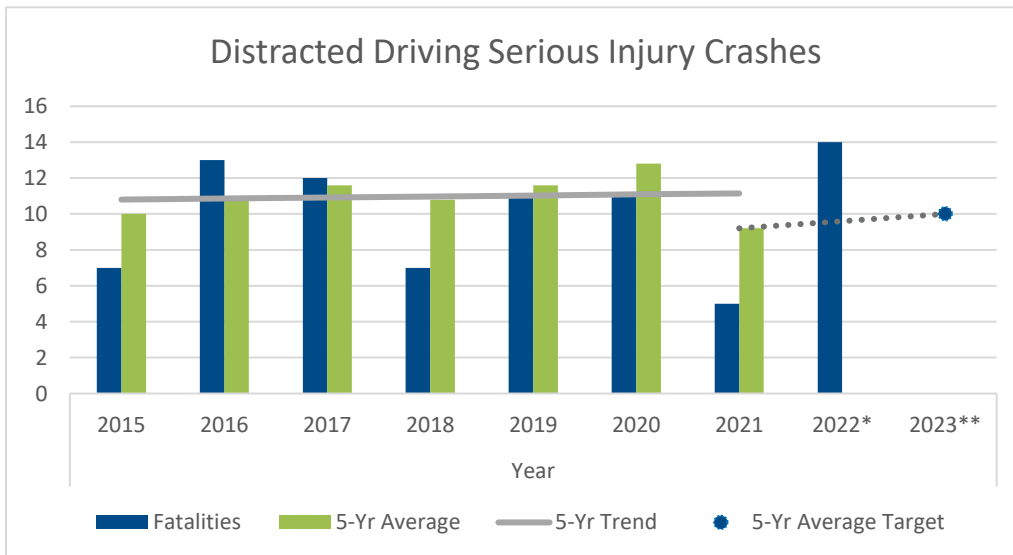
In the age of constant distraction and handheld technology, addressing distracted and inattentive driving has become a heightened priority in Vermont and across the country. When distracted behind the wheel, driver alertness, attention, reaction time, judgment and decision-making are all compromised leading to a greater chance of crashing. In 2014, Vermont adopted a law that bans all drivers from using a handheld device while operating a vehicle, with drivers under the age of 18 completely banned from using a cell phone. Distracted and inattentive driving was noted as a contributing factor in 19 percent of the fatalities and serious injuries between 2016 and 2020 with an average of seven fatal crashes per year—accounting for 12 percent of all fatal crashes in the State annually.

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

| Fiscal Year | Performance Measure Name   | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2023        | C-12) Number of Distracted Driving Serious Bodily Injury Crashes (FARS)-2023 | 2023            | 5 Year        | 9.4          |

#### Countermeasure Strategies in Program Area

| Countermeasure Strategy        |
|--------------------------------|
| Data Collection                |
| Distracted Driving Enforcement |



| Year   | Distracted Driving Serious Injury Crashes | 5-Year Average |
|--------|---|----------------|
| 2015   | 7   | 10.0           |
| 2016   | 13  | 10.8           |
| 2017   | 12  | 11.6           |
| 2018   | 7   | 10.8           |
| 2019   | 11  | 10             |
| 2020   | 11  | 10.8           |
| 2021   | 5   | 9.2            |
| 2022*  | 10  | 8.8            |
| 2023** | 10  | 9.4            |

\*Projected based on current number.

\*\*Forecasted based on trendline

### Countermeasure Strategy: Data Collection

**Program Area:** Distracted Driving

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

**Linkage Between Program Area:** To sample public self-reported media message awareness, attitudes and behavior about traffic safety topics.

#### Planned Activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name            |
|-------------------|----------------------------------|
| NH23405E-606      | Annual Distracted Driving Survey |

#### Planned Activity: Annual Distracted Driving Survey

**Planned Activity Number:** NH23405E-606

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

administered and where appropriate be reported in a similar methodology to the NHTSA Uniform Criteria for State Observational Surveys.

**Intended Subrecipients:** TBD

**Countermeasure Strategy:** Data Collection

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405E-606    | 405e Comprehensive DD Flex              | TBD           | \$80,000.00              | \$20,000.00  |               |

**Countermeasure Strategy: Distracted Driving Enforcement**

**Program Area:** Distracted Driving

**Project Safety Impacts:** Crash location maps and other data will be used to target areas and roadways for enforcement on Vermont’s major routes, consistent with the TSEP model.

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

**Linkage Between Program Area:** In 2009, Vermont passed the first law regulating texting while driving, and in 2014 the law was expanded to outlaw the handheld use of an electronic device while operating a motor vehicle. From 2009 to 2019, the number of tickets issued for these violations increased, but 2020 saw a dramatic decline of the tickets issued for distracted driving violations. In FFY-2021, 2,228 distracted driving tickets were issued, which is a drop from FY-2020 when 2,331 tickets were issued for these same violations. FFY-2020 was an even greater drop from FFY-2019 when 4,231 tickets were issued. The initial decrease in tickets issued was attributed to the COVID-19 pandemic which severely hampered law enforcement’s efforts to perform proactive highway safety patrols. The restriction on patrols resulted in the reduction in the total number of all tickets issued statewide. However, the further drop in FFY-2021 is being attributed to a statewide staffing shortage which some Vermont law enforcement leaders have described as approaching crisis proportions.

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

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name   |
|-------------------|---|
| NH23405E-103-125  | Vermont State Police Local LEA Distracted Driving Enforcement |

**Planned Activity: Distracted Driving Enforcement**

**Planned Activity Number:** NH23405E-103-125

**Planned Activity Description:** Law enforcement agencies will engage in enforcement to reduce distracted driving through a mix of high-visibility and spotter patrols combined with ongoing patrolling activities. LEAs will focus on areas with high crash rates, work zones, and school zones.

**Intended Subrecipients:** 20 State and Local Distracted Driving Enforcement Agencies

**Countermeasure Strategy:** Distracted Driving

**Funding Sources**

| Activity Number  | Funding Source ID/Eligible Use of Funds | Subrecipients                          | Estimated Funding Amount | Match Amount | Local Benefit |
|------------------|---|--|--------------------------|--------------|---------------|
| NH23405E-103-125 | 405e Comprehensive DD                   | State Police and Local Law Enforcement | \$736,494.00             | \$184,124.00 |               |

## Program Area: Motorcycle Safety

### Description of Highway Safety Problem

Whereas Vermont historically has a relatively low number of fatalities each year, the task of predicting trends and commonalities is difficult and almost indiscernible. Therefore, although the graphs below reflect some changes in trends, it is difficult to place much weight on these indications. For instance, in 2020 there were 10 fatalities. In 2021, Vermont had 16 motorcycle related fatalities, which is the highest number of motorcycle fatalities in over 30 years. This is considerably higher than the five-year average (2016-2020) of 9.8 motorcycle related fatalities annually. In calendar year 2022 to date, Vermont has had 4 motorcycle fatalities.

Although there is no exact measure of the number of motorcycles using Vermont’s highways, we do know that the Department of Motor Vehicles reports that motorcycle registrations in the state are staying relatively level at approximately 30,000 per year. In 2020 there were significantly less motorcycle registrations due to DMV availability/public priority in a pandemic was not registering vehicles. In 2021, there were 24,753 motorcycle registrations.

#### Registered Motorcycles Statistics

| Calendar Year            | 2016   | 2017   | 2018   | 2019   | 2020   | 2021   |
|--------------------------|--------|--------|--------|--------|--------|--------|
| Motorcycle Registrations | 30,748 | 30,205 | 30,049 | 30,934 | 23,910 | 24,753 |

#### Associated Performance Measures

| Fiscal Year | Performance Measure Name                                  | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2023        | C-7) Number of motorcyclist fatalities (FARS)             | 2023            | 5 Year        | 11.6         |
| 2023        | C-8) Number of un-helmeted motorcyclist fatalities (FARS) | 2023            | 5 Year        | 1            |

#### Countermeasure Strategies in Program Area

| Countermeasure Strategy   |
|---------------------------|
| Motorcycle Rider Training |

## Countermeasure Strategy: Motorcycle Rider Training

|                                      |   |
|--------------------------------------|---|
| <b>Program Area:</b>                 | Motorcycle Safety   |
| <b>Project Safety Impacts:</b>       | <p>Rider education courses for first-time riders and advanced skills development, social media rider safety messages, and annual national RiderCoach train-the-trainer opportunities for the program administrator.</p> <p>To educate motorcycle riders about safe and visible vehicle operation and educate motorists with tools for safely sharing the roadways with motorcyclists.</p>   |
| <b>Linkage Between Program Area:</b> | <p>The course will provide information about:</p> <ul style="list-style-type: none"> <li>Basic vehicle control</li> <li>Motorcycle helmets and riding gear</li> <li>Being seen in traffic</li> <li>Crash avoidance</li> <li>Handling dangerous surfaces and situations</li> <li>Dealing with animals</li> <li>Carrying passengers and cargo</li> <li>Dealing with mechanical problems</li> <li>Your responsibilities as a motorcyclist</li> <li>Safe group riding</li> </ul> <p>The goal is commensurate with the objective of adequate training and education for motorcyclists on our highways. The linkage between this countermeasure and the overall goal lies in education and at the same time modification of operators’ behaviors.</p> |

### Planned Activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name                    |
|-------------------|--|
| NH23405F-000      | State Motorcycle Rider Education Program |

### Planned Activity: State Motorcycle Rider Education Program

|                                      |  |
|--------------------------------------|--|
| <b>Planned Activity Number:</b>      | NH23405F-000   |
| <b>Planned Activity Description:</b> | <p>The purpose of the DMV’s Motorcycle Rider Education Program is to provide motorcycle safety training to at least 1,200 individuals during the motorcycle training season. Courses are designed to train individuals interested in obtaining a first-time motorcycle endorsement, and individuals already holding a motorcycle endorsement interested in honing their motorcycle skills. Training includes exercises designed to teach the basics of motorcycle operation while enhancing skill levels. It also includes instruction on wearing proper riding gear</p> |

(DOT helmet, eye protection, full fingered gloves, motorcycle riding jacket and pants, and over the ankle footwear), the risks associated with using drugs or alcohol while riding, and how to be visible to other motorists. Courses are provided at eight training facilities located in Berlin, East Dorset, Pittsford, Dummerston, Highgate, St. Johnsbury, and two sites in Colchester.

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

| Goal  | Objectives   |
|---|--|
| Provide training for new and experienced motorcycle operators   | Provide motorcycle training at seven or more locations in Vermont through motorcycle training courses provided by the VT DMV Rider Education Program             |
| Reduce motorcycle fatalities and injuries   | Make motorcyclists aware of ways to operate a motorcycle in a safe manner, encourage the use of DOT approved helmets as well as other recommended safety apparel |
| Expand the number of course curricula offered by the VT DMV Rider Education Program to include training for three-wheeled motorcycles | Train current program instructors in this program  |

**Intended Subrecipients:** Department of Motor Vehicles

**Countermeasure Strategy:** Motorcycle Rider Training

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|------------------------------|--------------------------|--------------|---------------|
| NH23405F-000    | 405f Motorcycle Programs                | Department of Motor Vehicles | \$25,000.00              | \$6,250.00   |               |

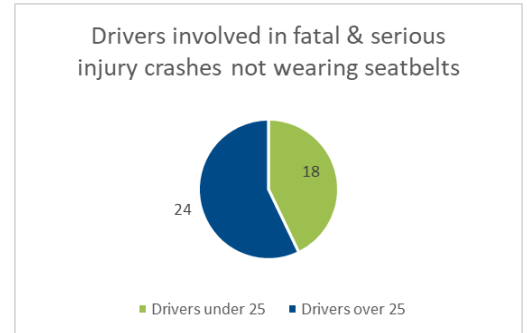


## Program Area: Young Drivers

### Description of Highway Safety Problem

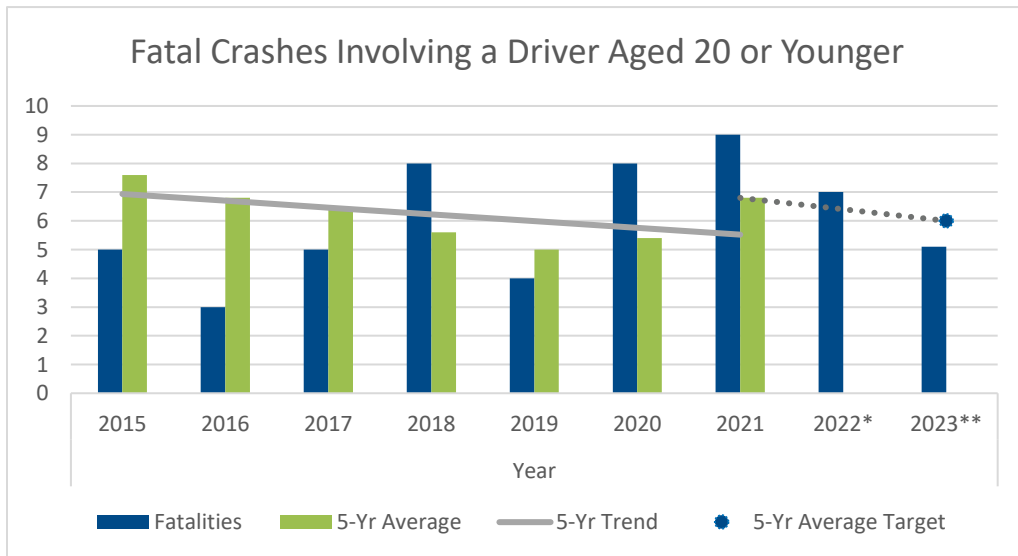
It is unquestionable that behavioral change cannot be solely affected by deterrence and high visibility enforcement techniques. Therefore, to effectively modify adverse behaviors on our roadways, it is important that an education initiative be constructed throughout the State of Vermont.

Looking at historical trends, the rolling average number of fatalities involving drivers under the age of 21 has remained steady from 2016 to 2020. However, further investigation revealed that when drivers up to the age of 25 were considered, the number of crashes in which younger drivers were involved increased. In this age range, from 2016 to 2020, younger drivers were involved in 28 percent of fatalities and serious injuries, despite making up only around 15 percent of the State’s population.



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

| Fiscal Year | Performance Measure Name  | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2023        | C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) | 2023            | 5 Year        | 6.8          |



| Year | Drivers Age 20 or Younger | 5-Year Average |
|------|---------------------------|----------------|
| 2015 | 5                         | 7.6            |
| 2016 | 3                         | 6.8            |
| 2017 | 5                         | 6.4            |

|        |   |     |
|--------|---|-----|
| 2018   | 8 | 5.6 |
| 2019   | 4 | 5.0 |
| 2020   | 8 | 5.6 |
| 2021   | 9 | 6.8 |
| 2022*  | 7 | 7.2 |
| 2023** | 6 | 6.8 |

\*Projected based on current number.

\*\*Forecasted based on trendline

### Countermeasure Strategies in Program Area

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

## Countermeasure Strategy: LE Education and Outreach

**Program Area:** Young Drivers

**Project Safety Impacts:** State and local law enforcement will provide an education effort focused on the critical and significant emphasis areas outlined in the Vermont SHSP by administering interactive presentations and demonstrations at schools (age and audience specific) and at community events to reach a broader public audience. The interactive presentations are built by the respective agency and may include education on the dangers of impaired driving, with the use of impaired vision goggles, a PowerPoint, rollover demo for promoting seat belt use, mock crashes, and other highway safety presentations. Evaluation tools such as pre and post surveys are used. The goal is to increase driver knowledge and awareness of occupant protection, impaired, distracted, drowsy and aggressive driving, locally identified highway safety issues for bicyclists and pedestrians, and generally have a positive influence on negative highway safety behaviors.

**Linkage Between Program Area:** Traffic injuries and fatalities continue to be a problem throughout Vermont. The data from the 2022 – 2026 update to the Strategic Highway Safety Plan demonstrates that the problem areas continue to be with impaired driving, speed/aggressive driving, distracted driving and occupant protection. The problem identification data used in focusing the educational curriculum will be readily identifiable in the next driver attitude survey. Education and outreach, coupled with high visibility enforcement operations and other specifically designated national programs, such as the Click it or Ticket national mobilization, will have a measurable positive affect on the survey findings. Funding will be utilized to provide the physical resources to facilitate the education and outreach to the various communities served. It is

also a goal of this initiative to create a statewide common curriculum to address many of the co-occurring problems throughout the State.

**Planned Activities in Countermeasure Strategy**

| Unique Identifier           | Planned Activity Name                                 |
|-----------------------------|---|
| NH23402-401/405/406/407/411 | Local Law Enforcement Community Education Programs    |
| NH23402-408/NH22405E-602    | Vermont State Police Traffic Safety Education Program |

**Planned Activity: Local Law Enforcement Community Education Programs**

**Planned Activity Number:** NH23402-401/405/406/407/411

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

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

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

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

Use of funds requested in this grant are: Travel to and from schools for driver education classes and bike rodeos, impaired driving summit, simulator transportation. Estimated up to four attendees to both LifeSavers and TSI classes. Supplies: pens, pencils, markers, chalk, signs, helmets, sanitation material for simulators, instructional materials. Equipment: laptop computer with current operating system, traffic cones, traffic signs, replacement equipment as needed like speakers for educational presentations.

**Intended Subrecipients:** Approximately five County and Local Law Enforcement agencies

**Countermeasure Strategy:** LE Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                     | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-----------------------------------|--------------------------|--------------|---------------|
| NH23402-401     | FAST Act NHTSA 402 SA                   | Chittenden County Sheriff's Dept. | \$32,048.00              | \$8,012.00   | \$32,048.00   |
| NH23402-405     | FAST Act NHTSA 402 SA                   | Milton Police Department          | \$13,617.00              | \$3,404.00   | \$13,617.00   |
| NH23402-406     | FAST Act NHTSA 402 SA                   | Orange County Sheriff's Dept      | \$12,629.00              | \$3,157.00   | \$12,629.00   |
| NH23402-407     | FAST Act NHTSA 402 SA                   | Rutland County Sheriff's Dept     | \$26,000.00              | \$6,500.00   | \$26,000.00   |
| NH23402-411     | FAST Act NHTSA 402 SA                   | Windham County                    | \$38,194.00              | \$9,549.00   | \$38,194.00   |

**Planned Activity: Vermont State Police Traffic Safety Education Programs**

**Planned Activity Number:** NH23402-408/NH23405E-602

**Planned Activity Description:** VSP rewrote its Traffic Safety Strategic Plan in 2022. The 2023 plan involves purposeful application of NHTSA's DDACTS 2.0, emphasizing High Visibility Engagement during enforcement operations. The plan also puts more emphasis on the model of: Education--> Enforcement--> Education. VSP seeks to utilize the best practices for safe driving and encourage members of the public contacted (via community engagement, motor vehicle work, in pre-license programs, at point of health care, and via mass marketing campaigns) to be ambassadors of crash deterrence. This will require the continued application of four strategies implemented last year by the VSP:

Continued development of a standardized Administrator's Guide and driver's education curriculum for use by selected trainer-Troopers. Currently, driver's ed programs are offered casually at a local level. VSP seeks to evolve the quality and credibility of these presentations by enhancing consistency in material and trainer ability. Standardization will expand the scope of this program's reach.

Creation of a multi-stakeholder workgroup (Department of Public Safety, Department of Health, and Vermont's medical providers) with subsequent training development and roll-out to increase patient and provider awareness on medications and driving. Providers would receive training and materials to increase their comfort and efficacy with speaking with their patients about prescriptions and safe driving.

Creation of – and access to – highway safety directed training content for uniformed police officers. Then, message these training efforts more purposefully using dynamic public information campaigns in furtherance of deterrence. Traffic Safety’s Strategic Plan re-write requires elevated training related to impacting the motorist in more purposeful ways for future deterrence aimed to impact up to 150 uniformed Troopers and then thousands of motorists per year with messaging. VSP is presenting on this pivot currently (Webinars) and access to education OT will allow expansion of this scope further via printing intentional messaging to be distributed at the point of contact, and presentations at law enforcement training, VSP-hosted community forums and public forums. In 2023 VSP will train at least 10 Troopers in this material and contact at least 500 pre-license drivers. The VSP Traffic Safety’s Strategic Plan re-write requires elevated training for our road members related to impacting the motorist in more purposeful ways for future deterrence. The grant goal is to impact up to 150 uniformed Troopers and engage 5% per year (approximately 200) of Vermont’s providers with training and training material related to medications and safe driving beginning in 2022. VSP will work to increase the numbers of driver’s education/youth programs by 10% in 2023. The grant plan includes training of at least 25% of VSP Troopers in elevated car stop messaging in 2023.

The planned activities will be evaluated on the following measures:

Number of attendees who participate in the public health / public safety workgroups, and number of health care providers to whom medication and driving safety material / training was offered and disseminated.

Numbers of Troopers / officers trained in the material, numbers of pre-license drivers engaged, post-surveys by attendees describing what was learned and what was taken away.

**Intended Subrecipients:** Vermont State Police

**Countermeasure Strategy:** LE Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                       | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|-------------------------------------|--------------------------|--------------|---------------|
| NH23402-408     | NHTSA 402 SA                            | Vermont Department of Public Safety | \$57,195.00              | \$14,299.00  |               |
| NH23405E-602    | 405e Comprehensive Distracted Driving   | Vermont Department of Public Safety | \$50,000.00              | \$12,500.00  |               |

## Countermeasure Strategy: SA Education and Outreach

**Program Area:** Young Drivers

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

**Linkage Between Program Area:** The data from the update to the 2022 – 2026 Strategic Highway Safety Plan demonstrate that the critical problem areas continue to be impaired driving, speed/aggressive driving, distracted driving and occupant protection. Trends identified in the annual driver attitude survey will help identify the gaps in highway safety education. Education and outreach coupled with high visibility enforcement operations and other specifically designated national programs, such as Click it or Ticket and other national mobilization, will have a measurable positive affect on the survey’s findings. Funding will be utilized to provide physical resources and educational material to facilitate outreach to the identified communities served. It is also a goal of this initiative to create a statewide common curriculum to address many of the co-occurring problems throughout the State.

### Planned Activities in Countermeasure Strategy

| Unique Identifier        | Planned Activity Name                          |
|--------------------------|--|
| NH23402-403              | Summer Summit for Driver Educators             |
| NH23402-409/NH23405D-022 | Vermont Highway Safety Alliance                |
| NH23402-400              | Highway Safety Program Coordinator             |
| NH23402-413              | Youth Safety Council – Turn Off Texting Course |
| NH23402-410/NH23405E-603 | Vermont Principals Association                 |
| NH23405E-604             | Highway Safety Summit                          |
| NH23402-415              | Driver Education Assessment                    |

**Planned Activity: Summer Summit for Driver Educators**

**Planned Activity Number:** NH23402-403

**Planned Activity Description:** The planned annual summit provides a full day of professional development to DMV-licensed driving educators. The activity will be a collaboration between the DMV and the Vermont Driver and Traffic Safety Educator Association, and the expectation is to have 125 high school and private driver educators in attendance. The Summit provides our Vermont driver educators with updated information in the field of traffic safety with the goal to distribute current information to teachers and students to curtail unsafe practices behind the wheel in future driving experiences. The Summit also allows for interactive time for driver educators to network with each other, as well as pick up new materials and lesson plans to supplement their individual programs. Each year’s planning includes a review of the past year’s data, traffic safety issues, and instructor evaluations in order to identify the next conference’s central theme. Participants receive personal development credit toward their driver educator required certification.

**Intended Subrecipients:** Department of Motor Vehicles

**Countermeasure Strategy:** SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|------------------------------|--------------------------|--------------|---------------|
| NH23402-403     | NHTSA 402 SA                            | Department of Motor Vehicles | \$9,940.00               | \$2,485.00   | \$9,940.00    |

**Planned Activity: Vermont Highway Safety Alliance**

**Planned Activity Number:** NH23402-409/NH23405D-022

**Planned Activity Description:** The Vermont Highway Safety Alliance (VHSA) runs programming in accordance with NHSTA’s Countermeasures That Work, with the mission to engage stakeholders from the 4 E’s of highway safety: enforcement, engineering, emergency responders and enforcement. It is primarily a volunteer membership, supported by an executive director, representing a diverse mix of private and public organizations working together to improve the safety of all Vermont road users. The VHSA’s efforts include fostering the development of innovative outreach programming to effectively engage citizens from all demographics, highway safety partners, advocacy groups, and policymakers. The organization plans events, conferences, and activities

to strengthen public understanding of seat belt use, child safety restraints, and public awareness on what constitutes impaired and speed and aggressive driving. In addition, there is programming focused on high school students to educate them on the dangers of distracted driving. The VHSA supports partner entities who are also engaged in highway safety events and activities.

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

The VHSA leverages opportunities for earned media, including social media marketing in cooperation with its partners, in addition to paid social media. VHSA develops and implements strategic outreach programs designed to change driver behavior using the guidance of source data and strategies from NHTSA, FHWA, GHSA, NSC (Road to Safety), and the SHSO, among others. The VHSA maintains a public presence and serves as a central resource for driving safety reports and information.

The VHSA provides its stakeholders with resources to further education and training with webinars and conferences. The VHSA distributes a monthly newsletter and hosts a quarterly board meeting.

Funding for the VHSA includes a contract position for an Executive Director. Funding also supports a yearly conference that typically draws 200 safety partners from Vermont and New England. The conference costs include the venue, food and beverages, IT/AV support, and the cost of travel for guest speakers. Funding also includes a small media budget for social media promotion. Funding supports tabling at the Champlain Valley Fair and a small supply budget for highway safety brochures and items necessary to participate in educational opportunities.

**Intended Subrecipients:** VHSA

**Countermeasure Strategy:** SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405D-022    | 405d Impaired Driving Low               | VHSA          | \$25,000.00              | \$6,250.00   |               |
| NH23402-409     | NHTSA 402 SA                            | VHSA          | \$50,000.00              | \$12,500.00  | \$50,000.00   |

**Planned Activity: Vermont Principals Association**

**Planned Activity Number:** NH23402-410/NH23405E-603



**Planned Activity Description:** A strategic partnership with the Vermont Principals’ Association (VPA) will greatly assist VTrans in the education of teen drivers in the areas of Distracted Driving, Occupant Protection, Impaired Driving (males, holiday-related), and Speed. The project, Traffic Safety is a Team Sport, will support the younger driver critical emphasis area through the creation of a school-based, sports marketing campaign to provide a valuable access point to key target markets, specifically drivers age 20 or younger, with a statewide reach. VPA will contract with Alliance Highway Safety to bring 25 “Choices Matter” presentations to high schools. The presentations include distracted and impaired simulators, seatbelt activities, social media messaging, and hands on driver training. Through creative education and outreach communication methods, the VPA will work to positively influence the student-athletes while reaching the students’ day-to-day influencers, too. These influences include: administrators, coaches, parents, and fans within our state spanning VPA community.

The program will utilize effective content from VTrans/Drive Well Vermont and NHTSA and create unique content that resonates with our schools, sports, and activities. The program will maximize contributions from SHSO staff members, highway safety supporters, and our partners/schools, and leverage earned media where possible.

Sports Marketing programs grow in effectiveness over time, as loyal fans, attendees, and participants perceive a partner as being a consistent presence. This project will jumpstart a campaign that can be carried on and grow for years to come with many positive impacts. Pre and post surveys will be administered to measure the effectiveness of the project.

Use of funds requested in this grant:

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

**Intended Subrecipients:** Vermont Principals Association

**Countermeasure Strategy:** SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405E-603    | 405e Comprehensive Distracted Driving   | VT Prin Assoc | \$50,000.00              | \$12,500.00  |               |
| NH23402-410     | NHTSA 402 SA                            | VT Prin Assoc | \$200,000.00             | \$50,000.00  |               |

**Planned Activity: Highway Safety Program Coordinator**

**Planned Activity Number:** NH23402-400

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

**Intended Subrecipients:** VTrans Staff

**Countermeasure Strategy:** SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23402-400     | NHTSA 402 SA                            | VTrans Staff  | \$90,000.00              | \$90,000.00  |               |

**Planned Activity: Youth Safety Council – Turn Off Texting Course**

**Planned Activity Number:** NH23402-413

**Planned Activity Description:** The Turn Off Texting demonstration raises awareness about the dangers of distracted driving by putting students behind the wheel of a golf cart to navigate a course of cones while texting. Alternatively, an advanced driving simulator is used to provide near real-world distracted driving experience. In each setting, student drivers learn that the consequences of distraction

include hitting cones (pedestrians or pets), or more realistic obstacles and victims in the driving simulator.

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

Distraction is a harmful choice, but only a theoretical one until a student driver “lives through it” and experiences the dangers first-hand, an opportunity that Turn Off Texting safely provides.

**Intended Subrecipients:** Youth Safety Council

**Countermeasure Strategy:** SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients        | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|----------------------|--------------------------|--------------|---------------|
| NH23402-413     | NHTSA 402 SA                            | Youth Safety Council | \$45,000.00              | \$11,250.00  | \$45,000.00   |

**Planned Activity: Highway Safety Summit**

**Planned Activity Number:** NH23405E-604

**Planned Activity Description:** This activity serves as a placeholder for an in-person one day Highway Safety Summit. The topic and the venue to be determined. Staff members within the SHSO will establish a conference committee to assist in the coordination and planning of the theme, agenda, and speakers for the summit. The conference will be a venue to educate public and private partners on emerging highway safety issues. To be held tentatively in the spring of 2023.

**Intended Subrecipients:** Agency of Transportation

**Countermeasure Strategy:** SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds    | Subrecipients            | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|--|--------------------------|--------------------------|--------------|---------------|
| NH23405E-604    | 405e comprehensive distracted driving flex | Agency of Transportation | \$40,000.00              | \$10,000.00  |               |

**Planned Activity: Driver Education Assessment**

**Planned Activity Number:** NH23402-415

**Planned Activity Description:** The purpose of the Driver Education Program Assessment is to provide the State of Vermont with a comprehensive review of its driver education program by identifying program strengths, accomplishments, and challenges. The assessment was requested because Vermont did not meet the goal in FFY2021 “C-9: Fatalities Involving a Younger <20 years old Driver.” In addition, in the Strategic Highway Safety Plan younger driver safety remains a Critical Emphasis Area. In addition to using data and other resources, the report will provide valuable insights for program planning. A staff member from the SHSO will coordinate the State self-assessment and assign the appropriate questions to subject matter experts who will serve the State as Respondents. Respondents may be assigned to more than one area identified in the NTDETS. The process will include a State Kick-off Meeting where details about the Assessment will be reviewed with the team of respondents. An agreed upon State Assessment Project Plan will be organized with NHTSA and adhered to throughout the entire assessment process.

**Intended Subrecipients:** Agency of Transportation

**Countermeasure Strategy:** SA Education and Outreach

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients            | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|--------------------------|--------------------------|--------------|---------------|
| NH23402-415     | NHTSA 402 SA                            | Agency of Transportation | \$30,000.00              | \$7,500.00   |               |

**Countermeasure Strategy: Data Collection**

**Program Area:** Young Drivers

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

**Linkage Between Program Area:** To sample public self-reported media message awareness, attitudes and behavior about traffic safety topics.

**Planned Activities in Countermeasure Strategy**

| Unique Identifier        | Planned Activity Name  |
|--------------------------|------------------------|
| NH23402-414/NH23405D-023 | Annual Attitude Survey |

**Planned Activity: Annual Attitude Survey**

**Planned Activity Number:** NH23402-414/NH23405D-023

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

**Intended Subrecipients:** Various recipients - TBD

**Countermeasure Strategy:** Data Collection

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23402-414     | NHTSA 402 SA                            | TBD           | \$12,000.00              | \$3,000.00   |               |
| NH23405D-023    | 405d Impaired Driving Low               | TBD           | \$10,000.00              | \$2,500.00   |               |

## Program Area: Traffic Records

### Description of Highway Safety Problem

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

Planning in FY23, Vermont will continue to deploy the electronic citation system statewide. This has proven to significantly improve the timeliness and accuracy of citations issued within the state.

This traffic records strategic plan includes projects that improve crash reporting (i.e., AOT Crash Data Reporting System), EMS run reporting (i.e., SIREN), and the further deployment of the E-Ticket Implementation project. Continuing this year will be (Phase 1) of the Integration of SIREN and CRASH data elements. This was not initiated in FFY22 due to staffing re-assignments for statewide COVID emergency response. We will begin with “test” data fields and use of the guidance provided by the 2019 Go Team final report.

#### Associated Performance Measures

| Fiscal Year | Performance Measure Name                      | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2023        | Percentage of Highway Safety E-Tickets Issued | 2023            | Annual        | 34%          |
| 2023        | Percentage of Agencies Using E-Ticket         | 2023            | Annual        | 53%          |

#### Countermeasure Strategies in Program Area

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

### Countermeasure Strategy: Highway Safety Office Program Coordinator

|                                |   |
|--------------------------------|---|
| <b>Program Area:</b>           | Traffic records   |
| <b>Project Safety Impacts:</b> | Facilitation of TRCC meetings, implementation of the 2022 Traffic Records Assessment recommendations; coordination and submission of the 405C Traffic Records Improvements application. |
|                                | To maintain regular and accurate compliance with TRCC and TR project reporting requirements.  |

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

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

**Linkage Between Program Area:**

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name    |
|-------------------|--------------------------|
| NH23402-000       | TRCC Program Coordinator |

**Planned Activity: TRCC Program Coordinator**

**Planned Activity Number:** NH23402-000

**Planned Activity Description:** A State Highway Safety Office staff member manages the Traffic Records Program and schedules, plans, assessments, manages the contract with Lexis Nexis and helps evaluates the program and projects.

**Intended Subrecipients:** VTrans Staff

**Countermeasure Strategy:** Highway Safety Office Program Coordinator

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23402-000     | NHTSA 402 PA                            | VTrans Staff  | \$60,000                 | \$60,000     |               |

**Countermeasure Strategy: Improves accessibility of a core highway safety database**

|                                      |  |
|--------------------------------------|--|
| <b>Program Area:</b>                 | Traffic Records  |
| <b>Project Safety Impacts:</b>       | <p>Hardware and software upgrades and development of a plan with recommendations to improve run-time field loss of law enforcement connectivity in rural areas of the state.</p> <p>To improve uniformity of the crash data production process and applications.</p> <p>Data improvement recommendations contained in the 2016 Traffic Records Assessment.</p> <p>Technical assistance for issues identified by law enforcement users of WebCrash and coordination of implementation activities with the E-Ticket vendor contract and pilot implementation.</p>  |
| <b>Linkage Between Program Area:</b> | The online data entry system for law enforcement crash reporting and the VTrans legacy data records system requires periodic evaluation for upgrade and improvement in interface.  |
| <b>Rationale:</b>                    | <p>The current traffic ticketing system used in Vermont is a manual, paper-based system. The number of traffic tickets during the last five years has declined 43% from 94,908 tickets in 2016 to 41,240 tickets in 2020. Traffic tickets can be dismissed due to various process, data quality problems or other non-quality related issues. These quality data problems included illegible tickets, missing data, wrong data, and tickets filed outside the statutory limits. In current practice, it takes 30 days or more after the ticket is issued to the motor vehicle operator before the traffic ticket arrives at the Judicial Bureau.</p> <p>Most police agencies wait until they have several traffic tickets before mailing the ticket batches to the Judicial Bureau, causing a cyclical backlog in the processing of tickets. Also, the Judicial Bureau has stated that a significant problem with processing traffic tickets is illegibility. Additionally, no efficient method to data mine information from the current paper-based system exists.</p> |

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name           |
|-------------------|---------------------------------|
| NH23405C-700      | AOT Crash Data Reporting System |
| NH23405C-702      | E-Ticket                        |
| NH23402-301       | TRCC Consultant                 |
| NH23405C-701      | SIREN                           |
| NH23405C-704      | SIRE Project                    |



**Planned Activity: AOT Crash Data Reporting System**

**Planned Activity Number:** NH23405C-700

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

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

**Intended Subrecipients:** Agency of Transportation

**Countermeasure Strategy:** Improves accessibility of a core highway safety database

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients            | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|--------------------------|--------------------------|--------------|---------------|
| NH23405C-700    | 405c Data Program                       | Agency of Transportation | \$150,000.00             | \$37,500.00  |               |

**Planned Activity: E-Ticket**

**Planned Activity Number:** NH23405C-702

**Planned Activity Description:** E-Ticket is a pilot based on the implementation proposal in the 2012 Master Business Plan. By the end of March 2022, E-Ticket was deployed and utilized by 47 of the State’s 90 agencies. E-Ticket has been administered through a TRCC grant with the Department of Public Safety, however, there has been very little movement in this project and DPS did not renew the application to continue the program in FFY2023. The SHSO proposes to manage the program through funding of a Vermont Highway Safety E-Ticket Coordinator as a consultant position to encourage and facilitate participation in the Vermont E-Ticket program with the goal of increasing E-Ticket adoption and usage by Vermont law enforcement agencies. The coordinator will assist Vermont’s forty-seven agencies with adopting and fully utilizing the eTicket module within the Valcour law enforcement records management system. The coordinator will provide guidance on hardware and software requirements, assist agencies with applying for grants, and fulfilling grant obligations and requirements. The coordinator will liaison with local agency and State Information Technology (IT) personnel to ensure that all IT infrastructure is setup and configured for successful E-Ticket deployment and use. Since IT resources are limited, the coordinator will field questions related to E-Ticket and forward issues to appropriate group (e.g., IT, DPS, vendor). Additionally, the coordinator will host virtual meetings to provide E-Ticket guidance to and receive feedback from Vermont law enforcement agencies.

Projected expenditures are as follows:

Consultant  
Equipment: to include printers and bar code scanners.

**Intended Subrecipients:** Agency of Transportation

**Countermeasure Strategy:** Improves accessibility of a core highway safety database

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients            | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|--------------------------|--------------------------|--------------|---------------|
| NH23405C-702    | 405c Data Program                       | Agency of Transportation | \$306,232.00             | \$76,588.00  |               |

## Planned Activity: TRCC Consultant

**Planned Activity Number:** NH23402-301

**Planned Activity Description:** LexisNexis Coplogic Solutions Inc. currently serves as the TRCC Consultant for Vermont.

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

The TRCC consultant will develop a Vermont Traffic Records strategic planning document that the Vermont Highway Safety Office, traffic records data system managers, and other highway safety stakeholders can use to drive system improvements. These improvements will aim to enhance data driven decision-making and aid highway safety analysts in their goal of reducing deaths and injuries on state roadways. This task includes facilitating approximately 9 Traffic Records strategic planning workshops under the auspices of the State Highway Safety Office and the State of Vermont TRCC. Each workshop will bring together the individual data system stakeholders. Workshops will use the 2022 NHTSA Traffic Records Assessment results to identify areas for improvement and will collaborate to develop goals for improvements to the data systems. The workshop participants will define the strategies to achieve the goals, as well as the expected improvement outcomes.

In response to a consideration in the 2022 TRCC Assessment the consultant will also develop a Vermont Traffic Records inventory document that will act as a consolidated reference for the Vermont Traffic Records Data Systems. The component systems of the Vermont Traffic Record Data Systems are the crash, citation, driver, vehicle, roadway, and injury surveillance data systems. Injury surveillance systems include the EMS Run Reports, Trauma Registry, Emergency Department, Hospital Discharge, and Vital Records data systems. The Traffic Records Inventory document will include the following information (as available) from the various traffic records data systems.

### **SAMPLE OUTLINE – Vermont Traffic Records Inventory**

Purpose of the Traffic Records Inventory

Traffic Records Data Systems Overview

(Diagram, Diagram Description, and Intra-system Interfaces)

Data Systems (per each entity)

Data System One (e.g., Crash)  
 System Description  
 System Architecture\_  
 Database Software  
 Web Server  
 Development Technology  
 Interfaces  
 Roadway Interfaces (e.g.)  
 Data Governances  
 System Owner (agency, POC)  
 Data Access Policies  
 Types and Numbers of Users  
 System documentation (includes Title, Agency, POC, Data of Last update,  
 Document Hyperlink: (or where available), and Document  
 Summary/Description  
 User Manuals  
 Operation Manuals  
 Data Dictionary  
 Published Data Schema

**Intended Subrecipients:** Agency of Transportation

**Countermeasure Strategy:** Improves accessibility of a core highway safety database

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients          | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|------------------------|--------------------------|--------------|---------------|
| NH23402-301     | 402 TR Data Program                     | Lexis Nexis Contractor | \$125,000.00             | \$31,250.00  |               |

**Planned Activity: SIREN**

**Planned Activity Number:** NH23405C-701

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

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

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

**Intended Subrecipients:** Vermont Department of Health

**Countermeasure Strategy:** Improves accessibility of a core highway safety database

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|------------------------------|--------------------------|--------------|---------------|
| NH23405C-701    | 405c Data Program                       | Vermont Department of Health | \$104,000.00             | \$26,000.00  |               |

**Planned Activity: SIRE project**

**Planned Activity Number:** NH23405C-704

**Planned Activity Description:** The project is first for the continuation of the work that was started under the FFY22 grant for roadway departure crashes (because the project started late, in the 2nd quarter of the grant, it cannot be completed by the end of FFY22. Approximately three months of work is estimated to be required to complete the project). For this part of the project, the project team will use the roadway departure predictive models that were developed during FFY22 to screen the road network (state and local roads) to identify the locations with a high risk for roadway departure crashes based on the identified correlated roadway features and will prioritize and rank the high-risk roadway segments identified based on the measure of highest potential for safety improvement.

For severe intersection crashes, the project team will integrate crash data with roadway data from existing VTrans' databases to develop multi-regression predictive models to identify the roadway features that are associated with severe intersection crashes and use the predictive models to identify the locations with a high risk for sever intersection crashes based on the identified correlated roadway features. The project team will prioritize and rank the high-risk intersections identified based on the measure of highest potential for safety improvement from the expected benefits of applying certain treatments. Ten months are estimated to complete this part of the project.

The above approach is a direct application of the systemic approach and will lead to the identification of the key roadway features and then to the identification of the specific sites with these features for these two types of crashes.

The locations most likely to produce roadway departure and sever intersection crashes will be shown on an ArcGIS map with a schema to display risk level.

**Intended Subrecipients:** Agency of Transportation

**Countermeasure Strategy:** Improves accessibility of a core highway safety database

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients            | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|--------------------------|--------------------------|--------------|---------------|
| NH23405C-704    | NHTSA 405c Data Program                 | Agency of Transportation | \$97,000.00              | \$25,250.00  |               |

## Program Area: Planning and Administration

### Description of Highway Safety Problem

The Vermont State Highway Safety Office facilitates and supports, with federal grants, a statewide network to promote safe driving behavior on Vermont highways. We are committed to our critical role within the State of Vermont, to ensure safe travel on Vermont’s roadways.

These goals are accomplished by fostering and expanding local partnerships with Vermont Agencies, State and Local Law Enforcement, and private partners. The primary mission is to identify existing and emerging traffic safety trends through statistically-based problem identification efforts, and to efficiently provide decision makers accurate data for use in determining where the most effective highway safety investment is made.

As highway safety professionals, we are committed to teamwork, integrity and maintaining a positive working environment. In our highway safety partnerships, we respond, cooperate, and provide accurate and timely service. As the leader of a coordinated statewide effort to eliminate death and serious injury on all of Vermont’s roads and highways, we are tasked with reaching our goals by using the most localized and dependable data possible, implementing the most effective countermeasures and understanding the trends around highway safety and behavior altering activities.

#### Countermeasure Strategies in Program Area

| Countermeasure Strategy     |
|-----------------------------|
| Planning and Administration |

### Countermeasure Strategy: Planning and Administration

|                                |   |
|--------------------------------|---|
| <b>Program Area:</b>           | Planning and Administration   |
| <b>Project Safety Impacts:</b> | <p>The Vermont SHSO awards federal highway safety grant funds to local, state and non-profit agencies for projects to improve highway safety and reduce deaths and serious injuries due to crashes. The SHSO is also involved with the Vermont Highway Safety Alliance (VHSA), which has allowed them to build upon a network of highway safety professionals, working in collaboration to increase highway safety through these federally funded programs.</p> <p>The SHSO has four staff who oversee all areas of program administration: Administrator, Deputy Administrator, Administrative Services Manager and Public Outreach Manager. In addition, the SHSO has an in-house staff of two program coordinators with specific subject matter areas of expertise, to include Occupant Protection, Distracted Driving, Impaired Driving, Law Enforcement (DUI and OP Enforcement), and Education Outreach programs. The staff of the SHSO manages state highway safety grant funds by providing guidance, oversight and monitoring for our partners.</p> <p>The programs administered through the SHSO are federally funded through the National Highway Traffic Safety Administration (NHTSA). Programs are defined and approved each year in the SHSO Highway Safety Plan (HSP)</p> |

and align with the State’s Strategic Highway Safety Plan (SHSP). Through these plans, we analyze data, identify problems, define emphasis areas, and set goals to administer funds to programs in a responsible manner in accordance with federal guidelines.

**Our Mission**

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier                       | Planned Activity Name            |
|---|----------------------------------|
| NH23402-000-002-003/NH23164-000-002-003 | SHSO Planning and Administration |
| NH23402-001/NH23164-001                 | Electronic Grant Management      |

**Planned Activity: SHSO Planning and Administration**

**Planned Activity Number:** NH23402-000-002-003/NH23164-000-002-003

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

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

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

Personnel

Salaries and related expenses for:

Program Administrator

Deputy Administrator

Administrative Services Manager

Public Outreach Manager

Operating Expenses: Advertising – Print

Fee for Space

Office Supplies



Postage  
 Travel  
 Printing and Binding  
 Rental of copier/fax/printer/scanner  
 HSP annual report contractor  
 Dues: GHSA dues

**Intended Subrecipients:** Vermont Agency of Transportation

**Funding Sources**

| Activity Number     | Funding Source ID/Eligible Use of Funds | Subrecipients            | Estimated Funding Amount | Match Amount | Local Benefit |
|---------------------|---|--------------------------|--------------------------|--------------|---------------|
| NH23402-000-002-003 | NHTSA 402 PA                            | Agency of Transportation | \$274,628.00             | \$274,628.00 |               |
| NH23164-000-002-003 | 164 Transfer Funds PA                   | Agency of Transportation | \$77,500.00              |              |               |

**Planned Activity: Electronic Grants Management**

**Planned Activity Number:** NH23402-001/NH23164-001

**Planned Activity Description:** The most significant planned activity undertaken by the SHSO has been the adaptation of the Grant Electronic Application and Reporting System (GEARS). The SHSO currently utilizes a web-based electronic grants management Intelligrants system. The program has increased efficiencies in the grant process by providing multiple access points and tracking capabilities. Further, it has increased the administrative and programmatic supervision of the program by facilitating a vehicle for accumulated data to be processed and analyzed. Additionally, the GEARS program provides greater access for programmatic reviews and both internal and outside audits.

**Intended Subrecipients:** Agate

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23402-001     | NHTSA 402 PA                            | Agate         | \$40,000.00              | \$40,000.00  |               |
| NH23164-001     | 164 Transfer Funds PA                   | Agate         | \$35,000.00              |              |               |

## Program Area: Racial Profiling Data Collection

### Description of Highway Safety Problem

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

#### Associated Performance Measures

| Fiscal Year | Performance Measure Name                       | Target End Year | Target Period | Target Value |
|-------------|--|-----------------|---------------|--------------|
| 2023        | Evidence Based Race Data Enforcement Reporting | 2023            | Annual        | 63.00%       |

#### Countermeasure Strategies in Program Area

| Countermeasure Strategy      |
|------------------------------|
| Data Collection and Analysis |

### Countermeasure Strategy: Racial Profiling Data Collection and Analysis

**Program Area:** Racial Profiling Data Collection

**Project Safety Impacts:** The expected safety impact upon complete compliance by all law enforcement agencies with race data reporting requirements would be to ameliorate the effects of implicit bias from the process of motor vehicle enforcements stops. The chosen countermeasure would provide a near complete data subset of race data information from which an analysis could be taken, and the results of that analysis transformed and incorporated into a training tool for law enforcement. The funding for this planned activity will originate from the subject grant.

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

**Planned Activities in Countermeasure Strategy**

| Unique Identifier | Planned Activity Name                         |
|-------------------|---|
| NH231906-001      | Racial Profiling Data Collection and Analysis |

**Planned Activity: Racial Profiling Data Collection and Analysis**

**Planned Activity Number:** NH231906-001

**Planned Activity Description:** The VCJC proposes to extend the existing contract with the National Policing Institute with the 2023 Racial Profiling Data Collection Grant for funding the position of a data analyst. This will allow for continued analysis of historical stops data, including exploration of better benchmark and non-benchmark techniques for exploring disproportionality, and testing relationships between driver race and traffic stop activity. NPI will extend qualitative research to processes and protocols in agencies, systems for collecting and reporting data to identify the system/technological challenges that are impeding a robust and complete capture of stop data. This will include addressing the unique challenges of small rural agencies. Further NPI will develop a model Stops Data Collection Guide to serve as a reference for agencies to provide more transparent and accurate stops data collection. NPI also will provide training for community members, legislators, and other stakeholders on understanding, analyzing and using stop data. A cornerstone of this project will be developing technical assistance plans to support Vermont law enforcement agencies and the continued work on the stops data portal for publication of stops data. The activity includes funding for printed stops collection guides/manuals for all Vermont LE agencies and barracks.

**Intended Subrecipients:** Vermont Criminal Justice Council

**Countermeasure Strategy:** Data Collection and Analysis

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients                    | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|----------------------------------|--------------------------|--------------|---------------|
| NH231906-001    | 1906 Prohibit Racial Profiling          | Vermont Criminal Justice Council | \$375,000.00             | \$93,750.00  |               |

## Program Area: Media

**VT Goal:** To achieve at least 8,000 clicks, 45,000 views and 3,000,000 impressions for all new Drive Well Vermont Campaigns. After reviewing the previous two Drive Well campaigns, Distracted Driving and Speed and Aggressive, reports from our marketing vendor HMC, the SHSO determined that these targets should be attainable.

Measuring the effectiveness of a media campaign based on level of engagement (views, clicks and impressions) is important, but may not capture how media campaigns influence progress in meeting performance measure targets. Our goal through media outreach is to increase awareness of safe driving behaviors and improve road safety in Vermont through planned media activities. In addition to our Drive Well Vermont Campaign, planned activities will address the following performance measures:

### Associated Performance Measures

| Fiscal Year | Performance Measure Name  | Target End Year | Target Period | Target Value |
|-------------|---|-----------------|---------------|--------------|
| 2023        | C-1) Number of traffic fatalities   | 2023            | 5-year        | 65           |
| 2023        | C-3) Fatalities/100 Mil. VMT  | 2023            | 5-year        | 0.965        |
| 2023        | C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions           | 2023            | 5-year        | 27.2         |
| 2023        | C-5) Number of fatalities involving a driver or motorcycle operator with a BAC of .08 and above | 2023            | 5-year        | 15.8         |
| 2023        | C-6) Number of speeding related fatalities  | 2023            | 5-year        | 26           |
| 2023        | C-7) Number of motorcyclist fatalities  | 2023            | 5-year        | 11.6         |
| 2023        | C-8) Number of un-helmeted motorcyclist fatalities  | 2023            | 5-year        | 1            |
| 2023        | C-9) Number of drivers age 20 or younger involved in fatal crashes                              | 2023            | 5-year        | 6.8          |
| 2023        | B-1) Observed seat belt use for passenger occupants, front seat outboard occupants (survey)     | 2023            | Annual        | 90%          |

## Description of Highway Safety Problem

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

## Countermeasure Strategy: Media Campaigns

**Program Area:** Media Campaigns

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

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

### Planned Activities in Countermeasure Strategy

| Unique Identifier | Planned Activity Name                              |
|-------------------|--|
| NH23405B-015      | Drive Well Vermont Creative – OP Message (New)     |
| NH23405B-016      | Drive Well Vermont Media Buy – OP Message (New)    |
| NH23405-017       | Drive well Vermont Creative – Nighttime OP (New)   |
| NH23405D-024      | Drive Well Vermont Impaired Driving Media (Re-run) |
| NH23405D-025      | Sports/Event Outreach/Media Contract               |

| Unique Identifier | Planned Activity Name  |
|-------------------|--|
| NH23405E-401      | Drive Well VT Media Buys – Teen Driver DD Message (New)      |
| NH23405E-402      | Drive Well VT Creative – Teen Driver DD Message (new)        |
| NH23405E-403      | Drive Well VT Creative – Teen Driver DD Social Media – (new) |
| NH23405E-404      | Drive Well VT Media Buys - Teen Driver DD Social Media (New) |
| NH23405E-405      | Drive Well VT – DD Posters/Pamphlets PI&E                    |
| NH23405E-406      | Drive Well Vermont Media Buy - Distracted Driving (Re-Run)   |
| NH23405E-605      | Drive Well Vermont - Impaired Media Buy (Re-Run)             |
| NH23405E-607      | Drive Well Vermont – Speed/Aggressive Media Buy (Re-Run)     |
| NH23405E-608      | Drive Well Vermont – Older Driver Safety Creative (New)      |
| NH23405E-609      | Drive Well Vermont – Older Drive Safety Media Buy (New)      |
| NH23405E-610      | Drive Well Vermont Motorcycle Safety Media (Re-Run)          |
| NH23405E-611      | Safe & Cool Together Hot Car Safety Media Flight (Re-Run)    |
| NH23405E-612      | Drive Well Vermont – Geotargeted Messaging for VT Roadways   |

**Planned Activity: Occupant Protection Media Projects – Drive Well Vermont**

**Planned Activity Number:** NH23405B-015-017

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

**Goals:** To influence VT’s road users to make better decisions while driving by encouraging others to “Drive Well Vermont” and to always wear their seat belt while in a vehicle.

**Project Description:** The media vendor will create a :30 seat belt PSA, a radio PSA, and social media graphics/images and deploy these assets using the concept and tagline “Drive Well Vermont.” Part of this campaign will also be to create a new seat belt safety “hashtag” or phrase to be used statewide during seat belt enforcement campaigns. The vendor will design Drive Well Vermont seat belt creative and negotiate media buys. The goal is to target all operators by using local Vermonters who are shown wearing their seat belts

in familiar, real-life situations, including a separate focus on nighttime seat belt use.

**Intended Subrecipients:** TBD

**Countermeasure Strategy:** Media Campaigns

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405B-015    | 405b Occupant Protection                | TBD           | \$100,373.00             | \$31,034.00  |               |
| NH23405B-016    | 405b Occupant Protection                | TBD           | \$100,000.00             | \$25,093.00  |               |
| NH23405B-017    | 405b Occupant Protection                | TBD           | \$100,000.00             | \$25,000.00  |               |

**Planned Activity: Impaired Driving Media Projects – Drive Well Vermont**

**Planned Activity Number:** NH23405D-024/NH23405E-605

**Planned Activity Description:** **Strategies:** Utilize social media, television and radio to engage drivers and create better behavior choices from our road users. Media buys will be used to target the respective audience for the project. The impaired driving media campaign has been created and used in the past. This will be a re-run of our previous Drive Well Vermont Impaired Driving media campaign. HMC is the vendor for VTrans media buys.

**Goals:** To influence VT’s road users to make better decisions while driving by encouraging others to “Drive Well Vermont” and to never drive impaired. To encourage Vermont road users to always plan ahead and have a designated driver.

**Project Description:** The media vendor will create a media plan and manage the media components of the Drive Well Vermont Impaired Driving campaign. The components include a :30 impaired driving video PSA, a radio PSA, and social media graphics/images. The vendor will negotiate media buys and provide media performance updates throughout the campaign, as well as a final media report after the campaign ends. The goal is to target all operators by using local Vermonters who are shown practicing safe driving behaviors in familiar, real-life situations.

**Intended Subrecipients:** TBD



**Countermeasure Strategy:** Media Campaigns

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405D-024    | 405b Impaired Driving                   | TBD           | \$83,166.00              | \$20,792.00  |               |
| NH23405E-605    | 405e Flex Funds                         | TBD           | \$75,000.00              | \$18,750.00  |               |

**Planned Activity: Sports/Event Outreach/Media Contract**

**Planned Activity Number:** NH23405D-025

**Planned Activity Description:** **Strategies:** Contract with a vendor to create and promote highway safety priorities at sports and events around the state. The vendor will create media components for these venues, as well as create a plan to engage with attendees. The vendor will interact with all road users to encourage safe driving and create better behavior choices from our road users. Funds will be used to secure the vendor and manage the contract. This is a pilot project.

**Goals:** To contract a vendor to attend VT events and sport facilities to help influence VT’s road users to make better decisions while driving.

**Project Description:** The media vendor will create a media plan and event schedule and will manage the components of this project. The vendor will negotiate event booth applications and provide performance updates throughout the campaign, as well as a final report after the pilot ends. The goal is to target all operators by attending popular Vermont sports games and events to interact with local Vermonters and encourage safe driving behavior.

**Intended Subrecipients:** TBD

**Countermeasure Strategy:** Media Campaigns

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405D-025    | 405b Impaired Driving                   | TBD           | \$100,000.00             | \$25,000.00  |               |

**Planned Activity: Distracted Driving Teen Driver Media Projects – Drive Well Vermont**

**Planned Activity Number:** NH23405E-401-405

|                                      |   |
|--------------------------------------|---|
| <b>Planned Activity Description:</b> | <p><b>Strategies:</b> Create and utilize social, television and radio media to engage teen drivers and create better behavior choices from our younger road users. Media buys will be used to target the respective audience for the project. The media “story” will be created by the vendor and approved by the SHSO and the VTrans Public Information Officer. In reviewing Vermont’s four years of citation data for DD we have found that men and women each received nearly 50% of this type of traffic citation. We believe that our CRASH data is under reported in the area of DD driving as it can be difficult to tell if the portable electronic device was in use. HMC was used as the vendor for the first two installments of Drive Well Vermont, but the project will need to go out to bid for each upcoming campaign.</p> <p><b>Goals:</b> To influence VT’s younger road users to make better decisions while driving by encouraging them to not use their electronic devices while driving. To encourage younger drivers to always make driving their only priority while operating a vehicle.</p> <p><b>Project Description:</b> The media vendor, in conjunction with VTrans SHSO staff, will create a 30 second DD teen driver-focused Public Service Announcement and deploy using the concept and tagline “Drive Well Vermont” under the following areas:</p> <p>DD Drive Well Vermont Creative Message and Media Buys – target teen vehicle operators by emphasizing why the operator is not to use their portable electronic devices (PED) while operating a motor vehicle.</p> <p>DD Drive Well Vermont social media Creative Message and Media Buys – target teen operators by emphasizing why the operator is not to use their PED while operating a motor vehicle.</p> <p style="padding-left: 40px;">DD Public information brochures.</p> |
| <b>Intended Subrecipients:</b>       | TBD   |
| <b>Countermeasure Strategy:</b>      | Media Campaigns   |

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405E-401    | 405e Distracted Driving                 | TBD           | \$85,000.00              | \$21,250.00  |               |
| NH23405E-402    | 405e Distracted Driving                 | TBD           | \$85,000.00              | \$21,250.00  |               |
| NH23405E-403    | 405e Distracted Driving                 | TBD           | \$75,000.00              | \$18,750.00  |               |
| NH23405E-404    | 405e Distracted Driving                 | TBD           | \$75,000.00              | \$18,750.00  |               |
| NH23405E-405    | 405e Distracted Driving                 | TBD           | \$25,000.00              | \$6,250.00   |               |

**Planned Activity: Speed & Aggressive Driving Media Project – Drive Well Vermont**

**Planned Activity Number:** NH23405E-607

**Planned Activity Description:** **Strategies:** Utilize social, television and radio media to engage drivers and create better behavior choices from our road users. Media buys will be used to target the respective audience for the project. The speed & aggressive driving media campaign has been created and used in the past. This will be a re-run of our previous Drive Well Vermont Speed & Aggressive Driving media campaign. HMC is the vendor for VTrans media buys.

**Goals:** To influence VT’s road users to make better decisions while driving by encouraging others to “Drive Well Vermont” and to not speed or drive aggressively. To remind road users that there’s “a time for speed, and a time for limits.”.

**Project Description:** The media vendor will create a media plan and manage the media components of the Drive Well Vermont Speed & Aggressive Driving campaign. The components include a :30 speed & aggressive driving video PSA, a radio PSA, and social media graphics/images. The vendor will negotiate media buys and provide media performance updates throughout the campaign, as well as a final media report after the campaign ends. The goal is to target all operators by using local Vermonters who are shown practicing safe driving behaviors in familiar, real-life situations.

**Intended Subrecipients:** TBD

**Countermeasure Strategy:** Media Campaigns

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405E-607    | 405e Distracted Driving Flex            | TBD           | \$75,000.00              | \$18,750.00  |               |

**Planned Activity: Older Driver Safety Media Projects – Drive Well Vermont**

**Planned Activity Number:** NH23405E-608-609

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

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

**Project Description:** The media vendor, in conjunction with VTrans SHSO and PIO staff, will create a :30 older driver safety PSA and deploy using the concept “Drive Well Vermont” targeted at older drivers. This will encompass all areas of older driver safety, including distracted driving, speeding and aggressive driving, impaired driving, and drowsy driving.

**Intended Subrecipients:** TBD

**Countermeasure Strategy:** Media Campaigns

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405E-608    | 405e Distracted Driving Flex            | TBD           | \$100,000.00             | \$25,000.00  |               |
| NH23405E-609    | 405e Distracted Driving Flex            | TBD           | \$80,000.00              | \$20,000.00  |               |

**Planned Activity: Motorcycle Safety Media Project – Drive Well Vermont**

**Planned Activity Number:** NH23405E-610

**Planned Activity Description:** **Strategies:** Utilize social media and gas station video to engage motorcycle riders and other road users to create better behavior choices from all road users. Media buys will be used to target the respective audience for the project. The motorcycle safety media campaign has been created and used in the past. This will be a re-run of our previous Drive Well Vermont Motorcycle Safety media campaign. HMC is the vendor for VTrans media buys.

**Goals:** To influence VT’s road users to make better decisions while driving by encouraging others to “Drive Well Vermont.” To encourage road users to be extra cognizant of motorcycles. To encourage motorcyclists to always ride safely and “be seen.”

**Project Description:** The media vendor will create a media plan and manage the media components of the Drive Well Vermont Motorcycle safety media campaign. The components include a :30 motorcycle safety video PSA, two :15 second PSAs focused on motorcyclists and other road users, and social media graphics/images. The vendor will negotiate media buys and provide media performance updates throughout the campaign, as well as a final media report after the campaign ends. The goal is to target all operators by using local Vermonters who are shown practicing safe driving behaviors in familiar, real-life situations.

**Intended Subrecipients:** TBD

**Countermeasure Strategy:** Media Campaigns

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405E-610    | 405e Distracted Driving Flex            | TBD           | \$80,000.00              | \$20,000.00  |               |

**Planned Activity: Safe & Cool Together Hot Car Safety Media Project**

**Planned Activity Number:** NH23405E-611

**Planned Activity Description:** **Strategies:** Utilize television and social media to engage any road users that may be transporting children in their vehicles. Media buys will be used to target the respective audience for the project. The hot car safety media campaign has been created and used in the past. This will be a re-run of our previous Safe & Cool Together media campaign. HMC is the vendor for VTrans media buys.

**Goals:** To remind VT’s road users to never leave children in hot vehicles and to always check that their child is not in the vehicle before exiting.

**Project Description:** The media vendor will create a media plan and manage the media components of the Safe & Cool Together Hot Car Safety media campaign. The components include a :30 storybook style hot car safety video PSA. The vendor will negotiate media buys and provide media performance updates throughout the campaign, as well as a final media report after the campaign ends. The goal is to target all operators who may be transporting children by using a storybook-style video to catch attention and to remind road users to never leave children in hot cars.

**Intended Subrecipients:** TBD

**Countermeasure Strategy:** Media Campaigns

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405E-611    | 405e Distracted Driving Flex            | TBD           | \$80,000.00              | \$20,000.00  |               |

**Planned Activity: Drive Well Vermont Geotargeted Messaging for VT Roadways**

**Planned Activity Number:** NH23405E-612

**Planned Activity Description:** **Strategies:** Create and utilize social, television and radio media to engage drivers and create better behavior choices from our road users. Media buys will be used to target the respective audience for the project. Throughout the year, some main corridors of travel prove to have higher crash statistics than others. These areas need to be targeted in reaction to the crash data to help mitigate crashes. The media assets used will be ones that have been previously created in other Drive Well Vermont campaigns. HMC is the vendor for VTrans media buys.

**Goals:** To reduce fatal and serious injury crashes on high crash locations/roadways in Vermont. To use Drive Well Vermont media in a targeted way to influence VT’s road users to make better decisions while driving.

**Project Description:** The media vendor will geotarget high crash locations/roadways in Vermont with specific messaging depending on what type of crashes are occurring. The media assets could include any of the Drive Well Vermont assets, including distracted driving, impaired driving, speed and aggressive driving, motorcycle safety, and occupant protection.

**Intended Subrecipients:** TBD

**Countermeasure Strategy:** Media Campaigns

**Funding Sources**

| Activity Number | Funding Source ID/Eligible Use of Funds | Subrecipients | Estimated Funding Amount | Match Amount | Local Benefit |
|-----------------|---|---------------|--------------------------|--------------|---------------|
| NH23405E-612    | 405e Distracted Driving Flex            | TBD           | \$100,000.00             | \$25,000.00  |               |



# Evidence-based Traffic Safety Enforcement Program (TSEP)

## Planned Activities that Collectively Constitute an Evidence-Based Traffic Safety Enforcement Program (TSEP)

| Unique Identifier | Planned Activity Name   |
|-------------------|---|
| NH23402-106       | Chittenden County Safe Highway Accident Reduction Program (SHARP) OP Enforcement                                    |
| NH23164-127       | Chittenden County Safe Highway Accident Reduction Program (SHARP) DUI Enforcement                                   |
| NH23405E-103      | Chittenden County Safe Highway Accident Reduction Program (SHARP) DD Enforcement                                    |
| NH23402-101-127   | Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement |
| NH23164-101-128   | High Visibility Alcohol Enforcement   |
| NH23405E-103-125  | Distracted Driving Enforcement  |
| NH23402-114       | Rutland County Safe Highway Accident Reduction Program (SHARP) OP Enforcement                                       |
| NH23164-114/115   | Rutland County Safe Highway Accident Reduction Program (SHARP) DUI Enforcement                                      |
| NH23405E-110      | Rutland County Safe Highway Accident Reduction Program (SHARP) DD Enforcement                                       |
| NH23402-116       | Vergennes Safe Highway Accident Reduction Program (SHARP) OP Enforcement  |
| NH23164-117       | Vergennes Safe Highway Accident Reduction Program (SHARP) DUI Enforcement   |
| NH23405E-105      | Vergennes Safe Highway Accident Reduction Program (SHARP) DD Enforcement  |
| NH23402-120       | Windham County Safe Highway Accident Reduction Program (SHARP) OP Enforcement                                       |
| NH23164-122       | Windham County Safe Highway Accident Reduction Program (SHARP) DUI Enforcement                                      |
| NH23405E-120      | Windham County Safe Highway Accident Reduction Program (SHARP) DD Enforcement                                       |

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



## Crash Analysis

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

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

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

Funding for sub-awardees is commensurate to the jurisdiction's proportion of the overall state problem.

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

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

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

Over 40% of grant award expended by the end of the first quarter of the fiscal year.

Under 10% of grant award expended by the end of the second quarter of the fiscal year.

Lack of progress in achieving performance measures.

Not participating in a required campaign.

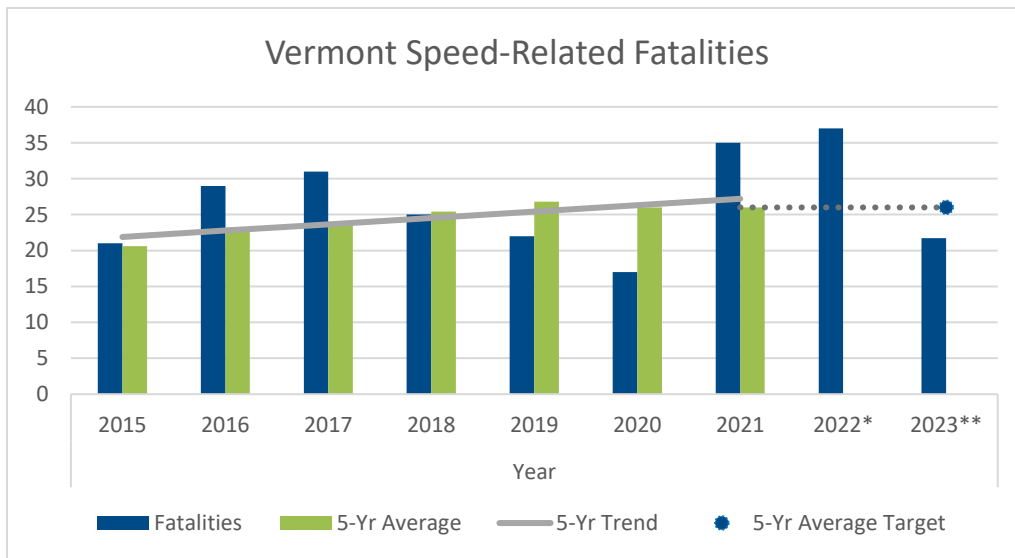
Activity reporting two months or more in the arrears.

Failure to file a final report within 45 days of the end of the performance period: or

Any other just cause as determined by the program administrators.

The redeployment and allocation of resources is a programmatic and databased decision. For instance, the information below indicates that Vermont had 62 fatal crashes during the most recent completed and verified FARS reporting in 2020. In 2021 the state had 74 fatalities and that year has not been completed yet in FARS. A close look at the aggregate data reveals, that when examined by county, the counties with the highest population are also the counties with the proportionally greatest number of fatalities. Moreover, the data shows that the greatest number of fatalities are occurring on rural roadways. This SHSO analysis includes Serious Bodily Injury crash analysis and the steady reductions in those crashes that are due in part by the HVE, and education performed by our law enforcement partners.

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



**Speed Related Fatalities**

| Year  | Speed-Related Fatalities | 5-Year Average |
|-------|--------------------------|----------------|
| 2015  | 21                       | 20.6           |
| 2016  | 29                       | 23.2           |
| 2017  | 31                       | 23.8           |
| 2018  | 25                       | 25.4           |
| 2019  | 22                       | 25.6           |
| 2020  | 17                       | 24.8           |
| 2021  | 35                       | 26             |
| 2022* | 30                       | 25.8           |

|        |    |    |
|--------|----|----|
| 2023** | 26 | 26 |
|--------|----|----|

\*Projected based on current number.  
 \*\*Forecasted based on trendline

## Deployment of Resources

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

The applicant agency must demonstrate sufficient available resources to successfully accomplish the agency’s stated objectives. These enforcement resources must be deployed based on data analysis on focused data-driven strategies to ensure efficiency and effectiveness.

Vermont’s approach to TSEP provides enforcement coverage in all of the state’s 14 counties. SHSO’s partnership with the Vermont State Police, all sheriff’s departments, and 92% (48 of 52) of municipal agencies, provides a multi-tiered, interlocking system of sustained enforcement in areas identified using all available data sets.

Clear and concise goals and expected outcomes are developed and described within the agency’s grant application.

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

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

## Effectiveness Monitoring

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

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

**Deployment of resources** and the allocation of funding to enforcement sub-awardees based on problem identification for the implementation of effective and efficient strategies and countermeasures.

**Continual monitoring, evaluation and adjustments/modifications** to strategies and countermeasures as appropriate. These three steps are integral to SHSO's TSEP principles and will remain in place for all future granting considerations.

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

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

**Partner and Stakeholder Participation**

**Data Collection**

**Data Analysis**

**Strategic Operations**

**Information Sharing and Outreach**

**Monitoring, Evaluation and Adjustments**

**Outcomes**

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

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



# High-Visibility Enforcement (HVE) Strategies

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

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

| Unique Identifier | Planned Activity Name   |
|-------------------|---|
| NH23402-106       | Chittenden County Safe Highway Accident Reduction Program (SHARP)   |
| NH23164-127       | Chittenden County Safe Highway Accident Reduction Program (SHARP)   |
| NH23402-101-127   | Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement |
| NH23164-101-128   | High Visibility Alcohol Enforcement   |
| NH23402-114       | Rutland County Safe Highway Accident Reduction Program (SHARP)  |
| NH23164-114       | Rutland County Safe Highway Accident Reduction Program (SHARP)  |
| NH23402-116       | Vergennes Safe Highway Accident Reduction Program (SHARP)   |
| NH23164-117       | Vergennes Safe Highway Accident Reduction Program (SHARP)   |
| NH23402-120       | Windham County Safe Highway Accident Reduction Program (SHARP)  |
| NH23164-122       | Windham County Safe Highway Accident Reduction Program (SHARP)  |



# 405(b) Occupant Protection Grant

## Occupant protection plan

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

### Program Area Name

Driver Education and Behavior

Occupant Protection (Adult and Child Passenger Safety)

## Agencies Planning to Participate in CIOT and Task Force Participants

### Municipal LEAs

Barre City PD

Bellows Falls PD

Bennington PD

Berlin PD

Brandon PD

Brattleboro PD

Bristol PD

Castleton PD

Colchester PD

Dover PD

Essex PD

Fair Haven PD

Killington PD

Ludlow PD

Manchester PD

Middlebury PD  
Milton PD  
Montpelier PD  
Morristown PD  
Norwich PD  
Poultney Constable  
Royalton PD  
Shelburne PD  
South Burlington PD  
St. Albans PD  
St. Johnsbury PD  
Swanton PD  
Vergennes PD  
Weathersfield PD  
Williston PD  
Wilmington PD  
Windsor PD  
Winhall PD  
Woodstock PD  
Municipal Sub-Totals

**Sheriffs' Departments**

Addison  
Bennington  
Caledonia  
Chittenden  
Essex  
Franklin  
Orange  
Orleans  
Rutland  
Washington

Windham

Windsor

**State Police Stations**

Derby

Middlesex

New Haven

Royalton

Rutland

Shaftsbury

St. Albans

St. Johnsbury

Westminster

Williston

VT DMV

**Planned Participation in Click-it-or-Ticket**

Vermont law enforcement agencies (LEAs) have participated in the annual CIOT (Day and Night) campaigns since 2002. During the past 20 years, resources have been deployed and supported by use of data to determine areas of low seat belt usage and high, unrestrained crash locations.

The number of LEAs participating in HVE campaigns has leveled off to approximately 80% of all Vermont LEAs. During 2019-2021, the seat belt use rate remained relatively steady – around 89%. The national CIOT enforcement mobilizations are key to Vermont’s Occupant Protection (OP) Program. Funding is provided to partnering agencies to engage in OP enforcement, including child passenger safety seats and education throughout each year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

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

In May 2022 Vermont again participated in the national CIOT mobilization. This operation included both day and nighttime seatbelt enforcement events.



## Child Restraint Inspection Stations

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

### Countermeasure Strategy

Child Passenger Safety (CPS) Statewide Program and Data Collection

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

| Unique Identifier | Planned Activity Name   |
|-------------------|---|
| NH23405B-000      | Child Passenger Safety (CPS) Statewide Program and Data Support |

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

Planned inspection stations and/or events: 26 to 30

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

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

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

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

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

## Child Passenger Safety Technicians

**Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:**

Plan and staff CSA Centers with volunteer CPSTs in all areas of VT. Measured by a 10% increase in the total number of CPSTs located in underserved and all regions of the state. With an increase in CPSTs trained from Fire, EMS, Police, Health Care and Childcare

VDH will attempt to have enough classes to mitigate the attrition of technicians each year.

### Countermeasure Strategy

Child Passenger Safety (CPS) Statewide Program and Data Collection

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

| Unique Identifier | Planned Activity Name   |
|-------------------|---|
| NH23405B-000      | Child Passenger Safety (CPS) Statewide Program and Data Support |

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

Estimated total number of classes: 3 to 4

Estimated total number of technicians: 170 to 190

## Maintenance of Effort

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

## Qualification Criteria for a Lower Seat Belt Use Rate State

The State applied under the following criteria:

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

Occupant protection statute: **Yes**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program: **No**

Occupant protection program assessment: **Yes**

## Occupant Protection Statute

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

## Citations

|                             |   |
|-----------------------------|---|
| Legal Citation Requirement: | <b>Requirement for occupants to be secured in a seat belt.</b>                        |
| Legal Citation:             | <b>23 V.S.A 1259(a)</b>   |
| Amended Date:               | <b>6/30/2015</b>  |
| Legal Citation Requirement: | <b>Requirement for occupants to be secured in a seat belt.</b>                        |
| Legal Citation:             | <b>23 V.S.A 1259(b)</b>   |
| Amended Date:               | <b>6/30/2015</b>  |
| Legal Citation Requirement: | <b>Requirement for occupants to be secured in an age-appropriate child restraint.</b> |
| Legal Citation:             | <b>23 V.S.A 1258(1)-(3)</b>   |

|  |  |
|--|--|
| Amended Date:  | 6/30/2015  |
| Legal Citation Requirement:  | Requirement for occupants to be secured in an age-appropriate child restraint. |
| Legal Citation:  | 23 V.S.A 1258(a)   |
| Amended Date:  | 6/30/2015  |
| Legal Citation Requirement:  | Coverage of all passenger motor vehicles.                                      |
| Legal Citation:  | 23 V.S.A 1259(a)   |
| Amended Date:  | 6/30/2015  |
| Legal Citation Requirement:  | Coverage of all passenger motor vehicles.                                      |
| Legal Citation:  | 23 V.S.A 1259(b)(1)-(7)  |
| Amended Date:  | 6/30/2015  |
| Legal Citation Requirement:  | Minimum fine of at least \$25.   |
| Legal Citation:  | 23 V.S.A 1259(f)(1)  |
| Amended Date:  | 6/30/2015  |
| <b>Legal citations for exemption(s) to the State's seat belt and child restraint requirements.</b> |  |
| Legal Citation Requirement:  | Coverage of all passenger motor vehicles.                                      |
| Legal Citation:  | 23 V.S.A 1259(a)   |
| Amended Date:  | 6/30/2015  |
| Legal Citation Requirement:  | Requirement for occupants to be secured in an age-appropriate child restraint. |
| Legal Citation:  | 23 V.S.A 1258(1)-(3)   |
| Amended Date:  | 6/30/2015  |
| Legal Citation Requirement:  | Requirement for occupants to be secured in an age-appropriate child restraint. |
| Legal Citation:  | 23 V.S.A 1258(a)   |
| Amended Date:  | 6/30/2015  |
| Legal Citation Requirement:  | Child restraint systems; Persons under age 18 (Exemptions for Minors)          |
| Legal Citation:  | 23 V.S.A 1258(b)   |
| Amended Date:  | 6/30/2015  |
| Legal Citation Requirement:  | Requirement for occupants to be secured in a seat belt.                        |
| Legal Citation:  | 23 V.S.A 1259(a)   |
| Amended Date:  | 6/30/2015  |
| Legal Citation Requirement:  | Requirement for occupants to be secured in a seat belt (Exemptions)            |
| Legal Citation:  | 23 V.S.A 1259(b)   |

|                             |   |
|-----------------------------|---|
| Amended Date:               | 6/30/2015   |
| Legal Citation Requirement: | Requirement for occupants to be secured in a seat belt. |
| Legal Citation:             | 23 V.S.A 1259(b)  |
| Amended Date:               | 6/30/2015   |
| Legal Citation Requirement: | Coverage of all passenger motor vehicles.               |
| Legal Citation:             | 23 V.S.A 1259(b)(1)-(7)                                 |
| Amended Date:               | 6/30/2015   |
| Legal Citation Requirement: | Minimum fine of at least \$25.                          |
| Legal Citation:             | 23 V.S.A 1259(f)(1)                                     |
| Amended Date:               | 6/30/2015   |

## Seat Belt Enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred, or combined fatalities and serious injuries occurred:

### Countermeasure Strategy

OP Supporting Enforcement

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

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred, or combined fatalities and serious injuries occurred:

| Unique Identifier | Planned Activity Name   |
|-------------------|---|
| NH23405B-000      | Child Passenger Safety (CPS) Statewide Program and Data Support   |
| NH23402-106       | Chittenden County Safe Highway Accident Reduction Program (SHARP)   |
| NH23402-101-127   | Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement |
| NH23402-114       | Rutland County Safe Highway Accident Reduction Program (SHARP)  |
| NH23402-116       | Vergennes Safe Highway Accident Reduction Program (SHARP)   |
| NH23402-120       | Windham County Safe Highway Accident Reduction Program (SHARP)  |

## High Risk Population Countermeasure Programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

### Countermeasure Strategy

Child Passenger Safety (CPS) Statewide Program and Data Collection

Communication Campaign

OP Data Collection

OP Supporting Enforcement

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

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

| Unique Identifier           | Planned Activity Name   |
|-----------------------------|---|
| NH23402-401/405/406/407/411 | Local Law Enforcement Community Education Programs  |
| NH23405B-015/16/17          | OP Media  |
| NH23405B-014                | Seat Belt Survey  |
| NH22405B-000                | Child Passenger Safety (CPS) Statewide Program and Data Support   |
| NH23402-106                 | Chittenden County Safe Highway Accident Reduction Program (SHARP)   |
| NH23402-101-127             | Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement |
| NH23402-114                 | Rutland County Safe Highway Accident Reduction Program (SHARP)  |
| NH23402-117                 | Vergennes Safe Highway Accident Reduction Program (SHARP)   |
| NH23402-120                 | Windham County Safe Highway Accident Reduction Program (SHARP)  |



# 405(c) State Traffic Safety Information System Improvements Grant

## Traffic Records Coordinating Committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

| Meeting Dates    |
|------------------|
| July 20, 2022    |
| October 19, 2022 |
| January 18, 2023 |
| April 19, 2023   |
| July 19, 2023    |

**Name and title of the State's Traffic Records Coordinator:**

|   |                            |
|---|----------------------------|
| Name of State's Traffic Records Coordinator:  | <b>Evelyn McFarlane</b>    |
| Title of State's Traffic Records Coordinator: | <b>Program Coordinator</b> |

**TRCC members by name, title, home organization and the core safety database represented:**

| Name/Title                                | Organization  | Function                   |
|---|---|----------------------------|
| <b>Executive Committee</b>                |   |                            |
| Joshua Schultz, Director                  | Agency of Transportation Operations and Safety Bureau                   | Highway Safety             |
| Allison LaFlamme, Administrator           | Agency of Transportation State Highway Safety Office, Behavioral Safety | Highway Safety             |
| John Quinn, Secretary and State CIO       | Agency of Digital Services  | Information Technology     |
| Mark Levine, MD, Commissioner             | Department of Health  | Injury Surveillance System |
| Joe Flynn, Secretary                      | Agency of Transportation  | Crash/Roadway              |
| Michael Schirling, Commissioner           | Department of Public Safety   | Law Enforcement            |
| Patricia Gabel, State Court Administrator | Court Administrators Office   | Citation                   |
| Wanda Minoli, Commissioner                | Department of Motor Vehicles  | Driver/Vehicle             |

| Name/Title  | Organization   | Function                       |
|---|--|--------------------------------|
| <b>Technical Committee</b>  |  |                                |
| Joe Arduca, Safety Program Manager                                      | FMCSA  | FMSCA                          |
| Kristin McClure, Chief Data Officer                                     | ADS IT   | Information Tech               |
| Joanne Charbonneau  | Judicial Bureau  | Citation                       |
| Evelyn McFarlane, TRCC Coordinator                                      | Agency of Transportation State Highway Safety Office     | Highway Safety                 |
| Will Moran , EMS Division Chief   | Department of Health                                     | Injury Surveillance System     |
| Gabriel Cano, Deputy Regional Administrator                             | NHTSA Region 1   | NHTSA                          |
| Eleni Churchill, Sr. Transportation Planner                             | Chittenden County Regional Planning Commission           | Roadway                        |
| Vacant, CJTC Trainer  | Vermont Police Academy                                   | Law Enforcement                |
| Johnathan Croft, AOT Mapping Chief                                      | Agency of Transportation Mapping Section                 | Roadway                        |
| Dan DeMille, Regional Program Manager                                   | NHTSA Region 1   | NHTSA                          |
| Aleigh Jerome, Regional Program Manager                                 | NHTSA Region 1   | NHTSA                          |
| Charlene Oakley, Regional Program Manager                               | NHTSA Region 1   | NHTSA                          |
| Mario Dupigny-Giroux, Traffic Safety Engineer                           | Agency of Transportation Traffic Operation and Mobility  | Roadway                        |
| Nancy Prescott DMV Director of Operations                               | Department of Motor Vehicles                             | Driver/Vehicle                 |
| Matthew Rousseau DMV Chief of Driver Improvement, Records & Information | Department of Motor Vehicles                             | Driver/Vehicle                 |
| Anthony Facos, Director   | Department of Motor Vehicles                             | Law Enforcement                |
| Paul White, Law Enforcement Liaison                                     | Agency of Transportation State Highway Safety Office     | Law Enforcement/Highway Safety |
| Bill Jenkins, Law Enforcement Liaison                                   | Agency of Transportation State Highway Safety Office     | Law Enforcement/Highway Safety |
| Karen Gennette  | Crime Research Inc.                                      | Research                       |
| Lt. . Paul Ravelin, Traffic Safety                                      | Department of Public Safety                              | Law Enforcement                |
| Jon Kaplan, AOT Bike/Ped Coordinator                                    | Agency of Transportation Traffic Operations and Mobility | Roadway                        |
| Deb Laferriere, Exec. Assistant   | Judiciary  | Citation                       |
| Mike Smith, Deputy Commissioner   | Department of Motor Vehicles                             | Driver/vehicle                 |
| Marcia Schels, Chief Information Officer                                | Vermont Judiciary  | Citation                       |
| Ture Nelson, FHWA Region Administrator                                  | FHWA   | FHWA                           |
| Laurie Roberts, AOT Technician II                                       | Agency of Transportation Data and Analysis Section       | Crash                          |

| Name/Title   | Organization  | Function                |
|--|---|-------------------------|
| Skyler Genest, DLC Chief                                   | Department of Liquor Control                                  | Law Enforcement         |
| Vacant, Training Coordinator                               | Vermont Police Academy  | Law Enforcement         |
| Roger Thompson, Safety Engineer                            | FHWA  | FHWA                    |
| Mandy White, Data Section Manager; FARS Analyst TRCC Chair | Agency of Transportation Data and Analysis Section            | Crash, FARS             |
| Benjamin Howe, AOT Data Analyst                            | Vermont Agency of Transportation                              | Crash/Roadway           |
| Jennifer Gratton   | University of Vermont Medical Center – Trauma Program Manager | Health Care Information |

## Traffic Records System Assessment

### Crash Recommendations

**Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont plans to continue to train more law enforcement officers to use Web Crash electronically in the field as well as researching technologies that could make this easier when connectivity is a problem. We will plan a MMUCC review to see where we are at with our most current crash report form. Since the Traffic Records Assessment, we changed the injury codes on the crash report form to reflect the new MMUCC elements and the manual reflects the same definition as well. We will also continue to explore new interfaces with other traffic records programs such as EMS and enhance those we currently have.

**Related Project:** AOT Crash Data Reporting System

**Improve the data quality control program the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont will explore possible ways to track errors that make it through to the database. Crashes are not “rejected” in Web Crash because they cannot be submitted without a minimum amount of data. We will also look for ways to institute a more formal performance measurement monitoring program.

**Related Project:** AOT Crash Data Reporting System

### Data Use and Integration Recommendation

**Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The State of Vermont Department of Information and Innovation will continue existing efforts to implement a formal data governance process.

The TRCC continues to promote the development of a Traffic Records Inventory of the State’s traffic records data systems (i.e., crash, roadway, ISS, citation, vehicle, driver, etc.). The inventory will contain or reference the data dictionaries, ownership, and business rules for each of the constituent data systems.

**Related Project:** EMS Siren and Web CRASH interface.



## Driver Recommendations

### **Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The VT TRCC will promote the development of a State of Vermont Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g., vehicle, crash).

**Related Project:** No related project.

### **Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The VT TRCC will emphasize the importance of data quality control programs to each of the traffic records data component systems, including the Driver data system.

**Related Project:** No related project.

## Roadway Recommendations

### **Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** VTrans understands the recommendation and can see the benefits of a single data dictionary. There are currently different data systems and processes, each with specific data schemas that may not be able to be pulled together into a single dataset but could have their schemas defined in a single data dictionary. This could be done provided adequate resources are available.

**Related Project:** No related project.

### **Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Quality assurance and quality control are important to the integrity of any data system, and VTrans needs to review the recommendation and evaluate to what extent this can be implemented within the existing system.

**Related Project:** VTrans will need to define projects associated with this recommendation, which has not happened at this time.

There are limited resources and staffing available to perform all the necessary tasks to support collection, storage, and analysis of the roadway data elements, and as much as we may want to implement certain solutions, resources may not be available to do so.

## Vehicle Recommendations

### **Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont believes that NMVITS, once implemented, will instituted many best practices.

**Related Project:** No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

**Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont believes that NMVITS, once implemented, will instituted many best practices.

**Related Project:** No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

**Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont believes that NMVITS, once implemented, will instituted many best practices.

**Related Project:** No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

### **Citation/Adjudication Recommendations**

**Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in pilot phase II, and moving into Phase III, has a statewide implementation plan. This will drive and enable the transformation of the Judiciary’s case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

**Related Project:** E-Citation Implementation

**Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in its planning phase, will drive and enable the transformation of the Judiciary’s case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Citation Upgrade project.

**Related Project:** E-Citation Implementation

### **EMS/Injury Surveillance Recommendations**

**Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The TRCC will review and evaluate integration opportunities of the various traffic records data sets.

**Related Project:** SIREN

**Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The TRCC will promote the use of completeness and accuracy performance measures for Vermont’s Injury Surveillance data systems.

**Related Project:** SIREN

## Traffic Records for Measurable Progress

State highway safety data and traffic records system assessment section.

### Crash Recommendations

**Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont plans to continue to train more law enforcement officers to use Web Crash electronically in the field as well as researching technologies that could make this easier when connectivity is a problem. We will plan a MMUCC review to see where we are at with our most current crash report form. Since the Traffic Records Assessment, we changed the injury codes on the crash report form to reflect the new MMUCC elements and the manual reflects the same definition as well. We will also continue to explore new interfaces with other traffic records programs such as EMS and enhance those we currently have.

**Related Project:** AOT Crash Data Reporting System

**Improve the data quality control program the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont will explore possible ways to track errors that make it through to the database. Crashes are not “rejected” in Web Crash because they cannot be submitted without a minimum amount of data. We will also look for ways to institute a more formal performance measurement monitoring program.

**Related Project:** AOT Crash Data Reporting System

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**Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The State of Vermont Department of Information and Innovation will continue existing efforts to implement a formal data governance process.

The TRCC continues to promote the development of a Traffic Records Inventory of the State’s traffic records data systems (i.e., crash, roadway, ISS, citation, vehicle, driver, etc.). The inventory will contain or reference the data dictionaries, ownership, and business rules for each of the constituent data systems.

**Related Project:** EMS Siren and Web CRASH interface.

## Driver Recommendations

### **Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The VT TRCC will promote the development of a State of Vermont Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g., vehicle, crash).

**Related Project:** No related project.

### **Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The VT TRCC will emphasize the importance of data quality control programs to each of the traffic records data component systems, including the Driver data system.

**Related Project:** No related project.

## Roadway Recommendations

### **Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** VTrans understands the recommendation and can see the benefits of a single data dictionary. There are currently different data systems and processes, each with specific data schemas that may not be able to be pulled together into a single dataset but could have their schemas defined in a single data dictionary. This could be done provided adequate resources are available.

**Related Project:** No related project.

### **Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Quality assurance and quality control are important to the integrity of any data system, and VTrans needs to review the recommendation and evaluate to what extent this can be implemented within the existing system.

**Related Project:** VTrans will need to define projects associated with this recommendation, which has not happened at this time.

There are limited resources and staffing available to perform all the necessary tasks to support collection, storage, and analysis of the roadway data elements, and as much as we may want to implement certain solutions, resources may not be available to do so.

## Vehicle Recommendations

### **Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont believes that NMVITS, once implemented, will instituted many best practices.

**Related Project:** No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

**Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont believes that NMVITS, once implemented, will instituted many best practices.

**Related Project:** No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

**Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** Vermont believes that NMVITS, once implemented, will instituted many best practices.

**Related Project:** No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

**Citation/Adjudication Recommendations**

**Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in pilot phase II, and moving into Phase III, has a statewide implementation plan. This will drive and enable the transformation of the Judiciary’s case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

**Related Project:** E-Citation Implementation

**Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in its planning phase, will drive and enable the transformation of the Judiciary’s case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

**Related Project:** E-Citation Implementation

**EMS/Injury Surveillance Recommendations**

**Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The TRCC will review and evaluate integration opportunities of the various traffic records data sets.

**Related Project:** SIREN

**Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**State Accepts Recommendation. State Response:** The TRCC will promote the use of completeness and accuracy performance measures for Vermont’s Injury Surveillance data systems.

**Related Project:** SIREN

**Traffic Records Supporting Non-Implemented Recommendations**

The State accepted all recommendations and is planning to implement each that was proffered.

**Completeness - Roadway Departure Crashes and Inventory of High-Risk Sites.**

Label: **C-U-01**

Status of Improvement: **(New) Demonstrated Improvement**

Active Status: **Active**

Revision Date: **01-April-2021**

**Narrative:**

This new project will integrate crash data with roadway data from existing VTrans’ databases to develop multi-regression predictive models to identify the roadway features that are associated with roadway departure crashes.

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

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

**Schedule**

October 1, 2022, through September 30, 2023

**Measurements**

**Target for Completeness - Roadway Departure Crashes and Inventory of High-Risk Sites.**

| Start Date    | End Date       | Data Elements    | Percent of Total Completeness |
|---------------|----------------|------------------|-------------------------------|
| April 1, 2022 | March 31, 2023 | To be Identified | 50%                           |

| Supporting Document                |
|------------------------------------|
| Vermont FY2023 405c Master Doc.pdf |

**Planned activities that implement recommendations:**

| Unique Identifier | Planned Activity Name           |
|-------------------|---------------------------------|
| NH23405C-700      | AOT Crash Data Reporting System |
| NH23405C-702      | e-Citation                      |
| NH23405-701       | SIREN                           |
| NH23405C-704      | SIRE Project                    |
| NH23402-301       | TRCC Contractor                 |

**Quantitative and Measurable Improvement**

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

**State Highway Safety Data and Traffic Records System Assessment**

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 2/6/2017

**Requirement for maintenance of effort**

**ASSURANCE:** The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.



## 405(d) Impaired Driving Countermeasures Grant

### Impaired Driving Assurances

Impaired driving qualification: **Low-Range State**

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

**ASSURANCE:** The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.





## 405(e) Distracted Driving Grant

Drivers who are distracted by activities not related to driving:

- A) React more slowly to traffic conditions or events.
- B) Fail more often to recognize potential hazards.
- C) Take risks they might not otherwise take.
- D) All of the answers.

### Legal Citations

**The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

Is a violation of the law a primary or secondary offense?: **Primary Offense**

Date enacted: **9/30/2014**

Date amended: **6/30/2019**

Prohibition on texting while driving.

| Requirement Description                               | State citation(s) captured |
|---|----------------------------|
| Prohibition on texting while driving.                 | Yes                        |
| Definition of covered wireless communication devices. | Yes                        |
| Minimum fine of at least \$25 for an offense.         | Yes                        |

### Citations

|                             |  |
|-----------------------------|--|
| Legal Citation Requirement: | <b>Prohibition on texting while driving.</b>                 |
| Legal Citation:             | <b>23 V.S.A. 1095(b)</b>                                     |
| Amended Date:               | <b>6/30/2019</b>   |
| Legal Citation Requirement: | <b>Definition of covered wireless communication devices.</b> |
| Legal Citation:             | <b>23 V.S.A. 1095(b)(a)</b>                                  |
| Amended Date:               | <b>6/30/2019</b>   |

|                             |  |
|-----------------------------|--|
| Legal Citation Requirement: | <b>Minimum fine of at least \$25 for an offense.</b> |
| Legal Citation:             | <b>23 V.S.A. 1095b(c)(1)(2)</b>                      |
| Amended Date:               | <b>6/30/2019</b>                                     |

**Legal citations for exemptions to the State's texting ban:**

|                             |                                |
|-----------------------------|--------------------------------|
| Legal Citation Requirement: |                                |
| Legal Citation:             | <b>23 V.S.A. 1095b(3)(a-e)</b> |
| Amended Date:               | <b>6/30/2019</b>               |

**The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.**

|  |                        |
|--|------------------------|
| Is a violation of the law a primary or secondary offense?: | <b>Primary Offense</b> |
| Date enacted:  | <b>5/31/2010</b>       |
| Date amended:  | <b>6/30/2019</b>       |

**Prohibition on youth cell phone use while driving**

| Requirement Description                               | State citation(s) captured |
|---|----------------------------|
| Prohibition on youth cell phone use while driving.    | Yes                        |
| Definition of covered wireless communication devices. | Yes                        |
| Minimum fine of at least \$25 for an offense.         | Yes                        |

**Citations**

|                             |   |
|-----------------------------|---|
| Legal Citation Requirement: | <b>Prohibition on youth cell phone use while driving.</b> |
| Legal Citation:             | <b>23 V.S.A. 1095a(a)(b)</b>                              |
| Amended Date:               | <b>6/30/2019</b>  |

|                             |  |
|-----------------------------|--|
| Legal Citation Requirement: | <b>Definition of covered wireless communication devices.</b> |
| Legal Citation:             | <b>23 V.S.A. 1095a(a)(b)</b>                                 |
| Amended Date:               | <b>6/30/2019</b>   |

|                             |  |
|-----------------------------|--|
| Legal Citation Requirement: | <b>Minimum fine of at least \$25 for an offense.</b> |
| Legal Citation:             | <b>23 V.S.A. 1095a(d)</b>                            |
| Amended Date:               | <b>6/30/2019</b>                                     |

**Legal citations for exemptions to the State's youth cell phone use ban.**

|                             |                          |
|-----------------------------|--------------------------|
| Legal Citation Requirement: |                          |
| Legal Citation:             | <b>23 V.S.A 1095a(c)</b> |
| Amended Date:               | <b>6/30/2019</b>         |



# 405(f) Motorcyclist Safety Grant

## Motorcycle Safety Information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

- Motorcycle rider training course: **Yes**
- Motorcyclist awareness program: **No**
- Reduction of fatalities and crashes: **No**
- Impaired driving program: **Yes**
- Reduction of impaired fatalities and accidents: **No**
- Use of fees collected from motorcyclists: **No**

## Motorcycle Rider Training Course

**Name and organization of the head of the designated State authority over motorcyclist safety issues:**

- State authority agency: Department of Motor Vehicles
- State authority name/title: Wanda Minoli, Commissioner

**Introductory rider curricula that has been approved by the designated State authority and adopted by the State:**

- Approved curricula:
- Other approved curricula:

**CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.**

**Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.**

| County or Political Subdivision | Number of registered motorcycles |
|---------------------------------|----------------------------------|
| Unknown                         | 26                               |
| Addison                         | 1546                             |
| Bennington County               | 1569                             |
| Caledonia County                | 1159                             |
| Chittenden County               | 4958                             |
| Essex                           | 321                              |
| Franklin County                 | 1835                             |
| Grand Isle                      | 329                              |
| Lamoille                        | 1057                             |
| Orange                          | 1273                             |
| Orleans                         | 1170                             |
| Rutland County                  | 2625                             |
| Washington County               | 2433                             |
| Windham County                  | 1902                             |
| Windsor                         | 2550                             |

Total number of registered motorcycles in State in 2021: 24,753

**\*The SHSO thinks that due to COVID-19 less motorcycle riders registered their motorcycles. To date, in calendar year 2021, 24,753 motorcycle registrations have been accounted for at the Department of Motor Vehicles.**

## Impaired Driving Program

**Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.**

| Fiscal Year | Performance measure name  | Target Period | Target Start Year | Target End Year | Target Value | Sort Order |
|-------------|---|---------------|-------------------|-----------------|--------------|------------|
| 2023        | C-1) Number of traffic fatalities (FARS)  | 5 Year        | 2019              | 2023            | 65           | 1          |
| 2023        | C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS) | 5 Year        | 2019              | 2023            | 15.8         | 5          |
| 2023        | C-7) Number of motorcyclist fatalities (FARS)   | 5 Year        | 2019              | 2023            | 11.6         | 7          |
| 2023        | C-8) Number of unhelmeted motorcyclist fatalities (FARS)  | 5 Year        | 2019              | 2023            | 1            | 8          |

**Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest based upon State data.**

| Countermeasure Strategy     |  |
|-----------------------------|--|
| High Visibility Enforcement |  |
| Motorcycle Rider Training   |  |

| Unique Identifier | Planned Activity Name                    |
|-------------------|--|
| NH23164-101-127   | High Visibility Alcohol Enforcement      |
| NH23405F-000      | State Motorcycle Rider Education Program |

**Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.**

| County or Political Subdivision | # of MCC involving an impaired operator** |
|---------------------------------|---|
| Addison County                  | 1   |
| Bennington County               | 2   |
| Caledonia County                | 0   |
| Chittenden County               | 2   |
| Essex County                    | 1   |
| Franklin County                 | 1   |
| Grand Isle County               | 0   |
| Lamoille County                 | 0   |
| Orange County                   | 2   |
| Orleans County                  | 1   |
| Rutland County                  | 2   |
| Washington County               | 1   |
| Windham County                  | 0   |
| Windsor County                  | 1   |

***\*\*Number of impaired operators are subject to change as new statistics are provided\*\****

**Total number of motorcycle crashes involving an impaired operator:**

Total # of MCC involving an impaired operator: **14**



# 1906 Racial Profiling Data Collection Grant

## Racial Profiling Data Collection Grant

### Application Type: Assurance

#### Assurance

Countermeasure strategies and Planned activities supporting the assurance that the State will undertake activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

### Fiscal Year Countermeasure Strategy Program Area

2023

Data Collection and Analysis

Racial Profiling Data Collection

| Unique Identifier | Planned Activity Name              |
|-------------------|------------------------------------|
| NH231906-001      | Fair and Impartial Police Training |

#### Fair and Impartial Police Training

Projects Validation:

State: **Vermont**

Legal Citation Law Validation: **1**

# **Certifications, Assurances, and Highway Safety Plan PDFs (section divider)**

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.