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VERMONT

Governor's Highway Safety Program

2017 Highway Safety Plan

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Vermont Agency of Transportation

Office of Highway Safety

Governor's Highway Safety Program

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Montpelier, Vermont 05633-5001

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Mission Statement

Working toward the goal 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.

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Executive Summary

The Highway Safety Act of 1966 authorized our nation's first federal highway safety program. The Act mandated the Governor of each state to create a State Highway Safety Office (SHSO) and appoint a Governor's Representative (GR) to administer the state's highway safety program in accordance with federal law.

The Vermont Agency of Transportation (VTrans) houses the Office of Highway Safety within the Highway Division. The Office of Highway Safety is comprised of the Governor's Highway Safety Program (GHSP), Infrastructure Safety Unit, Highway Safety Data Unit and the Vermont Highway Safety Alliance (VHSA).

The GHSP 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 programs administered through the GHSP are federally funded through the National Highway Traffic Safety Administration (NHTSA). GHSP programs are defined and approved each year through the Highway Safety Plan (HSP) and align with the State's Strategic Highway Safety Plan (SHSP). The FFY 2017 HSP was constructed by incorporating data driven guidance from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and through the application of the Evidence Based Traffic Safety Enforcement Program.

The Vermont HSP was crafted by using data to identify persistent and emerging trends, promoting successful highway safety strategies, developing strong partnerships and implementing performance-based solutions. The HSP is designed to educate drivers, passengers, pedestrians, bicyclists and motorcyclists about highway safety. Our programs employ the use of countermeasures that focus primarily on the modification of driver behavior through enforcement and education.

In 2015, our nation lost over 30,000 lives on our roadways; 57 of those were in Vermont. Impairment by alcohol, drugs or both were a contributing factor in almost half of last year's fatal crashes in Vermont. Approximately 30% of the reported fatalities failed to use or were improperly using seatbelts. We also saw an increase in fatalities involving vulnerable users and motorcyclists. Aggressive driving, speed and distracted driving also factored into the number of lives lost on Vermont roads. As a result, the priorities of the GHSP and the VHSA reflect those of national and State statistics. We must continue to focus on impaired driving, speed, distracted driving and occupant protection, while also ensuring that our vulnerable users, motorcyclists and work zones are safe.

In promoting the "Toward Zero Deaths" philosophy, we believe that one death on Vermont roads is too many. We are committed to our critical role within the State of Vermont to ensure safe travel on Vermont's roadways by promoting safe driving behavior. As part of the VTrans family, we have a responsibility to make a positive impact on peoples' lives, and to support the VTrans vision of having a safe, reliable and multimodal transportation system that promotes Vermont's quality of life and economic well-being.

In collaboration with the many GHSP federal, state and local partners, the State of Vermont and Secretary of Transportation; Chris Cole (GR) respectfully submits the following Federal Fiscal Year 2017 Highway Safety Plan (FFY 2017 HSP) to the National Highway Traffic Safety Administration (NHTSA).

For more information about the GHSP, please visit us at our website: <http://ghsp.vermont.gov/>

"Working to Get You There —Safely."
Scott Davidson, GHSP

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Highway Safety Planning Process

The GHSP continually strives to improve its planning process and implementation strategies in order to reduce fatalities and serious injuries on Vermont roadways. State and national data still show a high proportion of fatalities and injuries result from crashes caused or exacerbated by: improper or no restraint use, excessive speed, and impairment by alcohol and various other drugs. The GHSP carefully reviewed crash data and utilized those data sets to maximize the effectiveness of funds provided to Vermont's highway safety partners.

Working with traditional and non-traditional partners, the GHSP efficiently coordinates information and data, maximizes available resources, expands community outreach, strengthens media efforts, and creates a collaborative voice for advocating traffic safety priorities. National government organizations such as the Department of Transportation (USDOT) and national non-government organizations, including the American Association of Retired Persons (AARP), join regional partners AAA of Northern New England and local advocacy groups including the Vermont League of Cities and Towns (VLCT) to work toward common goals through the VHSA. This diverse partnership enables a holistic approach to address national priorities on a local and statewide level.

Law Enforcement Agencies (LEAs) throughout the state continue to structure their enforcement and educational efforts based on data from VTrans. These same agencies are funded through grants to perform sustained, impaired driving detection patrols, occupant protection enforcement; and speed reduction efforts throughout the year. They are required to conduct all grant funded efforts based on crash data. The performance of these agencies is closely monitored and evaluated.

The enforcement activities of the individual LEAs are supported and supplemented by periodic Task Force activities identified in response to current data trends or local/regional issues. The LEAs actively participate in the NHTSA national campaigns such as *Click It or Ticket* (CIOT) and *Drive Sober or Get Pulled Over*. These high visibility enforcement (HVE) patrols are supported by community and media outreach efforts. Also, a number of LEAs provide educational outreach to young drivers, supported by funding from the GHSP. LEAs further deliver similar messaging at a variety of localized community venues.

The Windsor County *Driving Under the Influence* (DUI) Treatment Court completed its third full year. The DUI Treatment Court coordinator continues to explore and promote the expansion of a statewide DUI Treatment Court model.

The State's Traffic Safety Resource Prosecutor (TSRP) assists with the expansion of the DUI court model and provides assistance to local prosecutors in traffic related matters. The TSRP is a member of the Drug Recognition Expert (DRE) oversight committee and provides the program with keen insights and advice. The TSRP continues in those capacities and provides valuable guidance to officers and LEAs in matters relating to traffic safety and impaired driving. Likewise, the Judicial Outreach Liaison (JOL) contractor works collaboratively with impaired driving advocates. This team will develop training sessions relating to DUI enforcement and the effective preparation of affidavits and other DUI arrest processing.

During FFY 2016, the GHSP funded the hiring of an Impaired Driving Project Manager who will serve as the point of contact for all programs relating to impaired driving. Duties include the development and facilitation of a comprehensive impaired driving plan that incorporates current and emerging projects, maximizing the efficiency and effectiveness of impaired driving

projects as described in the HSP. The DRE program, Advanced Roadside Impaired Driving Enforcement (ARIDE), Ignition Interlock Devices (IID) and the oral fluid testing pilot are just a few of the top impaired driving priorities.

The goal of Vermont's Impaired Driving Program, as well as the impaired driving emphasis area in the Vermont SHSP, is to reduce the number of major crashes related to impairment by 10% between the years of 2012-2016. Reducing incidents of impaired driving is an integral step toward GHSP's overall goal of "Toward Zero Deaths." Vermont is making progress toward that goal, with a reduction in alcohol impaired fatalities from 23 in 2012 to 14 in 2015.

Vermont has participated in CIOT since 2002. Members of state, county, and local police departments conduct HVE patrols throughout the state in designated Task Forces. The operational deployment of these resources is directed by the GHSP's Law Enforcement Liaisons (LELs). Vermont's seat belt use rate is 86% (2015 Seat Belt Survey), which has remained steady over the past several years. Major crashes involving the lack of occupant protection use have declined significantly with a 15% decrease for the 5-year rolling average since 2004 (2013 SHSP). The goal of GHSP's Occupant Protection Plan is to reduce the number of major crashes involving unprotected occupants by 10% between the years of 2012-2016 and mirrors the goal in the Vermont SHSP. The reduction of major crashes involving improperly restrained occupants can be achieved by employing a number of strategies, such as: (1) Raise awareness of the importance of safety belts; (2) Increase enforcement of and strengthen safety belt laws in Vermont; (3) Increase proper use and installation of child safety restraints; (4) Implement programs for consistent education for stakeholders; and (5) Continue education and outreach for bicycle/motorcycle helmet use.

The Vermont Department of Health (VDH) will enter its fourth year operating Vermont's Child Passenger Safety (CPS) services including: fitting stations servicing all Vermont counties; a low-income voucher distribution system through its district offices to ensure child seat access for qualified families; and an annual statewide schedule of car seat inspection events from April through October. VDH will also plan and implement required CPS technician training basic certification, continuing education unit (CEU) updates and other formal and informal education. VDH reviews state data annually to determine areas of the state needing additional CPS education and access to services.

GHSP media strategies will continue to address identified high-risk populations who continue to engage in unsafe driving behavior. All aspects of the media plan are designed to target a particular audience. The media messaging is created to deliver a strong, direct message which emphasizes the increased risk of being seriously injured or killed in a crash when not properly restrained. Television, radio, and social media efforts accurately characterize the targeted audience and highlights the consequences of not wearing a seat belt or being otherwise improperly restrained.

In addition to a contracted media provider, GHSP contracts with a sports messaging firm to deliver anti-DUI messaging at live sporting events held within the state. These messages reach the portion of the driving public identified as being likely risk takers. Prime locations, such as racing events, college sports, county fairs, and professional sporting venues provide captive audiences for delivery of these impaired driving messages. Sports celebrities are also utilized to engage the attendees as role models for safe driving practices. In 2017, GHSP will also contract for radio messaging via the Boston Red Sox network in the Vermont market.

GHSP supports the Community Justice Network of Vermont (formerly the Vermont Department of Corrections) DUI Impact Panel/Safe Driving Program. This program, mandated for DUI offenders, has been effective in past years by reducing recidivism as tracked by survey results. The participant survey data for 2008 to 2011 indicates a recidivism rate of 28%. The program uses self-reported data from offenders to gauge changing attitudes toward poor judgment and life altering consequences of driving while impaired.

In 2014, 32% of all Vermont crash fatalities involved excessive speed. Crashes caused by speeding and aggressive driving result in a higher percentage of severe injuries. GHSP will continue working with VTrans and other partners to: (1) Improve the education of drivers in relation to speeding and aggressive driving; (2) Improve public understanding of and adherence to speed limits; (3) Advance the use of infrastructure techniques and technology to manage speeds and (4) Enhance current enforcement efforts.

Although speed is a local problem, GHSP also addresses it through statewide strategies. Speed enforcement is part of all national and state enforcement campaigns. State, county, and local LEAs deliver sustained speed enforcement throughout the state on a yearlong basis. GHSP will continue to work with these partners to educate and enforce safe speed in local communities across the state. VTrans will continue to promote speed reduction by placing Variable Message Boards (VMB) in locations where data indicates speed related crashes have occurred. The GHSP LELs will use earned media and public outreach to deliver education relating to the dangers of excessive speed.

GHSP staff and LELs participate in the VHSA Regional Highway Safety Forums. Speed management and community participation in reducing speeding problems are components of the general protocol. The goal of Vermont's SHSP speed management strategies is to reduce the number of major crashes involving speeding and/or aggressive driving by 20% between the years of 2012-2016. As an indicator, speed-related fatalities are trending downward, from 33 in 2012 to 19 in 2015.

The GHSP staff engages with VTrans and the VHSA on pedestrian and bicycle safety. The VHSA provides a convenient forum for helpful dialogue and the exchange of information, ideas and strategies. GHSP provides funding to groups engaged in these particular safety issues. In partnering with the VDH, we significantly increased the outreach for the pedestrian safety program. In the summer of 2015, in partnership with the VHSA and Local Motion, a bicycle safety awareness event was held at the Vermont State House. This was an excellent example of partners combining resources delivered important safety messages.

The GHSP, along with the VHSA, and highway safety partners make distracted driving enforcement and education a priority. While a 5% reduction in distracted driving major crashes has been tracked since 2004, these crashes consistently account for a significant proportion of major crashes on Vermont highways. Vermont's SHSP goal for this category of distracted driving is: To reduce the number of major crashes related to distracted and inattentive drivers by 10% between the years of 2012-2016. In 2014, 17% of major crashes involved distracted driving, which is higher than the 2% documented in 2012. This is an alarming increase. GHSP is applying for 405(e) funds in an effort to further reduce the percentage. Strategies that will continue to be utilized in FFY 2017 are: (1) Increase driver awareness of dangers associated with distracted driving; (2) Continue to research statistics, trends and legislation related to distracted driving; and (3) Enhance enforcement strategies.

The education of young drivers is a continued GHSP traffic safety priority. Young drivers are defined as a driver 21 years of age or younger. According to the 2010 Vermont Census data, approximately 10% of Vermonters are between the ages of 15 and 21. This is over 62,500 new and young drivers who may be driving on Vermont roads on a daily basis. While only 10% of our drivers are within this age group, this age group represents almost 7.3% of all total fatal and incapacitating injury crashes statewide. Vermont has made significant strides in improving young driver safety since 2004 with a 23% reduction in young driver major crashes (2013, SHSP).

Ongoing GHSP funded projects include: Youth Safety Council's *Turn Off Texting* course; Associated General Contractors *Project RoadSafe* trade school offerings of *Alive@25*; VDH's mobile simulator available to schools for driver education classes in texting awareness instruction; and traffic safety education programs offered by the Vermont State Police (VSP), the Vermont Department of Motor Vehicles (DMV) and six LEAs that present at schools, community safety events and fairs.

The DMV is proactively engaged in educating younger drivers. In December 2011, NHTSA conducted a driver education assessment in Vermont. Recommendations from that assessment continue to be incorporated into the overall state and younger driver education programs. The implementation of those recommendations will continue in FFY 2017. The DMV and GHSP are collaborating to sponsor a one-day summer summit for driver educators for a fifth time in FFY 2017. We are also planning to enhance the distracted driving curriculum.

Vermont's SHSP projected goal in the area of younger drivers is to reduce the number of major crashes involving young drivers by 20% between the years of 2012-2016. The number of major crashes involving young drivers continues to hover around 15% of the total. The strategies to achieve this goal include: (1) Strengthen the Vermont graduated driver licensing (GDL) law for young drivers; (2) Improve initial driver education and advanced skill training; (3) Provide resources and training opportunities to parents of young drivers; and (4) Continue to research statistics, trends and legislation for young drivers.

GHSP's partnership with AARP is enhanced through mutual participation in the VHSA. AARP provides training for aging seniors who may need to adjust or modify their driving techniques and habits. An older driver is defined as a driver who is 65 years of age or older. According to the 2010 Vermont Census figures, approximately 15% of Vermonters (almost 94,000) are 65 year of age or older. As the population ages, there will be an increase in the number of older drivers and potentially an increase in older driver crashes. The US Census Bureau has projected that by the year 2030, the population of Vermont residents age 65 years or older will be approximately 24%. Older driver crashes currently account for 23.5% of all fatal crashes in Vermont. Due to the projected significant increase in this age group in the coming years, GHSP knows that we must be proactive at addressing potential safety countermeasures for this population (2013 SHSP). Vermont's SHSP goal for older drivers is to reduce the number of major crashes involving older drivers by 5% between the years of 2012 and 2016. Currently, the number of such crashes is trending slightly upward, from 17% in 2012 to 20% in 2014. GHSP will: (1) Increase education and outreach to older drivers; (2) Continue to research statistics, trends, and legislation for older drivers; and (3) Continue to develop data which may assist in developing further strategies or detecting emerging trends.

In the spring of 2015, the Vermont Police Academy decided to incorporate the "Diminished Cognitive Driver Course" into the full-time basic training class for all new police officers in the State of Vermont. The curricula include instruction on the procedure to determine if a driver

should be re-examined with a set of nine (9) questions that every officer should ask if they encounter a driver that is not impaired by alcohol or drugs but is exhibiting poor cognitive behavior.

The course content is supported by NHTSA and the course implementer. The Commander of the VSP Traffic Safety Team attended the NHTSA sponsored Older Driver Webinars. The long term goal and next phase is to create an online eLearning segment that will be part of the continuing education/in-service training for all certified law enforcement officers.

The number of motorcycle registrations in Vermont has increased steadily by 54% over the past decade. As the number of motorcycles on the highways increases, awareness and education about motorcycle safety must be improved to continue a downward trend in crashes. Major crashes involving motorcycles currently represent approximately 19.7% of the total major crashes in Vermont.

The Motorcycle Rider Education Program provides basic license endorsement and advanced rider levels at several training sites across the state. The program is coordinated by employees of the DMV who specialize in motorcycle safety. GHSP also provides funding to support various motorcycle rider safety messages. In addition to encouraging LEAs participation in motorcycle safety, GHSP will continue to support the process through the following strategies: (1) Funding support for the Vermont DMV Rider Education Program; and (2) Funding support for the Vermont Motorcycle Awareness Program.

Project RoadSafe focuses on the reduction of workplace vehicle crashes. The project goal is to create safer drivers in the workplace for Vermont businesses. The project collects, analyzes and maintains a database of workplace crashes and other safety related data. Education relating to seat belt use in the workplace reduces the number of injuries occurring in the employment environment. A monthly e-newsletter provides employers and employees with pertinent safety information. Staff conduct classes using the National Safety Council (NSC) Alive@25 and Defensive Driving curricula as well as customized presentations at the request of employers.

Vermont's SHSP classified work zone safety as an area of significant emphasis. Work zones are inherently more hazardous for motorized and non-motorized traffic due to unexpected situations, drivers not heeding speed reduction warnings, distracted drivers, and overall congestion. The purpose of the Work Zone Safety Project is to reduce the instances of motor vehicle crashes in highway work zones. In partnership with the Vermont Sheriff's Association, the Vermont Agency of Transportation will utilize a pre-risk assessment tool to determine the high risk work zone projects and deploy sheriff deputies for enforcement.

A GHSP staff member is currently a co-chairperson of the Vermont Traffic Records Coordinating Committee (TRCC). The committee continues to work with information, data, technology and science to produce more timely, accurate and useful data sets and informational programs.

GHSP's annual grant planning, application review and ongoing monitoring processes are described in the sections that follow. The GHSP's performance targets are also described in the sections below and have been carefully chosen to reflect five-year trends and to account for highway safety goals and priorities in the SHSP.

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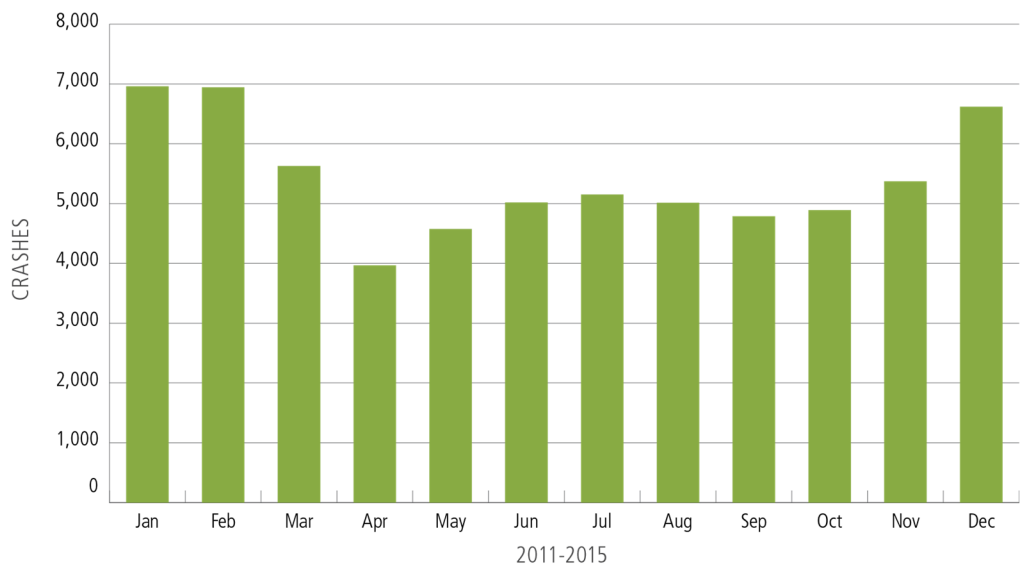
Statewide Data and Strategic Planning

The staff of the GHSP understands that accurate and timely traffic/crash data is the foundation for the development of problem identification. The analysis of statewide data; the creation of realistic and achievable goals; the implementation of data-driven countermeasures; the utilization of applicable metrics and the election of projected outcomes are the components of an effective strategic plan. Connecting and integrating each of these steps is essential to the creation and implementation of a systematic and successful statewide plan to reduce crashes, injuries and fatalities on Vermont's roadways. In addition, GHSP has incorporated a number of recommendations provided during the course of four program assessments (Impaired Driving, Driver's Education, Traffic Records, and Occupant Protection).

The following charts present some of the data sets utilized in the development of Vermont's statewide strategies and help drive the implementation of these strategies.

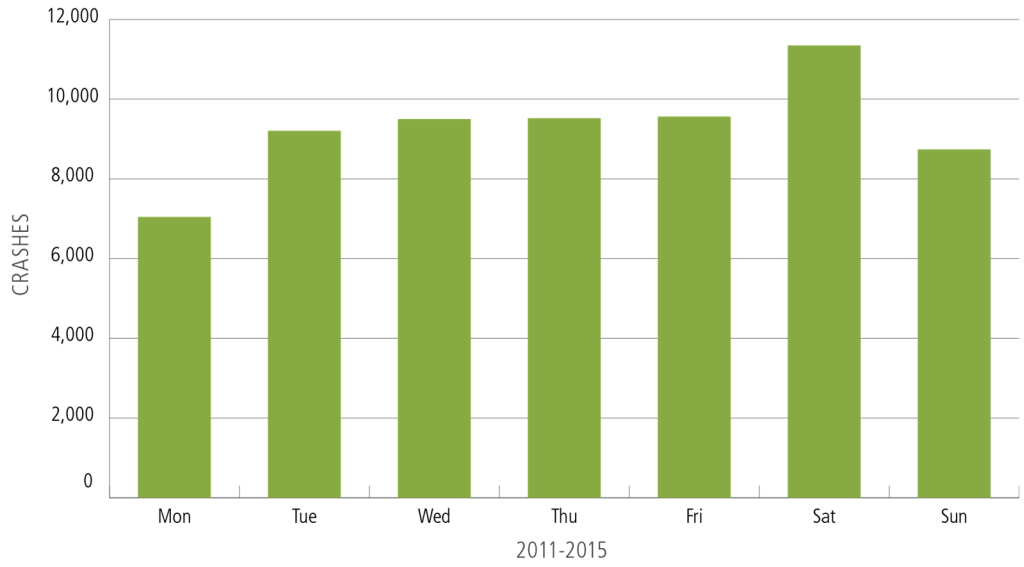
The first three graphs show that Vermont crashes generally peak during the winter months, at the end of the work week and at the end of the work day. Vermont considers these temporal trends when deploying resources to address crashes.

All Crashes 2011 – 2015 by Month



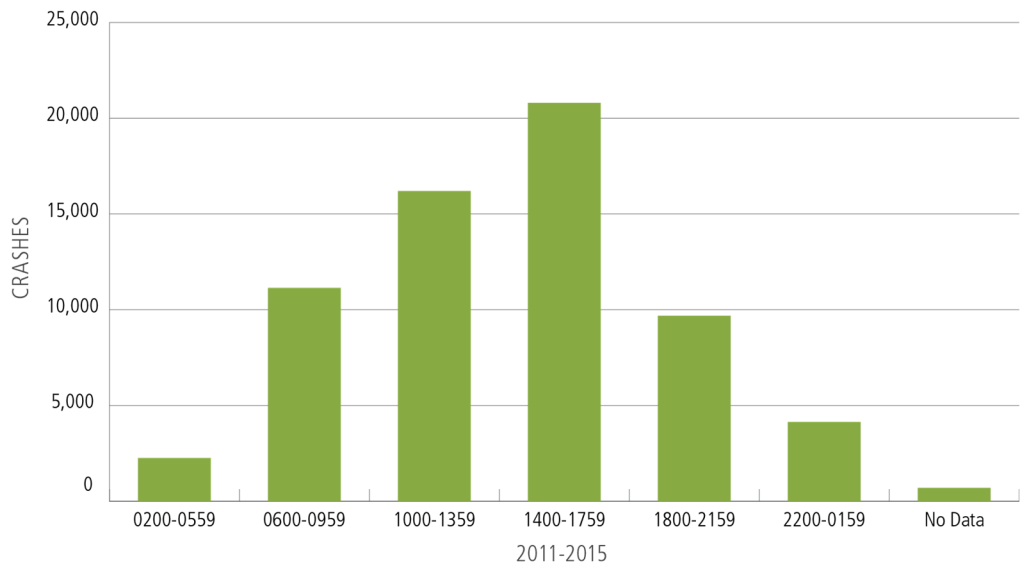
Data Source: VTrans, 2016

All Crashes 2011 – 2015 by Day of Week



Data Source: VTrans, 2016

All Crashes 2011 – 2015 by Time of Day

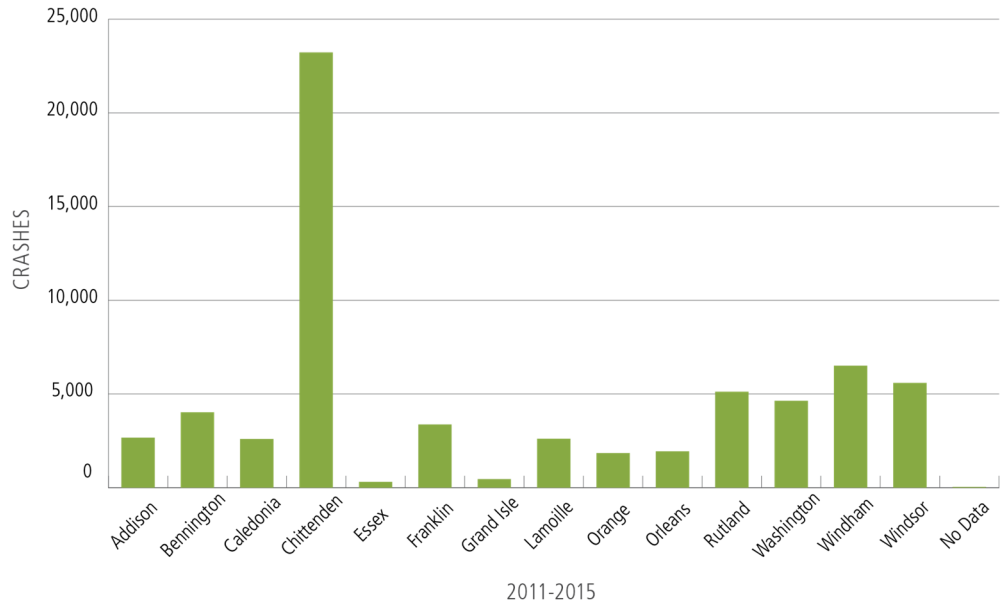


Data Source: VTrans, 2016

Vermont Governor's Highway Safety Program

The following graph shows the majority of crashes in Vermont occur in Chittenden County, where Burlington, the largest city in Vermont, is located. Chittenden County is overrepresented in all crashes; the county is home to about one-quarter of Vermonters. However, approximately one-third of all crashes in the state are found in the county.

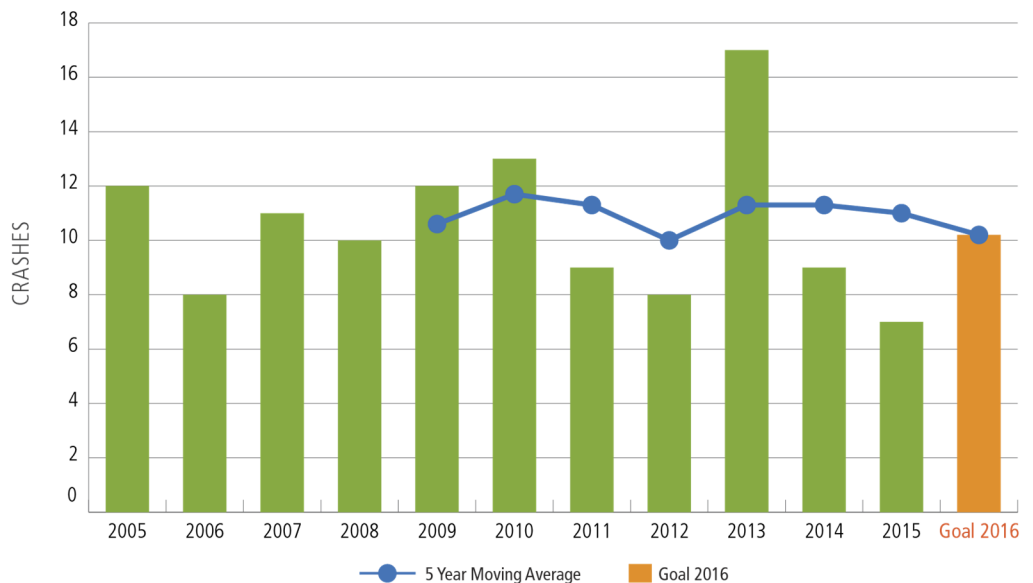
All Crashes 2011 – 2015 by County



Data Source: VTrans, 2016

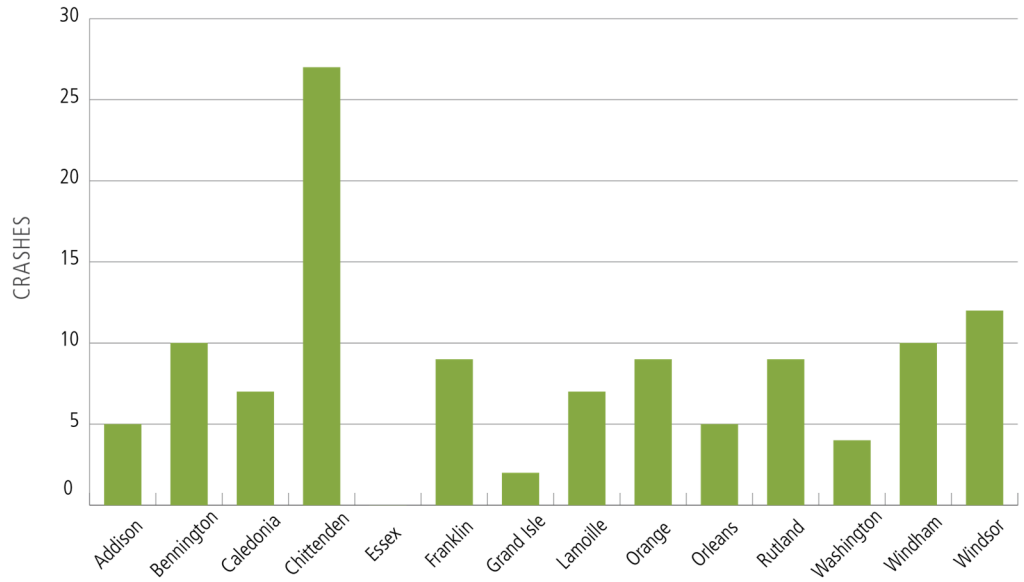
The following graphs show some preliminary data that pertain to distracted driving. While the number of major crashes involving distracted driving varies, it is clear Chittenden County is where the largest number of such crashes occur. Vermont will continue to monitor distracted driving trends to improve its understanding of where, when, and how these crashes occur.

Distracted Driving Major Crashes



Data Source: VTrans, 2016

Distracted Driving Major Crashes by County



Data Source: VTrans, 2016

Additional data analysis is shown within each of the program areas in this HSP.

Grant Funding Process, FFY 2017

In addition to the statewide crash analysis, GHSP utilizes collected data to chart crashes by counties, cities and towns, as a means to identify enforcement strategies for impaired, unbelted, distracted and speeding related problems in local jurisdictions. In an effort to strengthen the evidence-based approach to statewide enforcement and streamline the applications and award agreements, the GHSP has simplified the application process by acquiring, analyzing and front loading data for each applicant. The GHSP has combined the Occupant Protection (OP) and DUI Enforcement projects into one application/sub-award agreement. Both the OP and DUI problem statements identify and list national data, state data and municipal county or town data. The data provides the basis for development of problem identification; projected goals; strategic countermeasures; measuring tools and planned outcomes, at both the state and local levels. This new process helps GHSP implement procedures and strategies to ensure enforcement resources are used efficiently and effectively in support of the goals of the state's highway safety program. The state goals and projected performance targets are identified using both numerical data and geographic studies of the high risk target areas using crash data, OP survey data, and crash pinpoint mapping. Standardizing the data across agencies, and over multiple years, ensures consistent baseline data for improved analysis of the who, what, where, when and why of crash injuries and fatalities.

The application also includes a section for sub-awardees to identify local geographical target areas not included in the GHSP data, based on their specific traffic safety challenges. The applicants are to include a narrative indicating the factors that contribute to these issues as well as a list of specific roadways for focused enforcement.

The application further requires planned strategies and activities to include sustained overtime enforcement, participation in all NHTSA high visibility national campaigns, as well as the minimum requirements for participation in local Task Force activities and events. In addition to the federal share of the project, a minimum number of in-kind hours are required for education and outreach efforts such as press releases, social media posts and other educational programming. The total enforcement project raises awareness of the importance of traffic safety and also supports the media messages of the annual NHTSA enforcement campaigns.

Once sub-awards are issued, each sub-awardee's activity is monitored and evaluated by the GHSP Program Coordinator responsible for that particular project, using the parameters described in the agency's grant proposal. The Program Coordinator provides the sub-awardee with feedback relating to performance, accuracy and compliance with the grant proposal. Subsequent quarterly and annual reports as well as on-site audits are also used to measure sub-awardee performance. This program management system creates systematic accountability and enhances GHSP's capacity to direct funding to those areas where program activities are precisely defined by data.

VTrans data analysts develop clear and concise data and mapping relating to real time crash information. GHSP program coordinators utilize these data trends to evaluate sub-awardee performance and to provide sub-awardees with helpful data and information. The sub-awardees are encouraged to obtain updated crash mapping and data from these valuable resources throughout the year.

Statewide crash data and related information are continually used to assist in the deployment of the state police traffic safety team. These teams conduct specific enforcement in those areas which demonstrate high crash and traffic offender activities.

Each year, the GHSP staff engages in the solicitation of potential sub-awardees, application information is distributed using e-lists of all current/past sub-awardees and web-posted notices requesting proposals for grant funding. The solicitation is done in accordance with the Uniform Guidance from the Office of Management and Budget 2 CFR Part 200.

- › Mandatory webinars are scheduled for both potential Law Enforcement (LE) and Education grant applicants.
- › The webinars/trainings cover use of the data to define projects and provide instructions for completing the application form.
- › The deadlines for submission of grant applications are announced via email and the website. All potential sub-awardees are notified of the deadline dates.

Law Enforcement Grants

- › The GHSP LE Grant review committee will consist of representatives of the GHSP, The Sheriff and Chiefs' Association and the contracted LELs.
- › The committee meets and reviews, assesses and scores each of the LE grant applications. The evaluation process considers the analysis of statewide, regional and local crash injury and fatality data. Special consideration is also given to: low seatbelt use areas; impaired driving crash areas; and speed problem areas. Consideration is also given to: availability of resources necessary to achieve desired outcomes, cost effectiveness, feasibility analysis of agency's history, grant spending performance (previous year) compared with current sub-award, execution level of grant activities, data from progress activity measures for each program, and reporting accuracy and timeliness.
- › The potential LE sub-awardees are sent a copy of their application/agreement. Agencies are reminded that funding is contingent on the amount of federal funding awarded to the state from NHTSA.

Education Grant Review

- › The GHSP Education Grants Review Committee consists of the GHSP staff and representation from the VHSA governing board.
- › The GHSP Education Grant Review Committee meets and reviews, assesses and scores each of the grant applications. The evaluation process considers whether the data supports the proposed problem statement, the resources available to successfully accomplish the described goals, and prior history of accuracy and timeliness of reporting.
- › GHSP recommends that those applying as educational partners submit "Logic Models" which clearly incorporate the steps previously described in the development of problem identification.
- › The Education sub-awardees are provided preliminary notification regarding the degree of funding. Agencies are reminded that funding is contingent on the amount of federal funding awarded to the state from NHTSA.

Planning Calendar

Month	Activity
January	<ul style="list-style-type: none">> Debrief the previous year's program results with staff and review NHTSA Priorities to help set state goals> Conduct problem identification process including review of State traffic crash data, annual attitudes survey results, and other related data sources> Host an annual internal planning session to guide funding distribution and overall direction of the traffic safety program> Ensure Evidence Based Enforcement is incorporated into grant applications
February-March	<ul style="list-style-type: none">> Convene program area sessions to assist with creating specific goals, strategies, and performance measures within each program area. Review VHSA and SHSP priorities> Request input from partner agencies and stakeholders on program area direction and potential strategies> Conduct law enforcement and community education grant workshops
April-May	<ul style="list-style-type: none">> Draft the HSP Performance Plan and HSP for internal review> Review draft HSP with department officials and other relevant local, state, and federal officials> Develop GHSP in-house project proposals; receive proposals from State and local applicants> Begin initial draft of Section 405 application (National Priority Safety Program)> Review project proposals and make selections
June	<ul style="list-style-type: none">> Submit draft HSP for NHTSA review and comment> Conduct final review of HSP for compliance with Federal requirements, completeness, and accuracy> Secure approval of VTrans Secretary> Finalize HSP and Section 405 budgets> Secure certifications and supporting documentation for all Section 405 emphasis program areas

Month	Activity
July	<ul style="list-style-type: none"> > July 1-Submit the final HSP to NHTSA Regional Office for approval > Conduct discussions with NHTSA regarding comments, conditions, and approval deferrals for HSP and Section 405 application > Submit additional supporting documentation as necessary to meet HSP and Section 405 requirements > NHTSA offers preliminary indication of approvals and possible conditions/recommendations to be included in HSP approval letter
August-September	<ul style="list-style-type: none"> > Receive NHTSA approval letter > Provide awardees with a notice of preliminary approval pending final funding determination > Obtain approval for sub-awards and contracts from the appropriate department officials > Submit GHSP in-house sub-awards for department approval > Distribute sub-awardee agreements for signature > Conduct mandatory financial webinar > Execute grants, contracts, and MOUs for performance period starting October 1 > Distribute Excel workbooks for tracking activity, voucher reporting, and progress reports for both law enforcement and community education grants
October	<ul style="list-style-type: none"> > Obligate funds as received to GTS and State accounting system (STARS/ VISION) > Establish monitoring schedule > Close Out: Monitor receipt of progress reports, final reports, and claims from prior year; review and approve for final processing. > Begin preparation of annual report for previous fiscal year
November – December	<ul style="list-style-type: none"> > Follow up with sub-awardees who have missed October 30 deadline for reports and final claims > Send final closeout letter to each sub-awardee confirming work completed and funds expended
December 31	<ul style="list-style-type: none"> > Closeout fiscal year and prepare final cost summary > Submit annual report to NHTSA Regional Office

Planning Processes and Data

The Vermont GHSP began planning for the FFY 2017 HSP by understanding the importance of aligning the HSP with the state's SHSP. The prevailing five-year plan is currently in its final year. The VHSA is in the process of identifying and prioritizing the Critical, Significant, and Special Emphasis Areas and outlining strategies to further the future trend of reducing fatal, major and other crashes statewide for the next five years.

During 2016, 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.

VHSA brings these partners together to focus on traffic safety priorities for the State of Vermont. In order to accurately evaluate the state's Critical Emphasis Areas (CEAs), VHSA 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 the GHSP staff. In addition, VHB collated data provided by many federal, state, and local partners. These contributing partners include:

- > AAA of Northern New England
- > Federal Highway Administration
- > Federal Motor Carrier Administration
- > National Highway Traffic Safety Administration
- > Vermont Association of Chiefs of Police (and member departments)
- > Vermont Agency of Transportation
- > Vermont Bicycle and Pedestrian Coalition
- > Vermont Department of Education
- > Vermont Department of Health
- > Vermont Department of Liquor Control
- > Vermont Department of Motor Vehicles
- > Vermont Department of Public Safety, Governor's Highway Safety Program
- > Vermont Department of Tourism and Marketing
- > Vermont Judiciary
- > Vermont League of Cities and Towns
- > Vermont Local Roads
- > Vermont Sheriffs Association (and member departments)
- > Vermont State Police
- > Vermont Truck and Bus Association (and member departments)
- > Youth Safety Council of Vermont

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

- > Governor's Highway Safety Program
- > Highway Safety Improvement Program (HSIP)
- > Vermont State Police Strategic Plan

Vermont Governor's Highway Safety Program

- > Department of Motor Vehicles Strategic Plan
- > Motor Carrier Safety Assistance Program Commercial Vehicle Safety Plan

The consolidation of the various stand-alone documents into the SHSP will provide useful resources for one-stop shopping for information relating to all aspects of traffic safety. Coordinated agency input will produce a statewide view of coordinated highway safety programs.

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

1. Improve Infrastructure
 - a. Minimize Lane Departure
 - b. Improve the Design and Operations of Highway Intersections
2. Age Appropriate Solutions
 - a. Improve Younger Driver Safety
 - b. Improve Older Driver Safety
3. Curb Speeding and Aggressive Driving
4. Increase Use of Occupant Protection (safety belts, child passenger restraints, and helmets)
5. Reduce Impaired Driving
6. Curb Distracted Driving and Keep Drivers Alert

A comprehensive description of the selected CEAs begins on page 27 of this document under the category "Critical Emphasis Areas (CEA) and Strategy Matrix." Also included in that section are the identified strategies for each of the selected CEAs.

The GHSP, working in partnership with various data analysts, studied all available crash data and related information. The analytic team reviewed five years of state crash data (2010 through 2014) and assessed and evaluated existing trend lines and indicators. The team developed a five year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes (defined by the VTrans as fatal or incapacitating injury crashes), the analytic team was better able to identify areas and locations as statistically viable areas for programmatic focus. Using this definitive metric facilitated a clear reading of data and incorporated fatalities, serious injuries and fatality rates into the information and data under review. A description of the core data performance measures begins on page 34 and includes analysis of whether each SHSP 2016 goal will be met.

In addition to the strategies listed in the "Critical Emphasis Areas (CEAs) and Strategy Matrix", several other supporting strategies are incorporated into specific programmatic sections of the FFY 2017 HSP. A number of these strategies have been selected from the NHTSA publication, *Countermeasures That Work* (Eighth Edition, 2015). These strategies are generally comprised of proven practices primarily connected with HVE efforts conducted in locations and at times dictated by data research. HVE deployments supported by periodic integrated enforcement, DUI/occupant protection checkpoints and saturation patrols are recommended in

Countermeasures That Work. Vermont has successfully employed these countermeasures and will continue to explore tactical science and technology to improve effectiveness.

Data Driven Approaches to Crime and Traffic Safety (DDACTS) strategies have been adopted by the VSP and several municipalities. GHSP continues to support the DDACTS philosophy and will provide technical assistance to any community which chooses to implement this strategy. GHSP LELs actively promote DDACTS to GHSP's law enforcement sub-awardees.

The GHSP sub-award application provides measurement mechanisms as well as a detailed measurement tool to determine outputs, outcomes, and projected goals. These goals include the reduction of impaired driving crashes and related fatalities; agency goals for increasing DUI arrest productivity are also considered as valuable measurable outputs when correlated with the reduction of DUI crashes.

The GHSP sub-award application provides prospective law enforcement sub-awardees with strategies that promote seat belt use and reduce unrestrained crashes. Occupant protection enforcement activities related to the issuance of seat belt and child passenger safety citations provide activity measurements which are useful to determine progress when increasing the seat belt use rate by a certain percentage in the stated goal.

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

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Introduction to Vermont and the Vermont Agency of Transportation



1,300 EMPLOYEES

3 DIVISIONS

HIGHWAY

ASSET MANAGEMENT & PERFORMANCE BUREAU
PROJECT DELIVERY BUREAU
MUNICIPAL ASSISTANCE BUREAU
CONSTRUCTION & MATERIALS BUREAU
MAINTENANCE & OPERATIONS BUREAU
OFFICE OF HIGHWAY SAFETY

POLICY, PLANNING & INTERMODAL DEVELOPMENT

POLICY, PLANNING, & RESEARCH BUREAU
MODES: AVIATION, PUBLIC TRANSIT, RAIL

FINANCE & ADMINISTRATION

INFORMATION TECHNOLOGY
CONTRACT ADMINISTRATION
AUDITS
BUDGET & FINANCIAL OPERATIONS
CIVIL RIGHTS & LABOR COMPLIANCE

DEPARTMENT OF MOTOR VEHICLES

Vehicle Registration/Titling | Driver License
Exam/Issue | Tax Collection Services |
Overseas/Overweight Permits | Driver Improvement |
Branch Offices/Mobile Vans | Driver Training | Motor
Carrier Safety | Dealer & Inspection Stations |
Criminal Investigations | Pupils Transport Oversight
Commercial Vehicle Enforcement | Vermont Rider
Education Program



VERMONT POPULATION 626,011
(2012 ESTIMATE U.S. CENSUS)



NEW ENGLAND REGION, KNOWN AS THE "GREEN MOUNTAIN" STATE
LAND SIZE CONSISTING OF 9,620 SQUARE MILES
AMERICA'S 14TH STATE IN 1791



14 COUNTIES
LARGEST CITY: BURLINGTON (POPULATION 42,417)
STATE CAPITOL: MONTPELIER (POPULATION 7,855)



157 TRAFFIC SIGNALS
1,029 ROADWAY LIGHTS
2,375 OFFICIAL BUSINESS DIRECTORY SIGNS (OBDS)



14,266 MILES OF LOCAL AND STATE ROADWAY (TOTAL)
746 MILES NATIONAL HIGHWAY SYSTEM (NHS)
2,707 MILES STATE HIGHWAY SYSTEM (SHS)



FOUR SEASONS
"IF YOU DON'T LIKE THE WEATHER, WAIT A FEW MINUTES." THIS OLD VERMONT EXPRESSION DESCRIBES THE TYPICAL WEATHER FOUND IN VERMONT.



PLEASURE VEHICLE REGISTRATIONS 419,997
TRUCKS 144,299
MOTORCYCLES 44,711
DRIVER LICENSES 541,462
(based on 2013 data)

Fatalities as of May 22, 2016 24 Fatalities

Year	Fatalities
2015	57
2014	44
2013	70
2012	77
2011	55

Crashes as of May 22, 2016 by crash type

	2016*	2015*
Fatal	22	50
Injury	637	2113
Property Damage Only	3250	8661

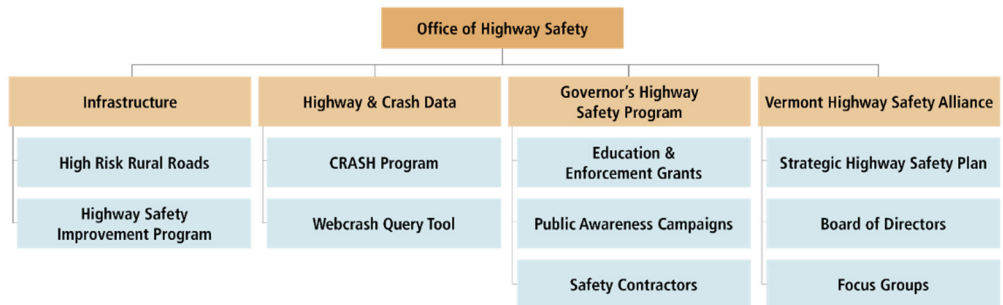
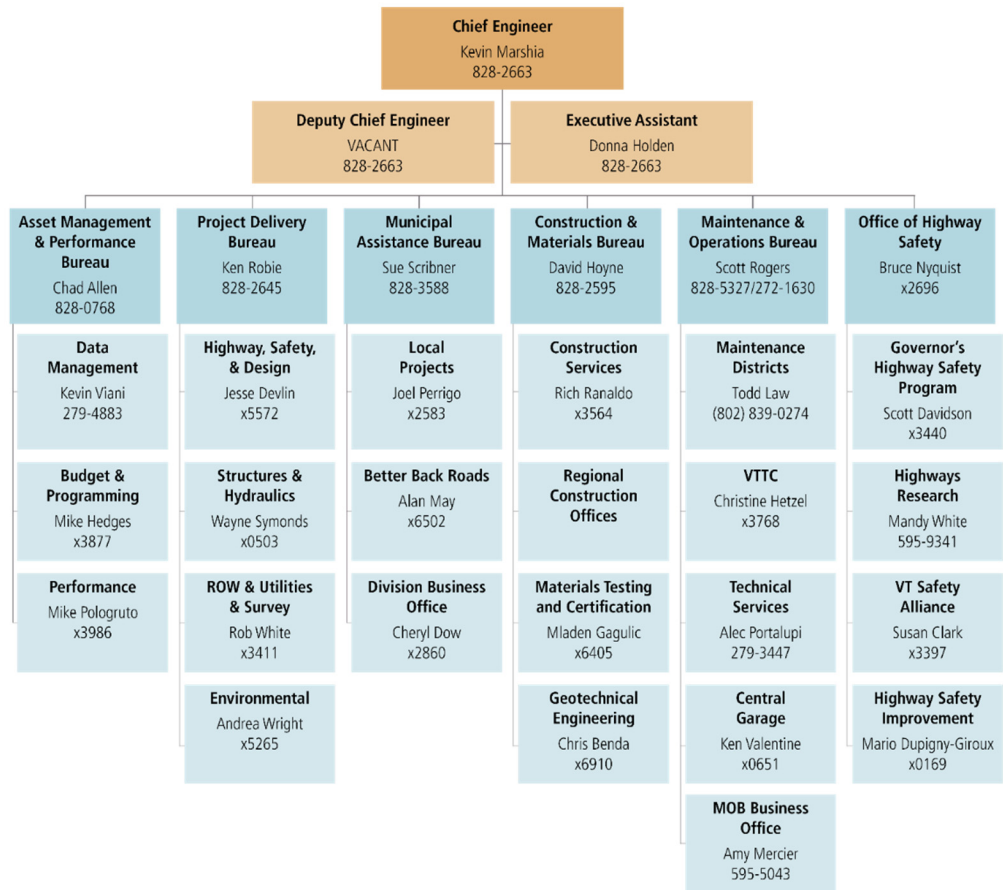
*data subject to change



VTrans - The mission guiding the 1,300 VTrans employees is to, "Provide for the safe and efficient movement of people and goods." These employees report to the Highway Division, Policy, Planning, & Intermodal Development Division, Finance & Administration Division, and the Department of Motor Vehicles. The Governor's Highway Safety Program (GHSP) program has been assigned to the Highway Division under the Office of Highway Safety. The Office of Highway Safety is composed of four separate groups or areas of responsibility: Highway Safety Improvement Program (HSIP), Vermont Highway Safety Alliance (VHSA), GHSP and Highway Research. As a result of VTrans's strategic structuring, the opportunity to group Vermont's highway safety initiatives under one roof provides building upon what is already a shared vision for collaborative, coordinated planning among many state and local partners. The overall goal of this office is to reduce fatal and injury crashes on Vermont roadways.

Data Source: VTrans, 2016

Vermont Governor's Highway Safety Program



Data Source: VTrans, 2016

Problem Identification and Data Used

The State of Vermont traffic safety partners use two sources for crash data. The Fatality Analysis Reporting System (FARS) is housed at VTrans through a cooperative agreement between VTrans and NHTSA. The most current FARS data is for calendar year 2014 and is available on the FARS website. The GHSP staff understands the value and accuracy of FARS data but also uses data generated by the VTrans in-house data analyst. The availability of this second category of data sets is more timely and accessible in the deployment of resources for quick response to emerging trends.

The GHSP staff incorporates both data sources during the problem identification process for the development of the HSP. During recent years, both sets of data indicated the state's traffic safety priorities are compatible with national trends supported by the NHTSA. Vermont's process of identifying these priority issues is the basis for the selection of countermeasures and strategies used to address them. Geo-mapping, crash tracking and enforcement activity measures are some of the primary tools used to identify and classify traffic safety trends.

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

In addition, GHSP staff solicits and receives applicable data from other traffic safety groups. These data and information sources include, but are not limited to: DMV; VDH; the Judiciary; The Chiefs' and Sheriffs' Association; The League of Cities and Towns; VSP; The Department of Corrections; The Vermont Truck and Bus Association; AAA of Northern New England; Regional Planning Commissions; Vermont Bicycle and Pedestrian Coalition; The Department of Liquor Control; The Department of Education; The Youth Safety Council of Vermont; Vermont Local Roads (now part of VTrans); AARP Driver Safety; and Work Safe TCI. In addition, Vermont incorporates data from federal partners: NHTSA; Federal Highway Administration (FHWA) and Federal Motor Carrier Administration (FMCSA). Collating this data provides a basis for the development of problem identification and the selection of achievable goals and outcomes.

GHSP currently contracts with the University of Vermont Transportation Research Center to conduct the annual seat belt use survey.

GHSP currently contracts with the Center for Research and Public Policy to conduct annual attitude surveys which question drivers about driving habits, safety concerns, and other traffic safety related issues.

Employing this continual data analysis, the GHSP staff selects priority issues which have the greatest impact on communities statewide. Currently, the priority issues addressed in the FFY 2016 HSP are: occupant protection; impaired driving (alcohol and other drugs); speed management; distracted driving; pedestrian and bicycle safety; motorcycle safety; emergency medical services; and traffic records. These priorities match those selected in the recently updated Strategic Highway Safety Plan (SHSP).

Identifying these primary issues informs the GHSP development of countermeasures and strategies designed to reach selected goals and outcomes. The staff utilizes NHTSA's

publication *Countermeasures That Work* (2015, Eighth Edition) to identify "best practice" strategies that are evidence-based. These suggested countermeasures may be adjusted, amended or otherwise modified to address the demographics of a rural state. Countermeasures are selected by evaluating which particular strategy or combinations of tactics may be expected to make the most positive impact statewide. Vermont's countermeasures are more broadly defined in the applicable sections of this document relating to the specified priorities.

Occasionally, new, previously unmeasured or undetected traffic safety issues may emerge and become significant. In recent years, distracted driving is an example of a new problem. The national and local traffic safety communities responded to the review of crash data with a series of NHTSA sponsored pilots to develop sound and responsive strategies. Careful analysis of data provided the springboard for the success of these countermeasures. The GHSP staff is prepared to identify and address emerging trends and issues affecting the level of traffic safety in the state.

Critical Emphasis Area (CEA) and Strategic Planning Matrix

The Vermont SHSP was originally created in 2005. In 2013, the first update of the SHSP was undertaken by the VHSA membership. The following are the six CEAs, four Significant Emphasis Areas and two Special Emphasis Areas contained in the SHSP. The update also included an understanding that starting in 2014 and going forward, the state's SHSP, HSP, and HSIP would comply with the federal requirement that all three of these plans would adopt the same three Core Performance Measures. The next SHSP update will include the Core Outcome Measures (See Core Outcome Measures 1-3 starting on page 34 below). Vermont's FFY 2017 HSP coordinates the efforts of the GHSP to align with the 2017 updated SHSP.

Critical Emphasis Areas

CEA 1: Improve Infrastructure

(1A) Minimize Lane Departure

- Strategies:
- › Continue programs to implement low-cost safety improvements on all public highways
 - › Improve highway delineation
 - › Support municipalities in mitigating high crash locations within their jurisdiction by providing data, countermeasure alternatives and resources to implement improvements

(1B) Improve Design & Operation of Highway Intersections

- Strategies:
- › Improve traffic signal operation
 - › Improve driver compliance at highway intersections
 - › Implement physical changes on the approaches to and at intersections
 - › Support municipalities in mitigating high crash locations within their jurisdiction
 - › Increase awareness and safety of bicyclists and pedestrians at intersections
-

CEA 2: Age Appropriate Solutions

(2A) Improve Younger Driver Safety

- Strategies:
- › Strengthen the Vermont graduated driver licensing (GDL) law for young drivers
 - › Improve initial driver education and advanced skill training
 - › Provide resources and training opportunities to parents of young drivers
 - › Continue to research statistics, trends, and legislation for young drivers
-

(2B) Improve Older Driver Safety

- Strategies:
- › Increase education and outreach to older drivers
 - › Continue to research statistics, trends, and legislation for older drivers
 - › Continue improving infrastructure to meet the needs of all users
-

CEA 3: Curb Speeding and Aggressive Driving

- Strategies
- › Improve the education of drivers as it relates to speeding and aggressive driving
 - › Improve public understanding of and adherence to speed limits
 - › Advance the use of infrastructure techniques and technology to manage speeds
-

CEA 4: Increase Use of Occupant Protection

- Strategies
- › Raise awareness of the importance of safety belts
 - › Increase enforcement of and strengthen safety belt laws in Vermont
 - › Increase proper use and installation of child passenger safety restraints
 - › Implement programs for consistent education for stakeholders
 - › Continue education and outreach for bicycle/motorcycle users
-

CEA 5: Reduce Impaired Driving

- Strategies:
- › Improve the public awareness and education of the dangers associated with impaired driving
 - › Promote and implement programs for consistent education for individuals and organizations charged with addressing impairment issues
 - › Increase and enforce penalties for impaired driving
 - › Continue implementing programs for impairment analysis and rehabilitation
-

CEA 6: Curb Distracted Driving and Keep Drivers Alert

- Strategies:
- › Increase driver awareness of dangers associated with distracted driving
 - › Enhance effectiveness/awareness of safety rest stops
 - › Continue to research statistics, trends, and legislation related to distracted driving
-

Significant Emphasis Areas

Significant Emphasis Area 1: Increase Motorcycle Safety

- Strategies:
- › Existing motorcycle safety initiatives currently include, but are not limited to, the following:
 - › Vermont DMV Rider Education Program
 - › Vermont Motorcycle Awareness Program
-

Significant Emphasis Area 2: Increase Safety of Vulnerable Users

- Strategies:
- › WalkSmart/BikeSmart Curriculum, Kohl's Kids Bike Smart Program, Safe Routes to School Program, Safe Streets Project, and Bike Commuter Workshops
 - › Safety programs from the Vermont Bike & Pedestrian Coalition including Drivers' Education Jeopardy, A Tricky Mix: Bicycles, Pedestrians, Motorists and Police and an annual Ride of Silence event
 - › Public outreach including the Bicycle Commuter's Guide, Parent's Guide to Safe Bicycling, Share the Road brochures, Bike Smart stickers, and other outreach
 - › General collaboration regarding vulnerable user safety with law enforcement, advocate groups, and driver's education instructors.

Significant Emphasis Area 3: Reduce Medium/heavy Vehicle Crashes

- Strategies:
- › Commercial Motor Vehicle (CMV) crash reduction by conducting directed patrols based on crash analysis
 - › Passenger transportation safety-increase the number of enroute, terminal, and destination inspections on motor coaches and buses
 - › Driver/Vehicle inspections, including a special focus on cross-border traffic
 - › On-site carrier reviews and audits focusing on new entrant companies and carriers with a pattern of on-road safety violations
 - › Public education and outreach by such organizations as Project RoadSafe, DMV, law enforcement, employers, and others
-

Significant Emphasis Area 4: Improve Work Zone Safety

- Strategies:
- › Existing work zone safety initiatives currently include, but are not limited to, the following:
 - › Construction work zone field reviews
 - › Work Zone Advisory Council
 - › Implementation of Federal work zone rules
 - › Detailed design reviews of traffic control plans
-

Special Emphasis Areas

Special Emphasis Area 1: Improve Vermont's Data in the Interest of Safety

- Strategies:
- › Improve data accessibility
 - › Improve the quality and timeliness of police reported data
 - › Improve the quality and availability of traffic violation data
 - › Improve the quality of the overall crash database
 - › Improve the completeness of highway data
-

Special Emphasis Area 2: Enhance Vermont's Emergency Medical Services Capabilities

- Strategies:
- › Improve the availability of emergency medical responders
 - › Improve the timeliness of EMS response and transport
 - › Assess and improve the Vermont trauma system
 - › Assess and improve the quality of clinical care provided to those injured
-

Vermont Governor's Highway Safety Program

Emphasis Area	2011	2012	2013	2014
Percent of major crashes that involved young drivers	14%	14%	17%	15%
Percent of major crashes that involved older drivers	15%	17%	19%	20%
Percent of major crashes that involved speed and aggressive driving	31%	28%	29%	34%
Percent of major crashes that involved impaired driving	23%	23%	Not Available	12%
Percent of major crashes that involved distracted driving	2.40%	2%	5%	17%

Data Source: VTrans, 2016

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Performance Targets

Core Outcome Measures

Core Behavior Measure

Activity Performance Measures

Performance Targets

Core Outcome Measures

C-1) Traffic Fatalities ¹

GOAL: To decrease traffic fatalities by 1.9 percent from the five-year average of 63.2 in 2010 - 2014 to a five-year average of 62.0 by December 31, 2017.

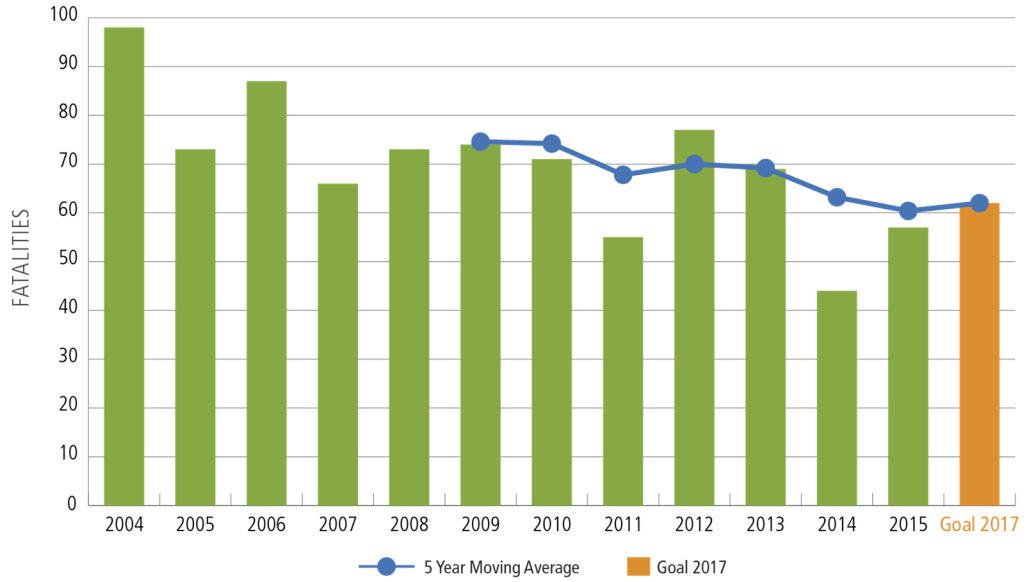
The five-year average of Vermont traffic fatalities in 2014 was 63.2. The projected goal for 2017 is 62.0. The goal is appropriate, if conservative, and based on the five year trends illustrated in the following table and graph and to account for the possibility 2014 is a unique year with a significantly lower number of fatalities.

Year	Fatalities	5-Year Average
2006	87	
2007	66	
2008	73	
2009	74	74.6
2010	71	74.2
2011	55	67.8
2012	77	70.0
2013	69	69.2
2014	44	63.2
2015	57	60.4
GOAL 2017		62.0

Data Source: FARS, 2016

¹ The source for data through 2014 is FARS. The source for 2015 data is the VTrans Crash Database.

Vermont Traffic Fatalities



Data Source: FARS, 2016

A review of Vermont data from calendar year 2015 indicates a total of 57 fatalities occurred on state roads during 2015. Of these 57, the following contributing factors have been identified using VTrans data:

Contributing Circumstances	Number of Fatalities
Unrestrained	15
Alcohol Impaired (0.08+)	14
Marijuana (Delta-9 THC)	11
Speed	19
Motorcycle	11
Unhelmeted Motorcycle	0
Drivers 20 or Younger	5
Pedestrians	6

Data Source: FARS, 2016

The projects listed in Vermont’s 2017 HSP are specifically selected to achieve measureable progress in these particular areas. These projects include: reducing impaired driving; increasing the level of occupant protection; promoting speed management; reducing distracted driving; and education of younger drivers and pedestrian safety. In addition, other programs closely related to those CEAs and special and significant emphasis areas are identified in the state’s SHSP.

C-2) Serious Traffic Injuries (VTrans Crash Database)²

GOAL: To decrease serious traffic injuries 2.5 percent from the five-year average of 328.2 in 2011 - 2015 to a five-year average of 320.0 by December 31, 2017.

In order to achieve annual reductions in serious traffic injuries (see the following table and graph), Vermont will continue to support partnerships developed in enforcement, engineering, education and emergency responders

The five-year rolling average for serious injuries in Vermont has declined an average of just over four percent in each of the last five years. A goal of a 2.5 percent reduction for the five-year rolling average in 2017 is an appropriate conservative estimate as Vermont anticipates the uptick in serious injuries in 2015, as compared to the prior four years, will continue in 2016 and 2017. This uptick means a four percent annual reduction in the five-year rolling average will be challenging to achieve.

Year	Serious Injuries	5-Year Average
2006	469	
2007	385	
2008	413	
2009	376	
2010	390	406.6
2011	368	386.4
2012	330	375.4
2013	318	356.4
2014	274	336.0
2015	351	328.2
GOAL 2017		320.0

Data Source: VTrans, 2016

² The source for data through 2015 is the VTrans Crash Database.

Vermont Serious Traffic Injuries

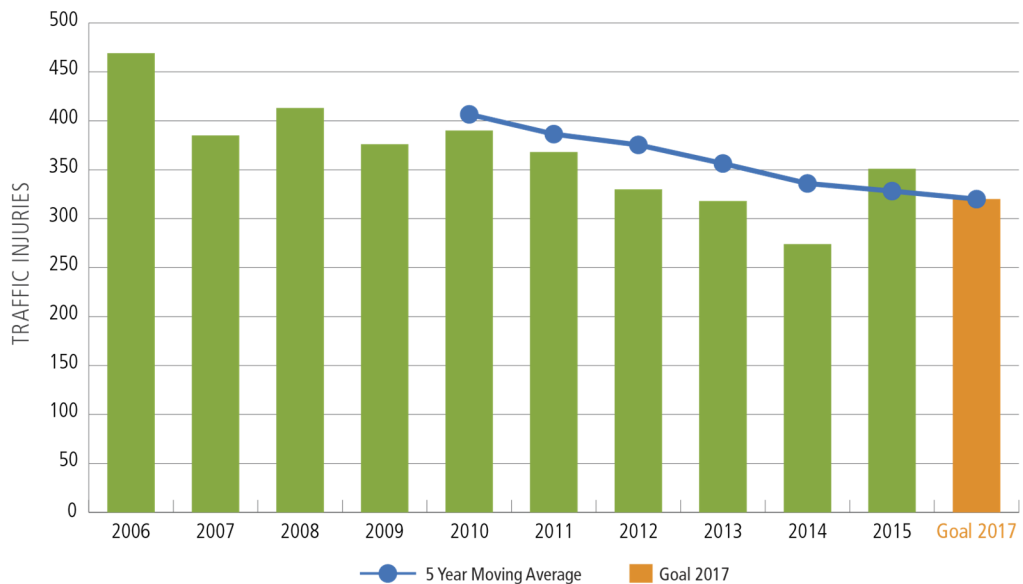
C-3) Fatalities/VMT³

GOAL: To reduce fatalities per 100 million vehicle miles travelled by 1.14% from the five-year average of 0.88 in 2010 – 2014 to a five-year average of 0.87 by December 31, 2017.

The State of Vermont will continue to rely on specific crash data to sustain the progress made toward this particular goal. 2015 data indicates 51 of the state’s 57 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 GHSP 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 2017 HSP demonstrates a renewed emphasis on rural roadway law enforcement, nighttime seat belt enforcement, pickup truck drivers 18-34 years of age and other primary causation factors. Public support and media outreach are projects which will be implemented to enhance enforcement efforts.

This goal was determined to reflect a declining trend in the number of fatalities on Vermont highways but also to reflect a conservative estimate given the possibility 2014 was an exceptional year. It may be difficult to achieve a fatality rate similar to that of 2014. However, preliminary data for 2015 shows a fatality rate less than that of the 2010-2014 average. Therefore, a 0.87 goal for 2017, which is less than the 2010-2014 average, appears to be reasonable to achieve.



Data Source: FARS, 2016

3 The source for data is FARS with the exception of 2015 fatalities which is provided by the VTrans Crash Database.

Vermont Governor's Highway Safety Program

Year	Fatalities			Rates					
	Urban	Rural	Total Fatalities	Urban	5-Year Average	Rural	5-Year Average	Rate Total	5-Year Average
2005	9	64	73	0.49		1.09		0.95	
2006	5	82	87	0.26		1.38		1.11	
2007	3	63	66	0.15		1.10		0.86	
2008	13	60	73	0.69		1.10		1.00	
2009	6	68	74	0.32	0.38	1.18	1.17	0.97	0.98
2010	17	54	71	0.92	0.47	1.00	1.15	0.98	0.98
2011	13	42	55	0.7	0.56	0.8	1.04	0.77	0.92
2012	14	63	77	0.75	0.68	1.18	1.05	1.07	0.96
2013	11	55	69	0.59	0.66	1.10	1.05	0.97	0.95
2014	7	37	44	0.34	0.66	0.74	0.96	0.62	0.88
2015	6	51	57						
Goal 2017									0.87

Data Source: FARS, 2016

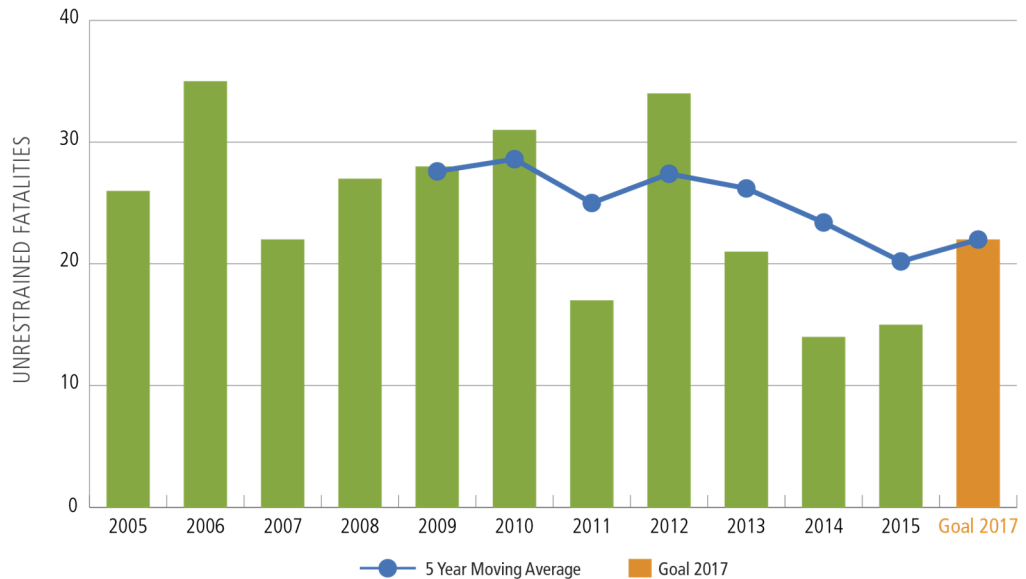
C-4) Unrestrained Passenger Vehicle Occupant Fatalities⁴

GOAL: To decrease unrestrained passenger vehicle occupant fatalities 6.0 percent from the five-year average of 23.4 in 2010 - 2014 to a five-year average of 22 by December 31, 2017.

The HSP will adopt new strategies to support reaching this goal in 2017. In addition to funding nighttime seat belt use projects (see project description for data); enforcement of rural roads (three lowest seat belt use areas are in rural counties) and targeting male pickup truck drivers, 18-34 years of age (see project description for data), GHSP also supports an Occupant Protection Task Force. Enforcement and education are supported by creative media outreach designed to reach the 14% of Vermonters who are not properly restrained. Funding these projects and incorporating the strategies defined in *Countermeasures That Work* provide a direction for sustained progress in this area. The GHSP LELs will focus on the agencies that need assistance supporting GHSP “Zero Tolerance to Seat Belt Violations.”

This goal was determined to reflect a declining trend in the number of unrestrained fatalities on Vermont highways but also to reflect a conservative estimate given the possibility 2014 and 2015 were exceptional years. Preliminary data for 2016 shows unrestrained fatalities is on pace to exceed not only 2014 and 2015 but also 2013. Therefore, a five-year average goal of 22 for 2017 appears to be reasonable to achieve.

Unrestrained Fatalities



Data Source: FARS, 2016

⁴ The source for data through 2014 is FARS. The source for 2015 data is the VTrans Crash Database.

Over half of unbelted fatalities occur between 1400 and 2200 hours. See details below based on data from 2011 – 2015:

Times of Day	Percentage
0200-0559	2.04%
0600-0959	22.45%
1000-1359	6.12%
1400-1759	26.53%
1800-2159	24.49%
2200-0159	18.37%

Data Source: FARS, 2016

C-5) Alcohol-Impaired Driving Fatalities⁵

GOAL: To decrease alcohol-impaired driving fatalities 6.3 percent from the five-year average of 17.6 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2017.

Each agency funded for impaired driving is required to use GHSP data to identify those locations, days of the week, and time periods which provide the most effective and efficient use of funding. Funded enforcement is conducted only under those defined parameters. High visibility enforcement and collaborative, inter-agency operations are supported by GHSP and coordinated by the LELs.

In addition to traditional funding of more than 50 law enforcement agencies to perform impaired driving enforcement on a regular, weekly basis, GHSP is funding the VSP to conduct regional impaired driving Task Force deployments in areas analyzed as high crash locations. These projects are further described in the HSP. To expand these impaired driving efforts, an Impaired Driving Task Force will be instituted within the VHSA. Vermont specific media outreach is being created by the GHSP media contractor and sports venue contractor to promote messaging to support these issues.

This goal was determined to reflect a declining trend in the number of alcohol-impaired fatalities on Vermont highways but also to reflect a conservative estimate given the possibility 2014 was an exceptional year. Preliminary data for 2016 shows alcohol-impaired fatalities is on pace to exceed not only 2014 and 2015 but also 2013. Therefore, a five-year average goal of 16.5 for 2017 appears to be reasonable to achieve.

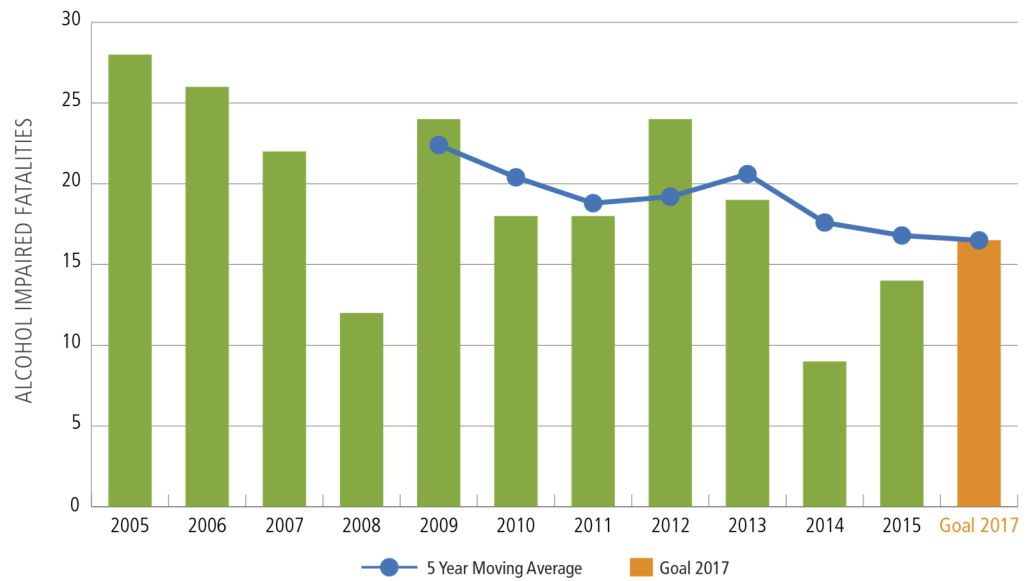
⁵ The source for data through 2014 is FARS. The source for 2015 data is the VTrans Database.

Vermont Governor’s Highway Safety Program

Year	Alcohol-Impaired Fatalities	5-Year Average
2005	28	
2006	26	
2007	22	
2008	12	
2009	24	22.4
2010	18	20.4
2011	18	18.8
2012	24	19.2
2013	19	20.6
2014	9	17.6
2015	14	16.8
Goal 2017		16.5

Data Source: FARS, 2016

Alcohol-impaired Fatalities



Data Source: FARS, 2016

Over half of Vermont impaired driving fatalities occur between 1800 and 0159 hours. See details below based on data from 2010 – 2012:

Times of Day	Percentage
0200 - 0559	8.1%
0600 - 0959	13.5%
1000 - 1359	4.1%
1400 - 1759	16.2%
1800 - 2159	24.3%
2200 - 0159	33.8%

Data Source: FARS, 2016

C-6) Speeding-Related Fatalities⁶

GOAL: To decrease speed-related fatalities 7.1 percent from the five-year average of 22.6 in 2010 - 2014 to a five-year average of 21.0 by December 31, 2017.

In 2014, 30% of all Vermont crash fatalities involved speeding. GHSP provides funding to the VSP, all 14 Sheriff Departments and a majority of municipal agencies and constables. All funded agencies engage in speed enforcement. The promotion of speed management, the deployment of sub-awardees engaged in speed enforcement and public outreach/education relating to speed are reliable countermeasures to address this target. Each participating law enforcement agency is provided crash data relative to their territorial areas of responsibility. Agencies are required to conduct enforcement activities in those particular identified locations and during the time frames supported by data.

Agencies are provided equipment support for successful participation in state and national campaigns. Speed detection and monitoring devices represent a significant portion of the requested equipment. VSP traffic units are routinely assigned to specific locations which demonstrate emerging trends of speed related crashes. Speed enforcement is the most utilized gateway tactic for the enforcement of occupant protection as well as impaired driving incidents. The continuing development of the state’s electronic crash and ticketing program will further enhance the state’s ability to use pertinent data to improve strategic speed initiatives.

This goal was determined to reflect a declining trend in the number of speeding-related fatalities on Vermont highways and also to consider the possibility 2012 was an anomalous year with over 30 fatalities. All years since 2007, except for 2012, have shown a speeding-related fatality below 30. Therefore, a five-year average goal of 21.0 for 2017 appears to be reasonable to achieve.

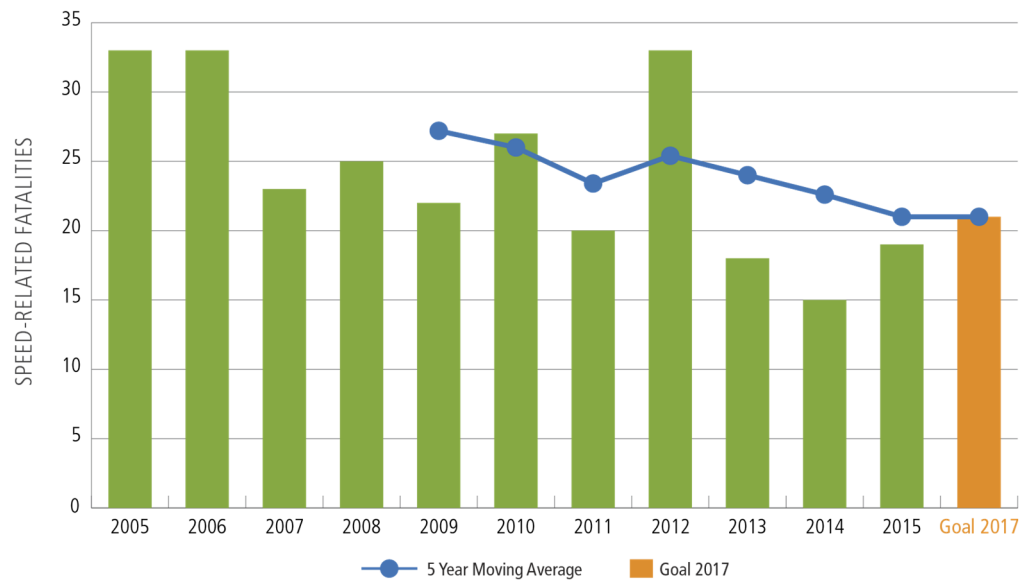
⁶ The source for data through 2014 is FARS. The source for 2015 data is the VTrans Crash Database.

Vermont Governor’s Highway Safety Program

Year	Speed-related Fatalities	5-Year Average
2005	33	
2006	33	
2007	23	
2008	25	
2009	22	27.2
2010	27	26.0
2011	20	23.4
2012	33	25.4
2013	18	24.0
2014	15	22.6
2015	19	21.0
Goal 2017		21.0

Data Source: FARS, 2016

Speed-related Fatalities



Data Source: FARS, 2016

C-7) Motorcyclist Fatalities⁷

GOAL: To maintain motorcyclist fatalities at or below a five-year average of 8.0 or lower (2010-2014 average is 7.8) by December 31, 2017.

The number of motorcycle registrations in Vermont has increased by 54% over the past decade (Vermont SHSP 2017-2021). In 2013 and 2014, there were 7 motorcycle fatalities each year. However, in 2015 there were 11 motorcycle fatalities. Review of the following table and graph will demonstrate that 2012 and 2015 were the highest motorcycle fatality years since 2006. The Vermont DMV is the lead agency for motorcycle safety in Vermont. The DMV will continue to conduct motorcycle safety training and media outreach to educate Vermonters regarding safety issues. The selected goal of 8.0 fatalities is more reflective of the numbers realized in the 2011 five-year average of 7.2.

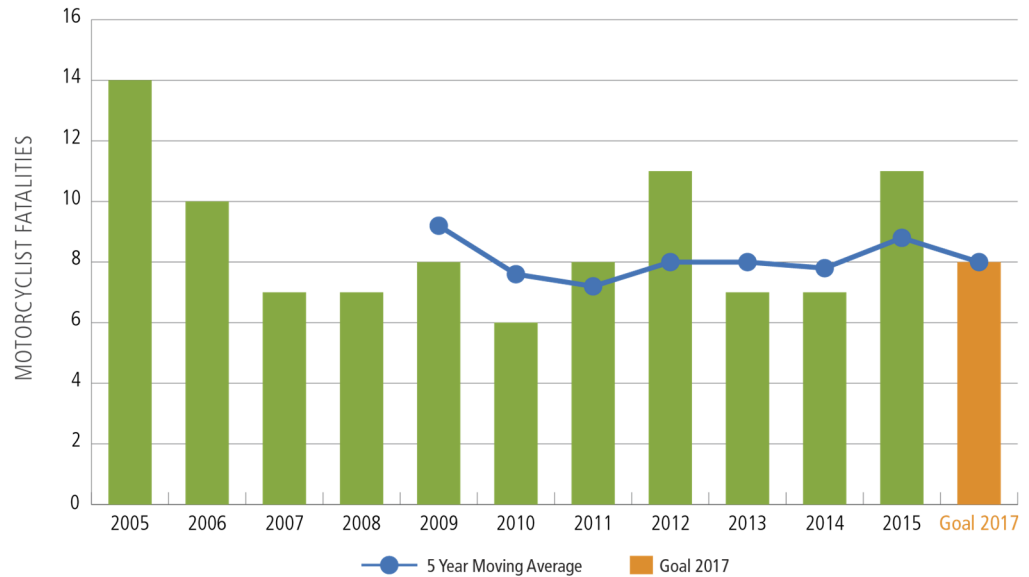
The DMV will continue to employ data, technology and information to update and improve the training curriculum as needed. The Vermont Rider Education Program will continue to train and license interested riders with messaging to include: ride unimpaired by alcohol or drugs, ride within your own skill limits, awareness of road conditions and other vehicles. Riders will be reminded to engage in available refresher training courses. All proven strategies have been endorsed by the Motorcycle Safety Foundation.

Year	Motorcyclist Fatalities	5-Year Average
2005	14	
2006	10	
2007	7	
2008	7	
2009	8	9.2
2010	6	7.6
2011	8	7.2
2012	11	8.0
2013	7	8.0
2014	7	7.8
2015	11	8.8
Goal 2017		8.0

Data Source: FARS, 2016

⁷ The source for data through 2014 is FARS. The source for 2015 data is the VTrans Crash Database.

Motorcyclist Fatalities



Data Source: FARS, 2016

C-8) Unhelmeted Motorcyclist Fatalities⁸

GOAL: To maintain the number of unhelmeted motorcyclist fatalities below the five-year average of 1.2 in 2010 - 2014 by December 31, 2017.

There were 11 motorcycle fatalities in Vermont during 2015, All were wearing a standard DOT approved helmet. However, the five-year rolling average of unhelmeted fatalities over the past several years hovers between one and two. A step to reach the aspirational goal of eliminating all unhelmeted motorcycle fatalities is to incrementally reduce the five-year rolling average. Setting a goal in 2017 to reduce these fatalities below the current five-year rolling average of 1.2 puts Vermont on a path in that direction.

Wearing helmets that meet the US Department of Transportation (DOT) standard is the single most effective means of reducing the number of people who die or sustain injuries from motorcycle crashes. Helmets are estimated to reduce the likelihood of death in a motorcycle crash by 37%. NHTSA estimates that helmets saved the lives of 1,544 motorcycle riders in 2010 alone. Traumatic brain injury is a leading cause of motorcycle crash death. Even when not fatal, these debilitating head injuries can mean a lifetime of costly rehabilitation and severe emotional trauma for family and friends. In fact, treating severe traumatic brain injuries costs 13 times more than non-brain injuries.

Helmets reduce the risk of head injury by 69%. There are no negative health effects from helmet use. Helmets do not restrict a rider’s ability to hear important sounds or to see a vehicle in the next lane. Unhelmeted riders are 40% more likely to die from a head injury than someone wearing a helmet.

⁸ The source for data through 2014 is FARS. The source for 2015 data is the VTrans Crash Database.

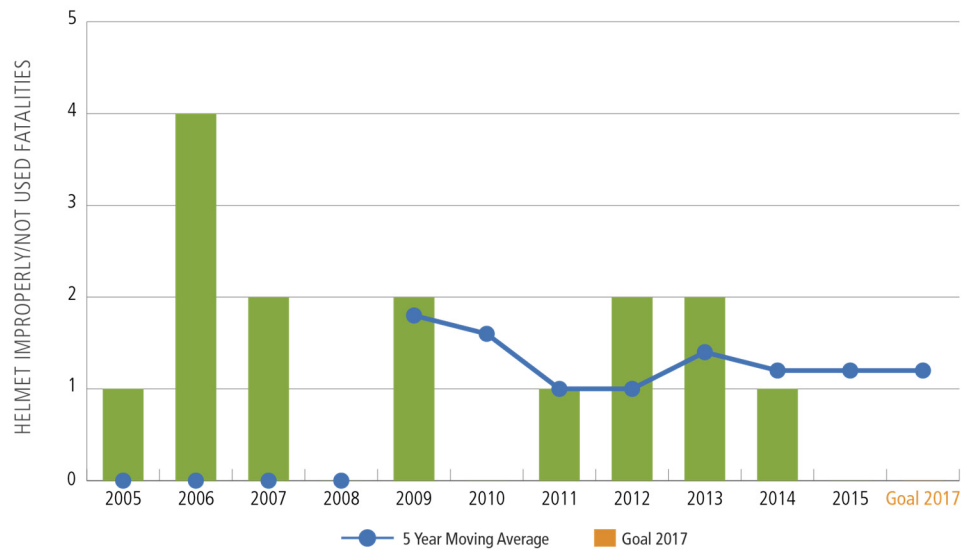
Vermont Governor's Highway Safety Program

Vermont will continue to promote DOT approved helmet use by supporting the DMV led training conducted for motorcycle safety and promote media and public outreach to improve compliance for motorcycles riders.

Year	Helmet Improperly/Not Used	5-Year Average
2005	1	
2006	4	
2007	2	
2008	0	
2009	2	1.8
2010	0	1.6
2011	1	1.0
2012	2	1.0
2013	2	1.4
2014	1	1.2
2015	0	1.2
Goal 2017		1.2

Data Source: FARS, 2016

Helmet Improperly/Not Used



Data Source: FARS, 2016

C-9) Drivers Age 20 or Younger Involved in Fatal Crashes⁹

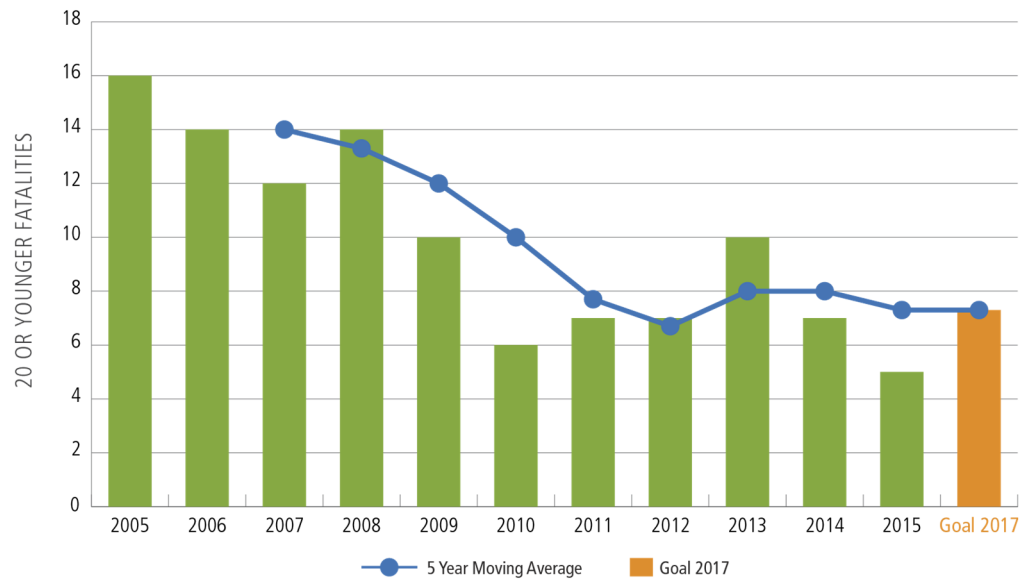
GOAL: To decrease drivers age 20 or younger involved in fatal crashes 8.8 percent from the five-year average of 8.0 in 2010 - 2014 to a five-year average of 7.3 by December 31, 2017.

Vermont has decreased the number of fatalities in this category from a five-year average of 10.0 in 2010 to 8.0 in 2014. Evaluating past performance combined with a continuing emphasis on data driven education and enforcement, GHSP supports the above goal as realistic and achievable given that the slight increase in fatalities in 2013 affected the trend. Working with the partnerships promoted by the VHSA and focused outreach, Vermont is expected to continue reductions in this critical area of emphasis.

Year	Drivers Age 20 or Younger	5-Year Average
2005	16	
2006	14	
2007	12	14.0
2008	14	13.3
2009	10	12.0
2010	6	10.0
2011	7	7.7
2012	7	6.7
2013	10	8.0
2014	7	8.0
2015	5	7.3
Goal 2017		7.3

Data Source: FARS, 2016

Drivers Age 20 or Younger Involved in Fatal Crashes



Data Source: FARS, 2016

9 The source for data through 2014 is FARS. The source for 2015 data is the VTrans Crash Database.

C-10) Pedestrian Fatalities¹⁰

GOAL: To decrease pedestrian fatalities 7.4 percent from the five-year average of 5.4 in 2010-2014 to a five-year average of 5.0 by December 31, 2017.

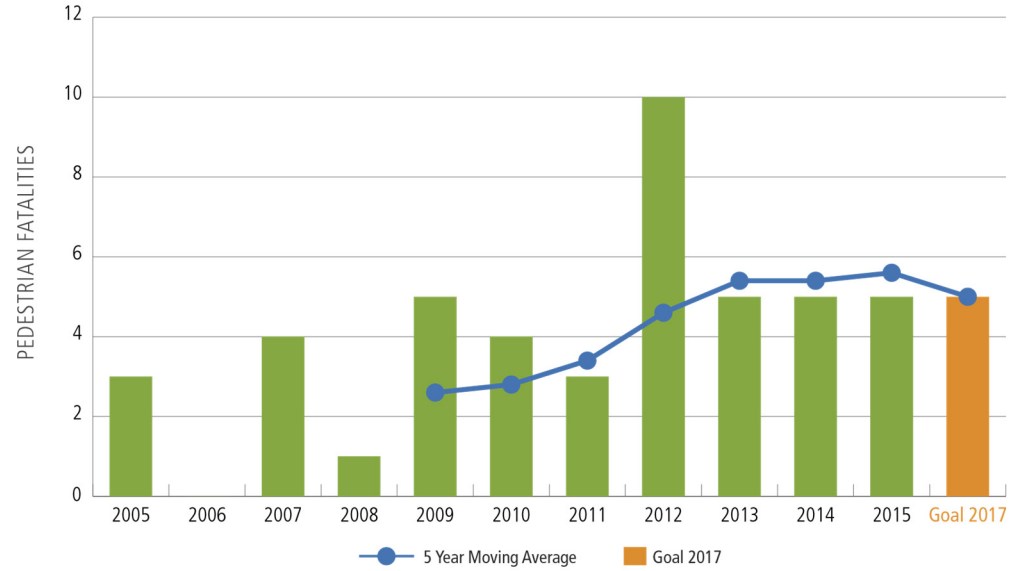
In 2015, 5 pedestrians died on Vermont roads. The current projected goal of a five-year average of 5.0 for 2017 is realistic, considering the steady fatalities trend of fewer than six fatalities exclusive of 2012 and to account for a potential slight increase in such fatalities based on preliminary numbers in 2016. GHSP will continue to use data to monitor any developing trends in this fatality category. GHSP staff will work with VHSA partners to provide education and outreach to achieve this projected goal. GHSP funds Local Motion, a member-supported non-profit organization promoting people-powered transportation and recreation for healthy and sustainable Vermont communities. The organization conducts bicycle and pedestrian safety outreach throughout the state. The GHSP projected a 10% increase in pedestrian fatalities for 2015. To address this need, GHSP has partnered with VDH to develop a comprehensive pedestrian safety program.

Year	Pedestrian Fatalities	5-Year Average
2005	3	
2006	0	
2007	4	
2008	1	
2009	5	2.6
2010	4	2.8
2011	3	3.4
2012	10	4.6
2013	5	5.4
2014	5	5.4
2015	5	5.6
Goal 2017		5.0

Data Source: FARS, 2016

¹⁰ The source for data through 2014 is FARS. The source for 2015 data is the VTrans Crash Database.

Pedestrian Fatalities



Data Source: VTrans, 2016

C-11) Bicycle Safety Performance Measures¹¹

GOAL: To maintain the number of bicyclist fatalities below the five-year average of 0.2 in 2010 – 2014 by December 31, 2017.

The core performance measure for bicyclist safety is to approach zero bicycle fatalities, following an unexpected spike in early 2015.

Year	Bicyclist Fatalities	5-Year Average
2005	0	
2006	0	
2007	0	
2008	0	
2009	0	0
2010	1	0.2
2011	0	0.2
2012	0	0.2
2013	0	0.2
2014	0	0.2
2015	4	0.8
Goal 2017		0.2

Data Source: VTrans, 2016

¹¹ The source for bicycle crash data is the Vermont AOT Crash Database.

SECONDARY GOAL: To maintain or decrease by 1% the five-year average of 99 crashes in 2011-2015 to a five-year average of 98 by December 31, 2017.

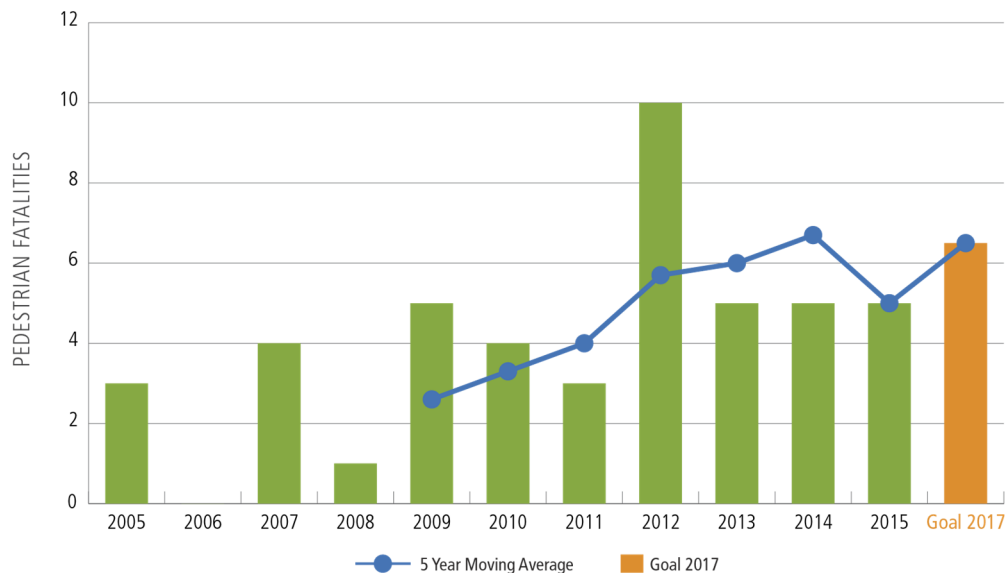
The secondary performance measure for bicyclist safety is to reduce the number of total bicycle crashes as well as the number of bicyclists involved in major crashes. The five-year average (2011-2015) for total bicycle crashes is 99 per year.

The safety of bicyclists in Vermont is part of VTrans’ mission and there are a number of initiatives in place to address this problem area. VTrans collects crash data on reported crashes statewide from local, county and state law enforcement agencies. This crash data includes locations of pedestrian or bicyclist fatalities or the crash sites of pedestrians or bicyclists with a motor vehicle. The number of bicyclists involved in major crashes is relatively low and constitutes 5% of all major crashes. The most recent period of five years of complete crash data is 2011 – 2015. In Vermont, the total number of major crashes varied during that recent five-year period but has been steadily declining. Vermont’s first bicycle fatality since 2009 occurred in the spring of 2015. The hope is that the downward trend will continue or remain relatively level with no significant reversal.

Year	Bicycle Crashes	5-Year Average
2005	92	
2006	119	
2007	101	
2008	111	
2009	107	106.0
2010	99	105.7
2011	112	106.0
2012	105	105.3
2013	100	105.7
2014	77	94.0
2015	102	99.2
Goal 2017		98.0

Data Source: VTrans, 2016

Bicycle Crashes 2005 – 2015



The Vermont SHSP includes a number of action items with performance indicators related to safer bicycling. These include the following:

- › Continue education for bicyclists about helmet use
- › Continue education and outreach regarding use of visible clothing for riders
- › Increase driver, cyclist and pedestrian awareness of laws associated with intersections
- › Increase and encourage communication between driver education instructors and outside entities i.e. enforcement officers, bicycle/pedestrian groups, GHSP teams, etc.
- › Increase young drivers' awareness of the interaction between motorized and non-motorized vehicles
- › Increase awareness and safety of bicycles and pedestrians at intersections

Core Behavior Measure

B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey)

GOAL: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by two-tenths of a percentage point from a five-year average rate of 84.8 % in 2011 - 2015 to a five-year average rate of 85.0% by December 31, 2017.

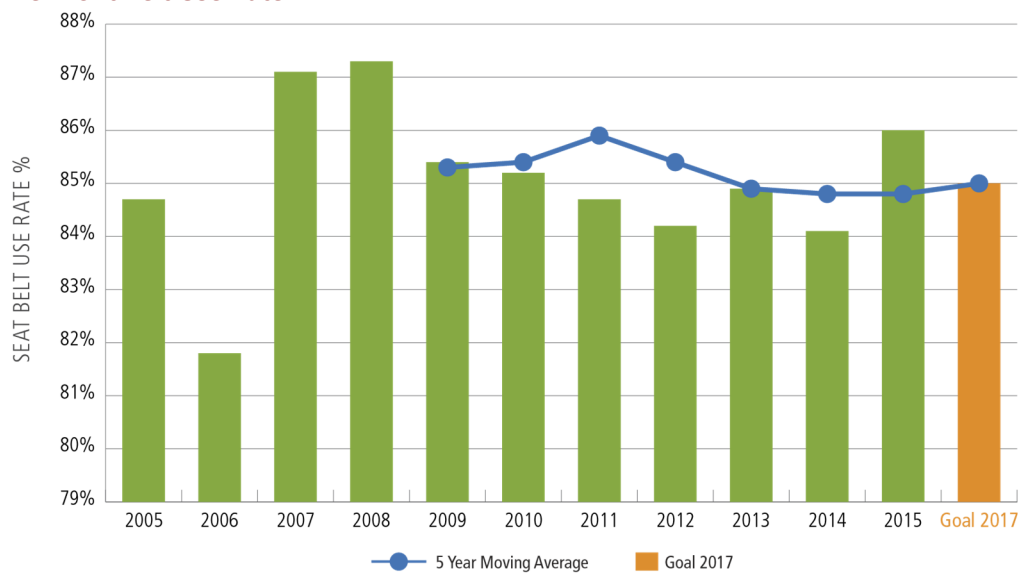
This goal was determined to account for efforts Vermont will make to return the belt use rate of 85 percent or greater. Since 2011, belt use rate has slightly moved between 84 and 85 percent with a record increase to 86% in 2015. A five-year average goal of 85% for 2017 appears to be reasonable to achieve.

Year	Belt Use Rate	5-Year Average
2005	84.7%	
2006	81.8%	
2007	87.1%	
2008	87.3%	
2009	85.4%	85.3%
2010	85.2%	85.4%
2011	84.7%	85.9%
2012	84.2%	85.4%
2013	84.9%	84.9%
2014	84.1%	84.8%
2015	86.0%	84.8%
Goal 2017		85.0%

Note: Preliminary 2016 observed seat belt use survey results were not available as of the due date for the FFY17 HSP.

Data Source: VTrans, 2016

Vermont Belt Use Rate



Data Source: VTrans, 2016

Activity Performance Measures

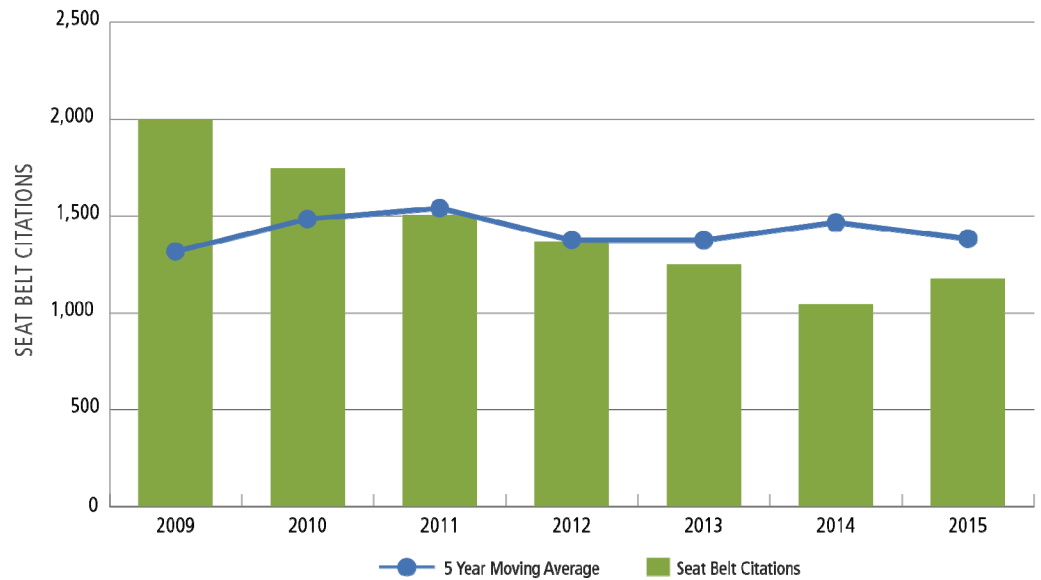
The following data are derived from GHSP grant activity reports of citations issued during grant funded enforcement activity.

A-1) Seat Belt Citations

Year	Belt Tickets	5-Year Average
2009	1,999	1,316
2010	1,746	1,483
2011	1,505	1,540
2012	1,368	1,375
2013	1,251	1,375
2014	1,043	1,466
2015	1,175	1,383

Data Source: VTrans, 2016

Seat Belt Citations



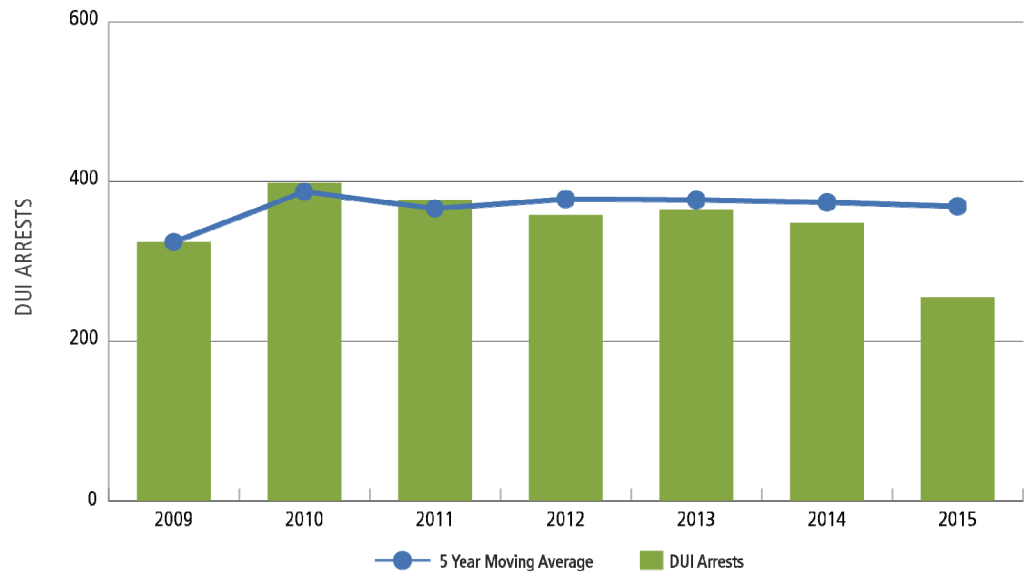
Data Source: VTrans, 2016

A-2) Impaired Driving Arrests

Year	DUI Arrests	5-Year Average
2009	324	324
2010	398	387
2011	377	366
2012	358	378
2013	365	377
2014	348	374
2015	255	369

Data Source: VTrans, 2016

DUI Arrests



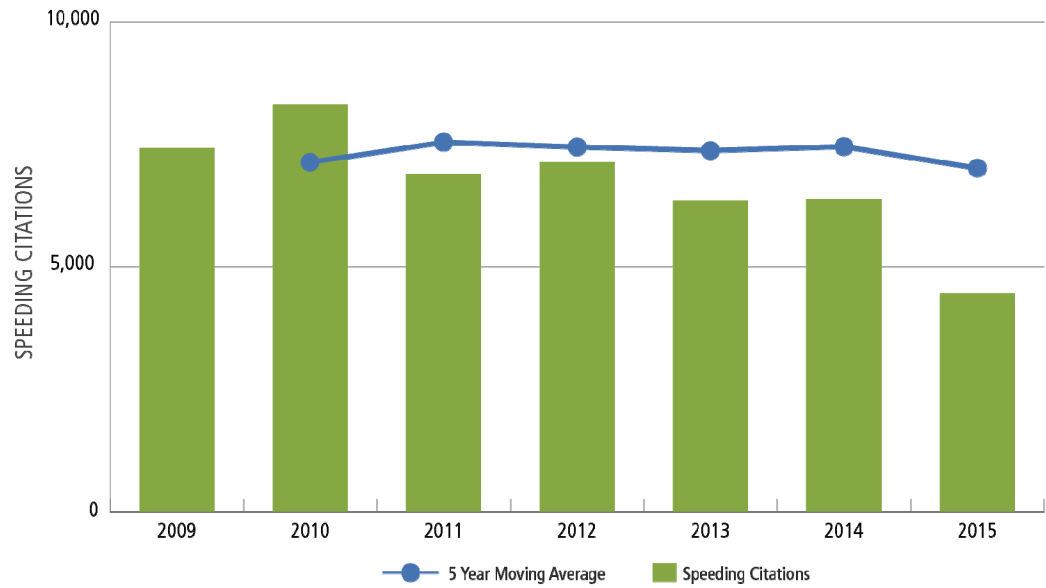
Data Source: VTrans, 2016

A-3) Speeding Citations

Year	Speeding Citations	5-Year Average
2009	7,423	
2010	8,311	7,132
2011	6,900	7,545
2012	7,134	7,448
2013	6,353	7,375
2014	6,383	7,456
2015	4,455	7,016

Data Source: VTrans, 2016

Speeding Citations



Data Source: VTrans, 2016

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Performance Reports

December 31, 2015

Projected Results for December 31, 2016

Performance Reports

December 31, 2015

The following is a brief status report on Vermont’s progress in meeting the core performance measures identified in the FFY 2015 HSP. This status report shows three-year averages to reflect the performance measures adopted in the FFY 2015 HSP. Starting with the FFY 2016 HSP, five-year averages are used for performance metrics. Note: Data includes both FARS 2014 and the VTrans Crash Database 2015.

Goals for Core Measures Set for 12/31/2015	Results
C-1) Number of traffic fatalities	
<p>GOAL: To decrease by 4.3 percent from the three-year average of 67.3 in 2011–2013 to a three-year average of 64.4 by December 31, 2015.</p>	<p>Vermont exceeded its goal by 11.0%. The three-year average by December 31, 2015 was 57.0.</p>
C-2) Number of serious injuries in traffic crashes	
<p>GOAL: To decrease serious traffic injuries 7.9 percent from the three-year average of 338.7 in 2011–2013 to a three-year average of 311.9 by December 31, 2015.</p>	<p>Vermont’s three-year average for 2014 was 307.3, continuing a downward trend exhibited in previous years.</p>
C-3) Fatalities per 100 VMMT (rural and urban)	
<p>GOAL: To maintain the three-year average for fatalities per 100 million vehicle miles travelled from 2007 – 2012 at 0.94 by December 31, 2014.</p>	<p>The significant reduction in fatalities in 2014 resulted in a three-year average (2012-2014) of 0.87 fatalities per 100 VMMT.</p>
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions	
<p>GOAL: To decrease unrestrained passenger vehicle occupant fatalities 0.5 percent from the three-year average of 27.7 in –2011 – 2013 to a three-year average of 27.5 by December 31, 2015.</p>	<p>Vermont is moving toward its target - the 2014 three year moving average of 27.7 is 0.2 fatalities off from the 27.5 target set for the following year.</p>
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above	
<p>GOAL: To maintain alcohol-impaired fatalities at the three-year average of 20.7 in 2011 – 2013 by December 31, 2015</p>	<p>Vermont is on pace to meet its target – the three-year average in 2014 was 15.7 – and this may continue to trend downward once 2015 FARS numbers are finalized.</p>
C-6) Number of speed-related fatalities	
<p>GOAL: To decrease speed-related fatalities 4.9 percent from the three-year average of 23.7 in –2008 - 2013 to a three-year average of 22.5 by December 31, 2015.</p>	<p>Vermont met its target – the three-year average in 2014 was 21.3 – and this may continue to trend downward once 2015 FARS numbers are finalized.</p>

Goals for Core Measures Set for 12/31/2015	Results
<p>C-7) Number of motorcyclist fatalities (FARS)</p> <p>GOAL: To decrease motorcyclist fatalities 19.2% from the three-year average of 8.7 in 2011 - 2013 to a three-year average of 7.0 by December 31, 2015.</p>	<p>GHSP cannot explain the persistent level in motorcycle fatalities and the spikes to 11 fatalities in each of 2012 and 2015. The three-year average in 2014 was 8.3.</p>
<p>C-8) Number of unhelmeted motorcyclist fatalities</p> <p>GOAL: To decrease unhelmeted motorcyclist fatalities 6 percent from the three-year average of 1.7 in 2011 - 2013 to a three-year average of 1.6 by December 31, 2015.</p>	<p>The 2012 - 2014 three year moving average is 1.7 and will likely hold steady once the 2015 FARS numbers are finalized. Unhelmeted fatalities continue at a similar rate.</p>
<p>C-9) Number of drivers age 20 or younger involved in fatal crashes</p> <p>GOAL: To decrease drivers age 20 or younger involved in fatal crashes 19.0 percent from the three-year average of 7.0 in 2011 through 2013 to a three-year average of 5.7 by December 31, 2015.</p>	<p>The three-year average by December 31, 2014 was 8. A strong downward trend which began in 2010, rose again in 2013 and is not likely to trend downward to the 5.7 goal set for 2015 once the FARS numbers are finalized.</p>
<p>C-10) Number of pedestrian fatalities</p> <p>GOAL: To decrease pedestrian fatalities 16.3 percent from the three-year average of 6.3 in 2011 - 2013 to a three-year average of 5.3 by December 31, 2015.</p>	<p>The three-year average by December 31, 2014 was 7. Although local pedestrian advocacy groups continue to conduct outreach and education, the 2015 three-year average is not likely to fall below the goal of 5.3 once the 2015 FARS numbers are finalized.</p>
<p>C-11) Bicycle Safety Performance Measures</p> <p>GOAL: To reduce the total number of bicycle crashes, per year, by 5% by December 31, 2015.</p>	<p>There were 102 bicycle crashes in 2015, up from 77 in 2014. In addition, preliminary numbers show bicyclist fatalities in 2015 compared to none in 2014.</p>
<p>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</p> <p>GOAL: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.5 % from a three-year average rate of 84.6% in 2011 - 2013 to a three-year average rate of 85.0% by December 31, 2015</p>	<p>Vermont met the goal. The three-year average by December 31, 2015 was 85.0%. The belt rate for 2015 remained at 85.0%.</p>

Data Source: VTrans and FARS, 2016

Projected Results for December 31, 2016

The following is a brief status report on Vermont's performance compared to the goals set in GHSP's FFY 2016 HSP. The goals are set for the period ending December 31, 2016. This status report is a projection based on data supplied by the VTrans Crash Analyst. Fatality data come from the FARS database for the period January 1 through June 16, 2016. The crash data came from the Crash database for the period January 1 through June 16, 2016. Please note that the data are not finalized as of the completion of this plan but remain the most accurate data currently available.

Goals for Core Measures Set for 12/31/2016	Projected Results
<p>C-1) Number of traffic fatalities</p> <p>GOAL: To decrease traffic fatalities by 0.47 percent from the five-year average of 63.4 in 2010 - 2014 to a five-year average of 63.1 by December 31, 2016.</p>	<p>Vermont is trending to exceed its goal in 2016 based on crash data as of June 16, 2016. When extrapolated the projected five-year average by December 31, 2016 is 62.0, a decrease of 2.2 percent.</p>
<p>C-2) Number of serious injuries in traffic crashes</p> <p>GOAL: To decrease serious traffic injuries 4.76 percent from the five-year average of 336.0 in 2010 - 2014 to a five-year average of 320.0 by December 31, 2016.</p>	<p>Vermont is trending to exceed its goal in 2016 based on crash data as of June 16, 2016. When extrapolated the projected five-year average by December 31, 2016 is 303.0, a decrease of 9.8 percent.</p>
<p>C-3) Fatalities per 100 VMMT (rural and urban)</p> <p>GOAL: To reduce fatalities per 100 million vehicle miles travelled by 1.05% from the five-year average of 0.95 in 2009 – 2013 to a five-year average of 0.94 by December 31, 2016.</p>	<p>The data were not available at the time of writing this report.</p>
<p>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions</p> <p>GOAL: To decrease unrestrained passenger vehicle occupant fatalities 4.58 percent from the five-year average of 26.2 in 2010 - 2014 to a five-year average of 25.0 by December 31, 2016.</p>	<p>Vermont is trending to exceed its goal in 2016 based on crash data as of June 16, 2016. When extrapolated the projected five-year average by December 31, 2016 is 24.4, a decrease of 6.9 percent.</p>
<p>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above</p> <p>GOAL: To decrease alcohol-impaired driving fatalities 0.61 percent from the five-year average of 16.4 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2016.</p>	<p>Vermont is trending not to meet its goal in 2016 based on crash data as of June 16, 2016. When extrapolated the projected five-year average by December 31, 2016 is 17.0, an increase of 3.7 percent.</p>
<p>C-6) Number of speed-related fatalities</p> <p>GOAL: To decrease speed-related fatalities 5.51 percent from the five-year average of 22.2 in 2010 - 2014 to a five-year average of 21.0 by December 31, 2016.</p>	<p>Vermont is trending not to meet its goal in 2016 based on crash data as of June 16, 2016. When extrapolated the projected five-year average by December 31, 2016 remains at 22.2.</p>

Goals for Core Measures Set for 12/31/2016	Projected Results
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C-7) Number of motorcyclist fatalities (FARS)

GOAL: To maintain or decrease the recent downward trend of motorcyclist fatalities 0.3 percent from the five-year average of 7.8 in 2010 - 2014 to a five-year average of 7.5 or lower by December 31, 2016

Vermont is trending not to meet its goal in 2016 based on crash data as of June 16, 2016. When extrapolated the projected five-year average by December 31, 2016 is 10.0, an increase of 28.2 percent.

C-8) Number of unhelmeted motorcyclist fatalities

GOAL: To maintain or decrease the unhelmeted motorcyclist fatalities 0 percent from the five-year average of 1.4 in 2010 - 2014 to a five-year average of 1.4 by December 31, 2016.

Vermont is trending to exceed its goal in 2016 based on crash data as of June 16, 2016. When extrapolated the projected five-year average by December 31, 2016 is 1.0, a reduction of 29 percent.

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

GOAL: To decrease drivers age 20 or younger involved in fatal crashes 2.41 percent from the five-year average of 8.3 in 2010 through 2014 to a five-year average of 8.0 by December 31, 2016.

Vermont is trending to exceed its goal in 2016 based on crash data as of June 16, 2016. When extrapolated the projected five-year average by December 31, 2016 is 6.8, a decrease of 18.1 percent.

C-10) Number of pedestrian fatalities

GOAL: To decrease pedestrian fatalities 10.0 percent from the five-year average of 7.0 in 2010 - 2014 to a five-year average of 6.3 by December 31, 2016.

Vermont is trending not to meet its goal in 2016 based on crash data as of June 16, 2016. When extrapolated the projected five-year average by December 31, 2016 is 7.2, an increase of 2.9 percent.

C-11) Bicycle Safety Performance Measures

GOALS: To maintain or decrease by 1 percent the five-year average of 94 in 2010 - 2014 to a five-year average of 94/93 by December 31, 2016. To maintain the five-year bicyclist fatalities average of 0.2 in 2010-2014 as the five-year average by December 31, 2016

It is unclear at the time of the writing of the HSP whether this goal will be achieved in 2016.

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

GOAL: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.3 percent from a five-year average rate of 84.7 percent in 2010 - 2014 to a five-year average rate of 85 percent by December 31, 2016.

The belt rate in 2015 was observed at 86% percent after the due date of the HSP 2016. Unless the 2016 rate rises, the status quo will remain.

Data Source: VTrans, 2016

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Application of Evidence-based Enforcement

Summary

Data Analysis

Deployment of Resources

Continuous Follow-up and Adjustment of the Enforcement Plan

Application of Evidence-based Enforcement

Summary

Vermont's execution of evidence-based enforcement (E-BE) is based on three major components: (1) **Collection and analysis of specific data** related to individual GHSP priorities. The data identifies who is crashing, where they are crashing, when they are crashing and how they are crashing. It also includes performance data such as enforcement activities and citation data; (2) **Deployment of resources** and the allocation of funding to enforcement sub awardees based on problem identification for the implementation of effective and efficient strategies and countermeasures; (3) **Continual monitoring, evaluation and adjustments/modifications** to strategies and countermeasures as appropriate. These three steps are integral to GHSP's E-BE principles and will remain in place for all future granting considerations.

To support Vermont's evidenced based enforcement strategies, specific data driven media messaging and public outreach have been created to increase impact and improve effectiveness of the GHSP communication plan. Vermont statewide and local data identifies the target audience to deliver the appropriate message to the right demographic. For example, local data indicates the geographic areas of the state with the lowest belt use rates. The Vermont GHSP works with the contacted media consultant in creating specific visual and audio messaging. The occupant protection videos are produced on location using recognizable landmarks as points of reference for local viewers. Similarly, impaired driving messaging depicts locations, settings, and backgrounds which will resonate with the data identified targeted audience who are at higher risk to drive while impaired. In addition, media outreach and seasonal messaging is utilized to describe what types of enforcement activities a particular area of the state will see during special enforcement periods. These types of data based outreach and messaging not only support enforcement but provide an additional layer of deference for those who fail to comply.

Overall, the E-BE process described below incorporates DDACTS and closely follows the strategies listed in DDACTS' seven guiding principles.

The utilization of geo-mapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of state-wide E-BE. The following is a time-line description of the Vermont E-BE 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 E-BE.

Data Analysis

- > Vermont is fortunate to have direct access to timely crash data and other traffic enforcement related information. The flexibility of the GHSP E-BE enables direct application to 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 the basis for DUI and drugged driving enforcement efforts. The E-BE approach is applied to speeding, distracted driving and all other GHSP priorities which may emerge.

- › GHSP staff conduct analysis of timely state wide crash data. The process is enhanced by integrating county and local data supported by ancillary information relating to enforcement activities. Local data is the cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems which require the application of local data.
- › During the grant application process each potential sub-awardee is issued a pre-loaded application prepared by GHSP 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.

Deployment of Resources

- › Potential sub-awardees are required to use countermeasures and strategies to address the problem areas identified in their agreement. The selected strategies and accepted countermeasures are designed using appropriate local data. E-BE is applicable to all GHSP 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 E-BE provides enforcement coverage in all of the state's fourteen counties. GHSP's partnership with the VSP, all fourteen sheriff departments and (80%) (or 48 of 52 municipal agencies and constables) provides a multi-tiered, interlocking system of sustained enforcement in those areas identified using all available data sets.
- › Clear and concise goals and expected outcomes are developed and clearly described within the agency's grant application.
- › A countywide Safe Highway Alcohol Reduction Program (SHARP) model has been implemented in Chittenden County where the agencies are coordinated by a program director from Shelburne Police Department who provides leadership and direction to participating agencies. The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The program director provides the team with a cohesive approach and consistent oversight to address local problems effectively and efficiently. The coordinator sets goals based on state and local data to confront traffic safety issues and continually implement evidence based enforcement. The coordinator 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.

Continuous Follow-up and Adjustment of the Enforcement Plan

- > All participating agencies are required to submit monthly activity reports and quarterly progress reports. GHSP Program Coordinators evaluate all agency reports and assess productivity and progress towards defined goals and outcomes. Program Coordinators work closely with the GHSP Chief and LELs to determine if any strategic adjustments, modifications or other changes are 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.



Performance Plan Project Descriptions

Occupant Protection

Impaired Driving

Law Enforcement Support

Community Education Programs

Motorcycle Safety

Traffic Records

Evaluation and Data Collection

Paid Media

Planning and Administration

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Occupant Protection

Occupant Protection

Data Analysis

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. Specific locations were selected to conduct high visibility enforcement events, linked to and supported by media coverage. The results were significant. A subsequent seat belt survey, conducted shortly after the conclusion of the CIOT campaign, indicated an 84.9% statewide use rate. Roughly translated, this means approximately 90,000 more motorists were wearing seat belts than the previous year. GHSP continues to redesign the state’s occupant protection (OP) program. The GHSP will continue to develop creative, strategic and data driven approaches to improve compliance.

In March 2016, the Connecticut Department of Transportation’s Highway Safety Office hosted a Safety Belt Summit for all of the highway safety offices in NHTSA Region 1 & 2. This three-day summit was an excellent opportunity for Vermont to network, exchange ideas and problem-solve with our neighboring states, federal partners and a variety of highway safety advocates. Vermont is not unlike other states in that we have experienced a stagnant seatbelt use rate, as well as a proportionately high number of unrestrained injuries and deaths on our roadways. At the conclusion of the summit, Vermont developed a safety belt work plan based on pertinent data, problem identification and other relevant information.

Vermont’s Seat Belt Use Rate (2005-2015)

Year	Belt Use Rate	5-Year Average
2005	84.7%	
2006	81.8%	
2007	87.1%	
2008	87.3%	
2009	85.4%	85.3%
2010	85.2%	85.4%
2011	84.7%	85.9%
2012	84.2%	85.4%
2013	84.9%	84.9%
2014	84.1%	84.6%
2015	86%	84.8%

Data Source: VTrans, 2016

Vermont's population is distributed unevenly across fourteen counties and the state is most accurately described as rural. The highest single population center is located in the Chittenden County region. The following chart demonstrates use rates by region(s). Please note although there are fourteen counties in Vermont, some of the less populated counties were grouped geographically in the survey design for reporting consistency and accuracy.

Vermont 2015 Safety Belt Use Survey

Region	Use Rate	Population (2010 census)
Chittenden County	87%	156,545
Bennington/Addison Counties	83%	73,946
Franklin/Grand Isle Counties	87%	54,716
Orleans, Caledonia, Essex Counties	85%	64,764
Rutland County	85%	61,642
Washington/Lamoille Counties	85%	84,009
Windham/Orange/Windsor Counties	84%	130,110
Weighted Statewide Use Rate	86%	625,732

Data Source: VTrans, 2016

Vermont's fatal crashes involving unbelted fatalities in the last five years are distributed throughout the state with higher numbers in Orleans, Rutland, Washington, and Windsor counties.

Unbelted Fatal Crashes by County

County	2011	2012	2013	2014	2015	Total
Addison County	1	0	0	1	1	3
Bennington County	1	1	0	2	0	4
Caledonia County	2	3	0	0	3	8
Chittenden County	1	3	2	2	1	9
Essex County	0	0	0	1	1	2
Franklin County	1	2	3	1	1	8
Grand Isle County	0	0	0	1	0	1
Lamoille County	0	3	2	1	2	8
Orange County	1	0	3	1	0	5
Orleans County	2	6	5	1	1	15
Rutland County	2	3	1	3	5	14
Washington County	3	7	1	0	1	12
Windham County	1	2	5	0	0	8
Windsor County	2	5	3	0	1	11
Total	17	35	25	14	17	108

Data Source: VTrans, 2016

Vermont Map by County



Data Source: VTrans, 2016

Vermont State Police Barracks Participating in Sustained Occupant Enforcement, FFY 2016

Barracks	County/COUNTIES Covered
Bradford	Orange
Derby	Orleans and Essex
Lamoille Outpost	Lamoille
Middlesex	Washington
New Haven	Addison
Royalton	Windsor
Rutland	Rutland
Shaftsbury	Bennington
St. Albans	Franklin and Grand Isle
St. Johnsbury	Caledonia and Essex
Westminster	Windham and Windsor
Williston	Chittenden

Data Source: VTrans, 2016

Local Police Agencies/Constables Participating in Sustained, Occupant Protection Enforcement for FFY 2017 (2010 Census)

County	Law Enforcement Agency	Town/City Population
Addison	Bristol Police Dept.	3,894
	Middlebury Police Dept.	8,496
	Vergennes Police Dept.	2,588
Bennington	Bennington Police Dept.	15,764
	Manchester Police Dept.	4,391
	Winhall Police & Rescue	769
Caledonia	Hardwick Police Dept.	3,010
	St. Johnsbury Police Dept.	7,603
Chittenden	Burlington Police Dept.	42,417
	Colchester Police Dept.	17,067
	Essex Police Dept.	19,587
	Hinesburg Police Dept.	4,396
	Milton Police Dept.	10,352
	Richmond Police Dept.	4,081
	Shelburne Police Dept.	7,144
	South Burlington Police Dept.	17,904
	Williston Police Dept.	8,698
Winooski Police Dept.	7,267	

Vermont Governor's Highway Safety Program

County	Law Enforcement Agency	Town/City Population
Franklin	St. Albans Police Dept.	12,917
Lamoille	Morristown Police Dept.	5,227
	Stowe Police Dept.	4,314
Orange	Randolph Police Dept.	4,853
Orleans	Newport Police Dept.	6,183
Rutland	Brandon Police Dept.	3,966
	Castleton Police Dept.	4,717
	Fair Haven Police Dept.	2,734
	Killington Police Dept.	811
	Pittsford Police Dept.	2,991
	Poultney Constable	3,432
	Rutland City Police Dept.	16,495
	Rutland Town Police Dept.	22,311
	Washington	Barre City Police
Barre Town Police Dept.		7,924
Berlin Police Dept.		2,887
Montpelier Police Dept.		7,855
Northfield Police Dept.		6,207
Windham	Brattleboro Police Dept.	12,046
	Wilmington Police Dept.	1,876
Windsor	Hartford Police Dept.	9,952
	Ludlow Police Dept.	1,963
	Norwich Police Dept.	3,414
	Rochester Constable	1,139
	Royalton Police Dept.	2,773
	Springfield Police Dept.	9,373
	Weathersfield Police Dept.	2,825
	Windsor Police Dept.	3,553
Woodstock Police Dept.	3,048	

Data Source: VTrans, 2016

Local County Sheriffs Participating in Sustained, Occupant Protection Enforcement for FFY 2017 (2010 Census)

County	Law Enforcement Agency	Town/City Population
Addison	Addison County Sheriff’s Dept.	36,821
Bennington	Bennington County Sheriff’s Dept.	37,125
Caledonia	Caledonia County Sheriff’s Dept.	31,227
Chittenden	Chittenden County Sheriff’s Dept.	156,545
Essex	Essex County Sheriff’s Dept.	6,306
Franklin	Franklin County Sheriff’s Dept.	47,746
Grand Isle	Grand Isle County Sheriff’s Dept.	2,067
Lamoille	Lamoille County Sheriff’s Dept.	24,475
Orange	Orange County Sheriff’s Dept.	28,936
Orleans	Orleans County Sheriff’s Dept.	27,231
Rutland	Rutland County Sheriff’s Dept.	61,642
Washington	Washington County Sheriff’s Dept.	59,534
Windham	Windham County Sheriff’s Dept.	44,513
Windsor	Windsor County Sheriff’s Dept.	56,670

Data Source: VTrans, 2016

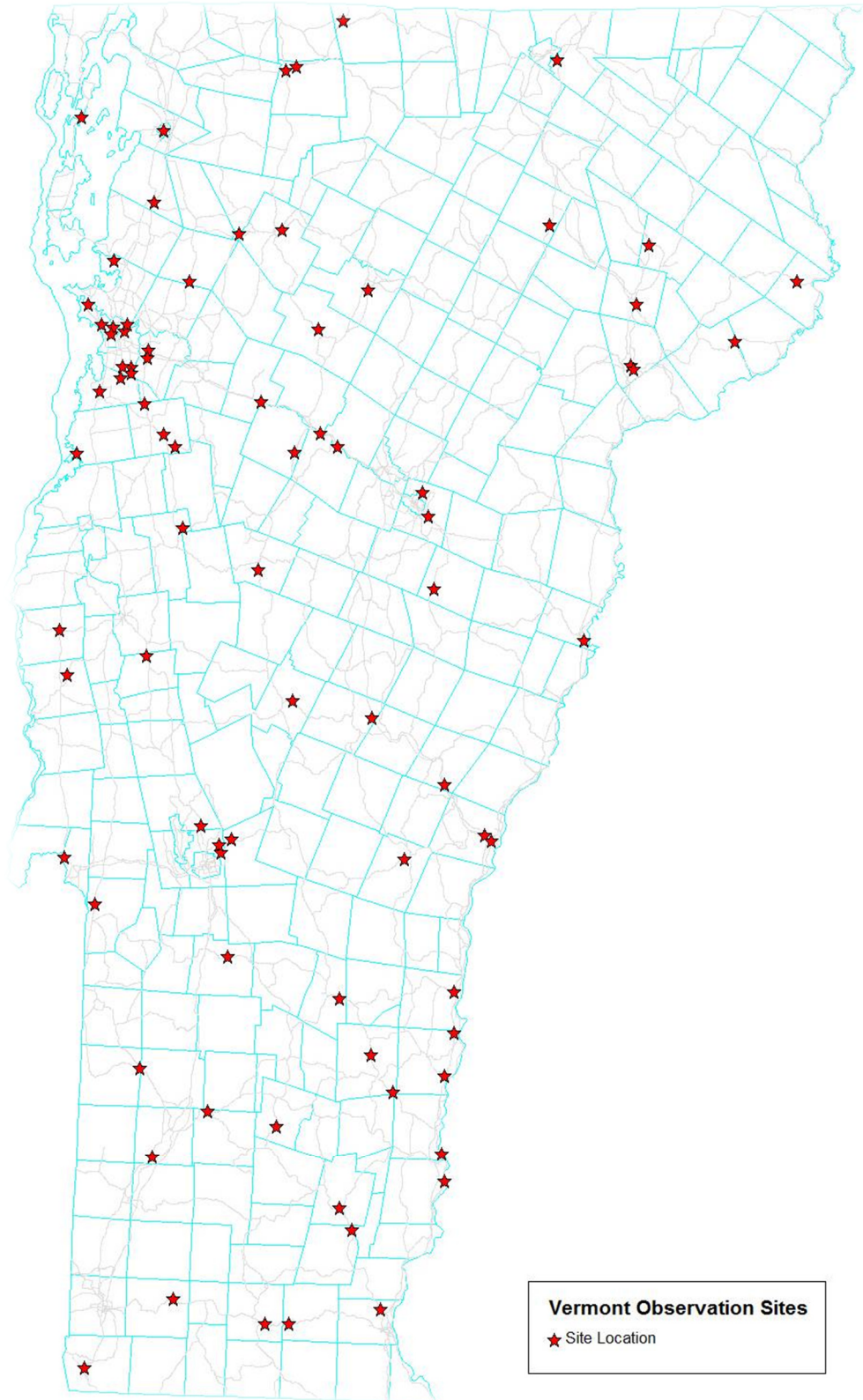
Vermont’s High Risk Population Countermeasure Program

The University of Vermont (UVM) 2015 Seat Belt Use Survey illustrates varying use rates throughout Vermont communities and regions. The following chart demonstrates use rates by town and cities.

Vermont 2015 UVM Safety Belt Use Survey by Sites

City or Town	Raw Use Rate (driver)	Raw Use Rate (passenger)	City or Town	Raw Use Rate (driver)	Raw Use Rate (passenger)
BURLINGTON	86%	82%	SHARON	88%	100%
BURLINGTON	91%	93%	N HERO	93%	100%
BURLINGTON	91%	87%	St Albans Town	82%	80%
SO. BURLINGTON	90%	84%	SWANTON	84%	92%
SO. BURLINGTON	95%	100%	ENOSBURG	69%	60%
SO. BURLINGTON	95%	95%	FAIR HAVEN	93%	91%
SO. BURLINGTON	89%	93%	RUTLAND TOWN	84%	93%
CAMBRIDGE	87%	93%	POULTNEY	88%	95%
CAMBRIDGE	87%	83%	RUTLAND TOWN	87%	83%
HIGHGATE	78%	63%	MENDON	87%	90%
BARRE TOWN	75%	89%	PITTSFORD	91%	85%
BARRE TOWN	80%	80%	WALLINGFORD	85%	88%
BOLTON	97%	98%	RUPERT	84%	92%
DUXBURY	88%	85%	WINHALL	90%	91%
MIDDLESEX	95%	96%	MANCHESTER	91%	74%
MIDDLESEX	89%	84%	WOODFORD	93%	100%
STOWE	87%	87%	POWNAI	77%	88%
COLCHESTER	88%	88%	ROCHESTER	87%	91%
COLCHESTER	86%	88%	WOODSTOCK	85%	80%
COLCHESTER	90%	92%	LUDLOW	83%	79%
WILLISTON	93%	85%	CHESTER	91%	100%
SHELBURNE	93%	93%	CHESTER	91%	75%
HINESBURG	94%	84%	LONDONDERRY	70%	57%
HINESBURG	81%	85%	SPRINGFIELD	86%	93%
SHELBURNE	91%	95%	BELLOWS FALLS	68%	65%
HINESBURG	88%	100%	WESTMINSTER	77%	84%
CHARLOTTE	96%	92%	TOWNSHEND	86%	88%
BRISTOL	100%	100%	NEWFANE	85%	82%
MORRISTOWN	82%	87%	WILMINGTON	89%	95%
WESTFORD	95%	100%	MARLBORO	82%	83%
GEORGIA	78%	89%	BRATTLEBORO	90%	85%
BRIDPORT	87%	91%	WEATHERSFIELD	88%	85%
SHOREHAM	83%	90%	DERBY	86%	82%
SALISBURY	86%	80%	GLOVER	79%	73%
WARREN	82%	91%	BURKE	84%	86%
FAIRLEE	82%	88%	LYNDON	77%	72%
HARTFORD	87%	94%	ST JOHNSBURY	80%	78%
RANDOLPH	90%	96%	ST JOHNSBURY	75%	82%
WEATHERSFIELD	86%	90%	WASHINGTON	82%	100%
HARTFORD	88%	90%	CONCORD	91%	77%

Vermont Observation Sites



GOAL 1: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by two-tenths of a percentage point from a five-year average rate of 84.8 % in 2011 - 2015 to a five-year average rate of 85.0% by December 31, 2017.

GOAL 2: To decrease unrestrained passenger vehicle occupant fatalities 6.0 percent from the five-year average of 23.4 in 2010 - 2014 to a five-year average of 22 by December 31, 2017.

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

Problem Statement: During calendar year 2015, 33% of all traffic fatalities were improperly restrained. Currently, 14% of Vermonters are not properly restrained on a regular basis. With many small 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. This program supports agencies with an opportunity to upgrade their equipment used in HVE campaigns and ongoing sustained enforcement.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Section 2.1.

Strategies: Using statewide and local data, conduct sustained occupant protection enforcement, high visibility enforcement and support the national CIOT campaign efforts in selected areas throughout the state. Enforcement activity will be supported with equipment directly related to occupant protection enforcement efforts.

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

Assigned Staff: GHSP LELs

Project Description: Vermont law enforcement agencies have participated in the annual CIOT (Day and Night) campaigns since 2002. During the past 15 years, all available resources have been deployed and supported by use of data to determine areas of low seat belt usage and high, unrestrained crash locations.

For the past three years, the number of agencies participating in the HVE campaigns has increased from approximately 69 percent of all agencies to 81 percent. During this period, the seat belt use rate increased from 84.2% in 2012 to 86% in 2015.

The national CIOT enforcement campaigns are a 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. GHSP has identified geographic areas which historically manifest low belt use. These areas tend to be rural/agricultural areas connected by rural roadways. 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.

In order to supplement regular patrols and enforcement efforts, the CIOT Task Force was created. The Vermont CIOT Task Force is divided into groups of officers from agencies throughout the state. Nine teams are comprised of 4 to 8 officers per team. The teams are deployed to separate geographic areas with a low belt use rate. Vermont's statewide law enforcement authority allows

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officers from municipal, state, and county agencies to conduct saturation patrols in a focused, collaborative and highly visible manner. Due to the flexibility of the Task Force team concept, officers frequently work into the evening and nighttime hours when seatbelt compliance declines and more severe crashes occur. Guided by data and motivation, these teams are a highly productive resource.

In addition to the CIOT Task Force, the LELs recruit individual law enforcement agencies for participation in the agency’s own jurisdiction. The VSP, 61 municipal agencies, all 14 sheriff departments, the Vermont DMV Commercial Vehicle Enforcement and Safety Unit, the Vermont Department of Liquor Control and local constables participate in the CIOT campaign.

In response to Vermont’s OP Assessment in 2013, a new OP Task Force named OP802 was created within VHSA. OP802 is a committee of experts from media outreach, data analysis, infrastructure, law enforcement and education. OP802’s collaborative approach has provided leadership for a variety of occupant protection efforts.

On May 23, 2016, Vermont participated in the NHTSA Border to Border initiative along the New York boundary from the Massachusetts line to Canada. This operation included both day and nighttime seatbelt enforcement events with New York, Vermont and Canadian law enforcement agencies.

During the enforcement hours, agencies are required to participate in safety checkpoints as well as roving patrols. By successfully participating in these campaigns, agencies have the opportunity to obtain traffic safety equipment items through equipment grants. Equipment is an essential component in improving the effectiveness of the occupant protection project. This equipment includes but is not limited to: radar and laser speed monitoring equipment, emergency lighting, audio and video recording devices, checkpoint sign packages and crash reconstruction equipment. Equipment with a cost per unit exceeding \$5,000 requires prior approval from GHSP and NHTSA.

<i>Click It or Ticket Day & Night National Mobilization/Ongoing Occupant Protection and Child Passenger Restraint Enforcement</i>			
Project #		Amount	Source
NH17402-140	Using proven data driven countermeasures and our staff review of past projects, this budget has been allocated to the CIOT Day & Night National Mobilization/Ongoing Occupant Protection and Child Passenger Restraint Enforcement for this federal fiscal year. Agencies participating in the CIOT Task Force will work with two captains from across the state to formulate a schedule for the project. Below is a list of participating agencies .	326,000	\$402OP
NH17402-200	Support Equipment: By successfully participating in these campaigns, agencies have the opportunity to obtain traffic safety equipment. Amounts to be determined.	1,390,000	\$402PT

Budget

Project # NH17402-	Sub-awardee	OP Budget	PT Equipment	Total	Source
101	Addison CDS	15,000			\$402
102	Barre Town Police Dept.	18,000			\$402
103	Bennington CDS	20,000			\$402
104	Bennington Police Dept.	50,000			\$402
105	Berlin Police Dept.	13,000			\$402
106	Brattleboro Police Dept.	11,000			\$402
107	Caledonia County Sheriff's Dept.	11,000			\$402
108	Essex County Sheriff's Dept. SHARP	4,200			\$402
109	Franklin County Sheriff's Dept.	46,000			\$402
110	Grand Isle County Sheriff's Dept.	16,000			\$402
111	Hardwick Police Dept.	8,700			\$402
112	Lamoille County Sheriff's Dept.	13,000			\$402
113	Ludlow Police Dept.	3,000			\$402
114	Manchester Police Dept.	7,500			\$402
115	Middlebury Police Dept.	4,000			\$402
116	Morristown Police Dept.	5,000			\$402
117	Newport Police Dept.	8,000			\$402
118	Northfield Police Dept.	5,000			\$402
119	Orange County Sheriff's Dept.	25,000			\$402
120	Orleans County Sheriff's Dept.	15,000			\$402
121	Randolph Police Dept.	2,000			\$402
122	Royalton Police Dept.	6,000			\$402
123	Rutland County Sheriff's Dept.***	180,000			\$402
124	Springfield Police Dept.	5,000			\$402
125	St. Albans Police Dept.	5,000			\$402
126	St. Johnsbury Police Dept.	10,000			\$402
127	Swanton Village Police Dept.	2,000			\$402
128	Thetford Police Dept.	1,250			\$402
129	Vergennes Police Dept.	30,000			\$402
130	Vermont State Police, Traffic Safety*	200,000			\$402
131	Washington County Sheriff's Dept.	40,000			\$402
132	Weathersfield Police Dept.	6,600			\$402
133	Wilmington Police Dept.	10,000			\$402
134	Windham County Sheriff's Dept.	15,000			\$402
135	Windsor County Sheriff's Dept.	20,000			\$402
136	Winhall Police & Rescue	6,000			\$402
137	Woodstock Police Dept.	5,000			\$402
138	Shelburne SHARP**	232,600			\$402
139	Franklin/Grand Isle County Wide Pilot	180,000			\$402
141	Montpelier Police Dept.	5,000			\$402
142	Dover Police Dept.	2,536			\$402
143	Bristol Police Dept.	2,500			\$402
144	Bradford Police Dept	2,000			\$402

Project #	Sub-awardee	OP Budget	PT Equipment	Total	Source
145	Norwich Police Dept.	1,000			\$402
146	Waterbury Police Dept.	1,650			\$402
Total		1,269,536			
*	Vermont State Police receives extra funding to cover all of their statewide patrols and interstate systems				
**	Shelburne Police Dept. SHARP received extra funding to manage a coordinated, multi-agency county wide effort serving Chittenden County (Most populated county in Vermont)				
***	Rutland County Sheriff’s Dept. SHARP received extra funding to manage a coordinated, multi-agency county wide effort serving Rutland County (Most populated county in Vermont)				

2. Project Title: Countywide SHARP Projects

Rutland County Safe Highway Accident Reduction Program (SHARP)

Problem Statement: The need for focused and unified county participation in the impaired driving program and occupant protection program for Rutland County, with additional resources for a dedicated coordinator to provide leadership and direction to the participating agencies.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 – 2.5; Chapter 2, Section 2.1 and 5.1, Chapter 3, Section 2.2 and Chapter 4, Section 1.3.

Strategies: Address the ongoing highway traffic safety mission through implementation of a countywide project to consolidate Rutland County law enforcement agencies into an umbrella sub-award (a unified SHARP team) as a single grant project with sub-awardees. The project will include a countywide 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 OP and DUI enforcement activities and funding for combined countywide sub-awards.

Goals: To identify and prioritize critical targeted areas countywide so that officers can be deployed and resources directed to the areas most in need of enforcement, with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement. To increase educational outreach and activities in Rutland County.

Assigned Staff: Evelyn McFarlane

Project Description: Rutland County data from 2010 to 2014 demonstrates that the county had 35 total fatalities, 1123 serious crashes, and 5365 total reported crashes. The 2015 seatbelt use rate is 85%. Rutland County Law Enforcement Agencies understand that accurate traffic/crash data is the foundation of problem identification. The data guides development of achievable goals and implementation of countermeasures to increase safety by reducing crashes, injuries, and fatalities on Vermont’s roadways. The CEAs as identified by the data are seatbelt compliance, impaired driving, speeding, aggressive driving, and distracted driving. The Rutland Countywide SHARP program will provide continual leadership and direction to participating agencies in an effort to address problems effectively and efficiently with localized strategies and countermeasures. The project will include a coordinator as a fully funded position. The coordinator will collect and monitor officer activity and data sheets, plan and promote enforcement details to include the high visibility NHTSA campaigns, and engage in community

outreach and earned media efforts. The coordinator will set goals based on state and local data to attack traffic safety issues and use *Countermeasures That Work*, Eighth Edition 2015 as a resource to continually implement E-BE. The coordinator 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 coordinator will focus education efforts and activities with the goal to strengthen relationships with the community. Equipment with a cost per unit exceeding \$5,000 is required to have prior approval of both GHSP and NHTSA.

Participant agencies are: Rutland Town PD, Killington PD, Rutland County Sheriff Department, Poultney PD, Fair Haven PD, Rutland City PD, Castleton PD, Pittsford PD, and Brandon PD.

The new project budget consists of the coordinator's salary, a patrol vehicle, equipment to outfit the patrol vehicle, supplies, educational materials, mileage, indirect cost rate (upon approval) and sub-awards to agencies in the county. A county sheriff department (CSD) budget is based on contracts with the towns they serve, small federal and state grants and a very minimal state funded general operating budget. This new SHARP coordinator will begin this project with limited in-kind services such as a work station and general building services provided by the CSD. The Sheriff does not have an operational budget to pay for the cost associated with this new coordinator position. The costs associated with this new project include coordinator salary, benefits, training, supplies, equipment etc. for this SHARP project. In order for the Rutland County SHARP project to become operational, they are relying on GHSP grant funding, which includes a patrol car and the equipment to outfit the vehicle. This one-time car purchase will be dedicated 100% to the traffic safety SHARP project.

Budget: Please see Budget under Project 1 *Click It or Ticket (Day and Night) National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement and Support Equipment* as these projects are directly related.

Chittenden County Safe Highway Accident Reduction Program (SHARP)

Problem Statement: The need for coordinated and focused efforts countywide for the impaired driving and occupant protection program for the county of Chittenden.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 – 2.5; Chapter 2, Section 2.1 and 5.1, Chapter 3, Section 2.2 and Chapter 4, Section 1.3.

Strategies: In an effort to strengthen the ongoing highway traffic safety mission for occupant protection and impaired driving enforcement, GSHP has implemented a pilot project consolidating Chittenden County Law Enforcements Agencies into an umbrella grant (a unified SHARP team) as a single project with Shelburne PD. The SHARP unified model allows the flexibility for small and large agencies alike to form multi-jurisdictional Task Force teams for saturation patrols and ongoing sustained enforcement. It also facilitates maximum participation in NHTSA high visibility enforcement campaigns. Use of grant funds collectively allows for a more efficient allocation of funding across a broader jurisdiction, thus focusing on the target areas in greatest need as identified by the crash data maps. This pilot project is intended to be the model project for implementation in additional counties in Vermont for FFY2017 and FFY2018 and will be reviewed and evaluated at the close of FFY2016.

Goals: To identify and prioritize critical targeted areas countywide so that officers can be deployed and resources directed to the areas most in need of enforcement with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement.

Assigned Staff: Evelyn McFarlane

Project Description: The Chittenden County SHARP team is coordinated by a program director from Shelburne PD who provides leadership and direction to participating agencies. The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The program director provides the team of agencies with a cohesive approach and consistent oversight to address local problems effectively and efficiently with localized strategies and countermeasures. The coordinator sets goals based on state and local data to confront traffic safety issues and continually implement evidence based enforcement. The coordinator also tracks and assesses productivity and progress through monitoring of activity sheets and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals.

The program director for this project is not a federally funded position. An allowance of 13% is included in the grant for administration costs.

Agencies who are currently participating in the Chittenden County SHARP project include: Burlington PD, Chittenden County Sheriff's Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Vermont Department of Motor Vehicles, Williston PD, and Winooski PD.

The budget consists of supplies, educational/outreach materials, mileage and sub-awards to agencies in the county.

Budget: Please see budget under Project 1 *Click It or Ticket (Day and Night) National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement and Support Equipment* as these projects are directly related.

3. Project Title: Road Users Program

Occupant Protection and Drowsy Driving for EMS

Problem Statement: Emergency medical personnel assume a higher traffic crash risk than other first responders, including law enforcement officers and firefighters. The occupational fatality rate for the EMS provider is four (4) times that of other occupations (*Journal of Emergency Medical Services*). Between 1992 and 2011 (20 years), an annual estimated mean of 4,500 motor vehicle traffic crashes involved ambulances. Of these crashes, 65% resulted in property damage (only), 34% resulted in an injury/injuries and less than 1% resulted in a fatality/fatalities (*NHTSA, 2014*).

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Section 3; and Chapter 4, Sections 2 and 3.

Strategies: Deliver occupant protection education to Vermont EMS providers to reduce the number and severity of motor vehicle crashes involving emergency vehicles (ambulances).

Goals: To reduce the number of EMS providers injured in ambulance related traffic crashes.

Assigned Staff: James Baraw

Project Description: The Vermont EMS system is supported by 173 EMS agencies, including 83 transporting ambulance services staffed by over 2,900 EMS providers. In 2015, over 68,000 patients were transported by ambulance. The GHSP is committed to ensuring that patients and EMS personnel arrive safely to the nearest emergency care facility.

The majority of EMS worker deaths result from motor vehicle related incidents. These statistics do not take into account civilian or patient deaths that result from EMS crashes or other incidents. The volunteer nature of the workforce, inadequate screening of vehicle operators, inadequate and variable vehicle operator training, fatigue and distraction, poor knowledge of driving laws, poor vehicle design, improper safety restraint use and inadequate policies and procedures have been linked to increased crash rates.

The program will increase the formal training and knowledge of EMS providers by utilizing national and state training programs, enhancing agency policies and training programs and funding agencies to obtain appropriate restraint equipment to ensure protection for all ambulance occupants.

Key activities will include:

1. Develop OP training for emergency services staff in Vermont
2. Host a “train-the-trainer” course statewide taught by regional OP instructors who are committed to conducting trainings at the agency / district level
3. Support EMS agencies in the development of agency level ambulance driver training programs
4. Develop a toolkit for emergency vehicle driver training at the agency level
5. Create a framework for expanding the program to other occupational groups, including law enforcement agencies

Budget

Project #	Sub-awardee	Amount	Source
NH17402-424	Vermont Department of Health	66,500	\$402

4. Project Title: Vermont Highway Safety Alliance (VHSA)

Problem Statement: During 2015, there were 50 crashes that resulted in 57 fatalities on Vermont public highways. Although the number of crashes is trending downward, driver behavior choice continues to be the most critical and difficult problem to solve. Four of the six Vermont SHSP CEAs are behavior choices which may be influenced by educational outreach and enforcement methods to redress: speed, aggressive, alcohol and/or drugged driving, improper or no use of occupant protection and distracted driving.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 5, Chapter 2, Section 6, Chapter 3, Section 4 and Chapter 4, Section 2.

Strategies: Community education and outreach activities to include public messaging, education campaigns, event attendance and training. Providing of resources for local/regional safety education collaborators, including EMS and law enforcement.

Goals: Support the continuation of the State's effort to reduce major crashes by at least 10% over the next 5-year period by working with a partnership of statewide highway safety stakeholders using education and outreach.

Assigned Staff: James Baraw.

Project Description: Four years ago, Vermont convened highway safety stakeholders from around the state to work together, combining energy, ideas, time, and talent to reduce the number of major crashes to zero. Approximately 40 organizations, from public to private, from state agencies to two person startups, have met and formed new partnerships. This collaboration, the VHSA, was originally created to implement the Vermont SHSP which contained 124 action items involving all four E's of highway safety: Education, Engineering, Enforcement, and EMS. Data from 2011 to 2015 illustrates a decreasing trend in the five year rolling average in the areas of major crashes and five of the six critical emphasis areas. The remaining critical area, impaired driving, has decreased slightly. Although the seat belt use rate continues to increase, the percentage of fatal crashes involving no seat belt use remains higher than expected. The task of lowering the percentage of Vermont drivers who continue to ride unbuckled has been a challenge.

The effort of the VHSA is proving successful and the number of willing participants continues to grow. With these partnerships, VHSA looks to grow and foster education and community outreach. This will be accomplished by:

- > Increasing VHSA partnerships through exhibits at fairs, professional conferences and coordinating with other marketing efforts of the GHSP.
- > Providing opportunities for VHSA members to further their education, training, and motivation by participating in regional and national highway safety conferences.
- > Increasing public knowledge of the VHSA through social media and through VHSA partnerships.
- > Providing educational and training opportunities for VHSA members while recognizing those who serve the public by continuing and growing the VHSA Annual Meeting and Conference attendance and program.

The budget consists of rental fees for in-state hosting of conference, supplies, travel expenses for out of state highway safety national conference, social media and partnering and administration of a teen driver survey.

Budget

Project #	Sub-awardee	Amount	Source
NH17402-426	VHSA	70,000	\$402

5. Project Title: Child Passenger Safety (CPS) Statewide Program

Problem Statement: Lack of knowledge about age-appropriate child restraint use; lack of awareness of access to affordable seats for income-eligible families.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Sections 6.2 and 7.1 – 7.3.

Strategies: 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.

Goals: To promote proper and regular use of child safety seats and access to seats for low-income families.

Assigned Staff: Jim Baraw

Project Description: The overarching 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 FFY 2017: 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, grandparents 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. The activities to carry out these objectives include:

- › Organize and manage regional system of district VDH Offices for voucher distribution to income-eligible families to access seats, including a log of each site's annual distribution data
- › Support regional organization of local inspection events statewide and promotion of inspection events calendar
- › Support roster of fitting stations and hospital newborn safety check programs
- › Collect inspection and installation data from fitting stations and inspection events
- › Maintain a roster of 100+ certified technicians and instructors statewide
- › Conduct and evaluate:
 - one or two national standardized basic certification courses as needed
 - three regionally sited Tech Update with CEUs
 - recertification training as needed and other trainings as funding allows

All of 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 two FTE staff salaries/benefits/fringe, CAP %, inspection supplies, car seats, contract for seat shipping services, conference travel, mileage/instate travel, SUV gas, SUV and trailer maintenance, SUV lease, marketing and education outreach materials, operating expenses for tech fees and in-house training.

Budget

Project #	Sub-awardee	OP Budget	Source
NH17405B-000	Vermont Department of Health	437,922	\$405(b)
NH17405B-000	VDH Safety Seats (5%)	23,049	\$405(b)
Total		460,971	

6. Project Title: Annual Safety Belt Survey

Problem Statement: Persistent seat belt usage rate which ranks slightly below the national average.

Countermeasures: NHTSA required design.

Strategies: Post *Click-It-or-Ticket* NHTSA compliant observational study and analysis.

Goals: 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.

Assigned Staff: James Baraw

Project Description: The GHSP will conduct the FFY 2017 annual observational survey. Observers will conduct the survey in accordance with NHTSA standards. The survey will correspond with NHTSA’s revised uniform criteria, approved for implementation in 2013.

Budget:

Project #	Annual Safety Belt Survey	Budget	Source
NH17405B-014	UVM Transportation Research Center	60,000	\$405(b)

7. Project Title: Data Collection (Support of Child Passenger Safety Questions in the VDH PRAMS)

Problem Statement: Need for baseline data regarding use of child restraints for infants.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Section 6.2; NHTSA-supported recommendations to improve CPS data collection.

Strategies: The inclusion of four questions about use of child restraints for infants in the annual PRAMS survey in Vermont.

Goals: To establish an initial data set on new mothers’ knowledge about and use of proper child passenger restraints for newborns and infants.

Assigned Staff: Jim Baraw

Project Description: The VDH approved an application from the CPS program to include four additional questions in the 2017 Vermont administration of the Pregnancy Risk Assessment Monitoring System, a population based survey which collects data on maternal attitudes and experiences before, during and shortly after pregnancy. Data will be collected at all hospitals statewide. The four CPS questions address new mothers’ preparedness to safely transport their infants in a car. The funds directly support the cost of including those questions in the survey instrument. It is anticipated that this opportunity will be continued for a minimum of several cycles of the survey and provide useful information for the CPS program to improve outreach and education strategies.

Budget:

Project #	PRAMS CPS Questions	Budget	Source
NH17405B-017	Vermont Department of Health Office of EMS	8,000	\$405(b)



Impaired Driving

Impaired Driving

Recent History

Vermont is committed to the application of GHSP's E-BE design to all components of Vermont's impaired driving programs. A review of impaired driving fatalities (provided by the VTrans FARS analyst) reveals additional concerning information. Of the 57 roadway fatalities in 2015, 26 people were killed by a driver impaired by alcohol, drugs or a combination of both.

GHSP will continue to evaluate the need for additional officer trainings, including Standard Field Sobriety Testing (SFST) and will integrate the Drug Recognition Expert Program with the Vermont Criminal Justice Training Council for maximum outreach. In addition, the Judicial Outreach Liaison (JOL), TSRP and the two LELs will develop an impaired driving training curriculum to enhance impaired driving processing for law enforcement officers.

GHSP staff continue to work with each of the program's sub-awardees to highlight impaired driving issues for each agency. To help analyze these issues, agencies are provided with data. This includes: (a) statewide data; (b) countywide data; and (c) local area of responsibility data.

GHSP's enforcement design strategies are based on recommendations cited in the NHTSA publication, *Countermeasures That Work*, 8th edition, published in 2015. Checkpoints, saturation patrols and DUI taskforce activities are all component measures of the program's year-round strategies. In addition to active participation in all of the NHTSA national *Drive Sober or Get Pulled Over* campaigns, statewide enforcement of impaired driving will continue on a sustained, year-round basis. On any given day or night, impaired driving enforcement may be in progress in one or more Vermont communities. The patrol coverage provided by the VSP as a statewide function is interlocked with the countywide coverage provided by each of the fourteen sheriff departments. This layered coverage is delivered at the local level by local municipal agencies and in some locations, by constables. This multi-tiered design is further enhanced by each officer holding statewide jurisdiction and the authority to enforce DUI laws in any part of the state.

The GHSP staff, working with the program's contracted media company, continue to develop messaging targeting Vermont populations. In 2016, the GHSP worked with a media contractor to develop and distribute an *Impaired Driving, Drive High-Get a DUI* message. This message emphasizes that Vermont law enforcement will detect and prosecute those who use marijuana/drugs and drive. The messaging supports the year-round high visibility enforcement efforts conducted in those areas which are identified using the timeliest data. All of Vermont's impaired driving messaging is directed to those who are most likely to offend. The production settings and actors will be clearly portrayed as Vermonters in the targeted demographics. These messages are broadcast on local television, radio and also delivered via social networking through many on-line message providers. The results are measured by Arbitron ratings and evaluated for continuation, redesign or cancellation.

In FFY 2016, GHSP continued a contractual relationship with a sports messaging vendor. These services were present at live sporting events throughout the state and were delivered periodically during the entire year. These events involved recruitment of designated drivers, information about impaired driving and visually effective impaired driving warnings. GHSP's commitment to this type of live messaging will continue during FFY 2017.

GHSP participation in the VHSA provides GHSP with a platform to promote strategies to address impaired driving. VHSA partners include representatives from the "4 Es"; enforcement,

education, engineering, and EMS. Connection and collaboration with these partners strengthens the GHSP's programs. Education and outreach activities continue to expand and the VHSA connection allows access to the younger and older driver communities. GHSP's relationship with VDH creates outreach opportunities into local communities.

The GHSP LEL contractor is the chair of the law enforcement focus group. The LEL has formed a statewide impaired driving Task Force working group which consists of representation from each of the "4 Es." This Task Force promotes the strategies listed in the SHSP as CEA 5, "Reduce Impaired Driving." This strategy is cost effective and efficient by utilizing an existing communication structure and outreach methods. The Task Force will employ traditional media opportunities but will also utilize regional traffic safety forums to deliver its message at the community level. During FFY 2016, three of these forums were held in local participating communities. The forums will continue into FFY 2017 and be held in three diverse sections of the state.

Vermont's first DUI Court is fully operational in Windsor County. The GHSP staff eagerly anticipates the expansion of the pilot to at least one other county in the immediate future. The state coordinator for the expansion will work cooperatively with the TSRP and the JOL to provide information and training on the role of the DUI Court in the state's judiciary system.

The number of certified DREs has increased to forty-two. The enhanced DRE program will move from the Department of Public Safety to the Vermont Policy Academy with training provided by the Vermont Criminal Justice Training Council. The DRE program will be based on local needs and will offer coverage in those targeted problem areas where DRE services are most needed.

The ARIDE trainings are becoming increasingly popular and will be offered with greater frequency. In FFY 2016, ARIDE was accepted as standard training by the Vermont Criminal Justice Training Council, thus making this training mandatory for all full-time Vermont Police Academy graduates. The on-line ARIDE training is supported by the state's DRE Oversight Committee and will be aggressively promoted by the LELs.

Conducting specimen analysis for DRE evaluations continues. As in previous years, a number of specimen samples are shipped out-of-state for laboratory analysis which is costly. Funds are also necessary for the costly travel of the out-of-state chemists/experts to testify during judicial proceedings in Vermont. The in-state testing of all specimen samples will prove more efficient to the DRE program operations. The GSHP staff are prepared to offer assistance in reaching these goals.

The GHSP staff will continue to use data, science and technology to manage the program's impaired driving strategies and projects. The staff will continue to work with VDH, DMV and Department of Liquor Control in addition to VTrans and Vermont Agency of Education to monitor new or emerging impaired driving trends.

Data Analysis

Each year, the GHSP uses the following crash data to prioritize allocation of resources during the grant application process. Law enforcement agency performance and DUI activity data are reviewed and analyzed.

Vermont Highway Crashes: All Crash Types

Driver Counts, where BAC => 0.01

County:	2009	2010	2011	2012	2013	2014	2015
Addison	24	33	28	23	35	15	28
Bennington	35	24	31	37	38	34	35
Caledonia	39	22	26	32	17	16	23
Chittenden	21	58	70	96	101	80	108
Essex	2	3	6	3	4	3	1
Franklin	35	33	33	20	37	25	39
Grand Isle	3	3	4	9	7	4	8
Lamoille	29	25	28	20	19	23	22
Orange	16	21	26	18	23	21	17
Orleans	22	17	21	22	18	14	11
Rutland	51	45	43	46	40	35	41
Washington	25	15	29	31	34	23	22
Windham	54	49	52	61	46	47	56
Windsor	57	54	62	53	43	42	49
Total:	413	402	459	471	462	382	460
Sex:	2009	2010	2011	2012	2013	2014	2015
Male	313	288	335	324	331	268	150
Female	100	114	124	146	128	112	309
Unknown or Not Reported	0	0	0	1	3	2	1
Total:	413	402	459	471	462	382	460
Month:	2009	2010	2011	2012	2013	2014	2015
January	25	33	35	44	34	31	51
February	18	31	34	27	39	29	23
March	22	35	27	42	44	31	36
April	23	30	19	34	28	26	28
May	48	39	37	45	38	30	35
June	41	32	38	44	43	35	35
July	38	34	54	50	37	36	30
August	37	32	37	57	46	32	45
September	39	41	46	36	42	37	34
October	41	34	47	27	27	31	49
November	42	33	38	31	35	39	45
December	39	28	47	34	49	25	49
Total:	413	402	459	471	462	382	460
Residents:	2009	2010	2011	2012	2013	2014	2015
Vermont	360	341	406	406	411	340	400
Other	53	61	53	65	51	42	60
Total:	413	402	459	471	462	382	460

Data Source: VTrans, 2016

Vermont Highway Crashes: All Fatal Crashes Only

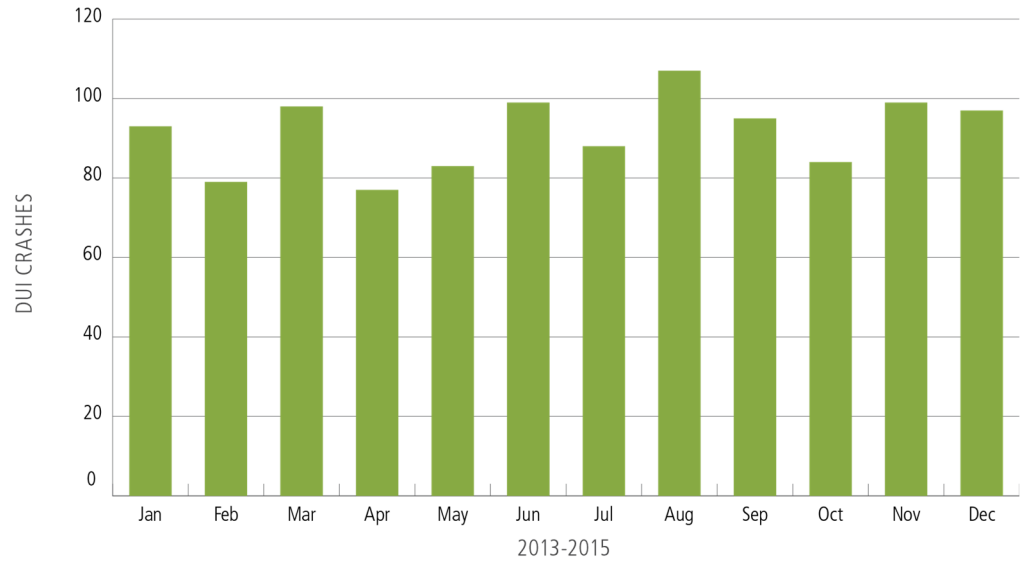
Driver Counts where BAC => 0.01

County:	2009	2010	2011	2012	2013	2014	2015
Addison	0	1	1	1	1	0	2
Bennington	2	1	2	2	0	2	1
Caledonia	1	2	1	3	0	0	1
Chittenden	0	4	2	2	2	3	2
Essex	0	0	0	0	1	0	0
Franklin	1	1	2	1	2	1	4
Grand Isle	0	0	0	0	0	0	0
Lamoille	3	1	1	2	1	0	
Orange	1	1	3	0	3	0	1
Orleans	1	4	2	4	3	3	0
Rutland	4	0	0	2	2	2	3
Washington	2	0	3	3	1	0	1
Windham	3	1	1	2	2	0	0
Windsor	2	0	3	1	1	0	0
Total:	20	16	21	23	19	11	15
Sex:	2009	2010	2011	2012	2013	2014	2015
Male	15	13	19	19	16	9	10
Female	5	3	2	4	3	1	5
Unknown or Not Reported	0	0	0	0	0	1	0
Total:	20	16	21	23	19	11	15
Month:	2009	2010	2011	2012	2013	2014	2015
January	1	2	1	5	0	0	2
February	0	0	1	0	2	1	0
March	2	1	0	0	0	0	0
April	0	2	1	0	3	0	1
May	5	0	2	4	2	0	2
June	2	1	2	4	1	1	2
July	1	2	1	2	1	3	1
August	3	0	3	3	3	1	1
September	0	3	3	4	3	1	1
October	2	2	5	0	0	0	1
November	1	2	1	0	2	4	2
December	3	1	1	1	2	0	2
Total:	20	16	21	23	19	11	15
Residents:	2009	2010	2011	2012	2013	2014	2015
Vermont	16	15	19	20	18	9	14
Other	4	1	2	3	1	2	1
Total:	20	16	21	23	19	11	15

Data Source: VTrans, 2016

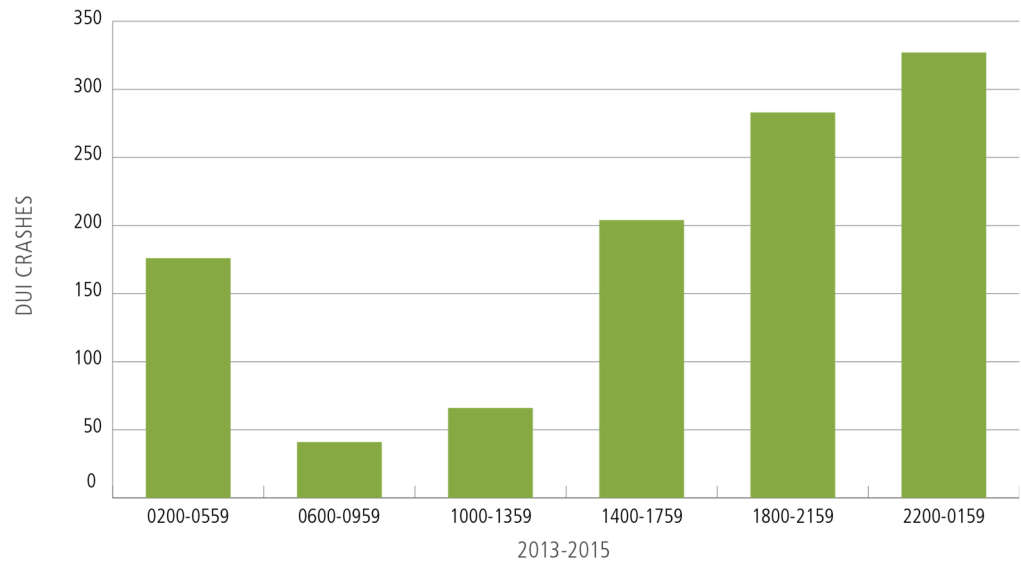
The next four graphs show that while there is no consistent sequence of months when driving under the influence is more predominant, it is clear that impaired driving crashes occur during evening and overnight hours, during the weekends and mostly in Chittenden County.

DUI Crashes 2013 – 2015 by Month



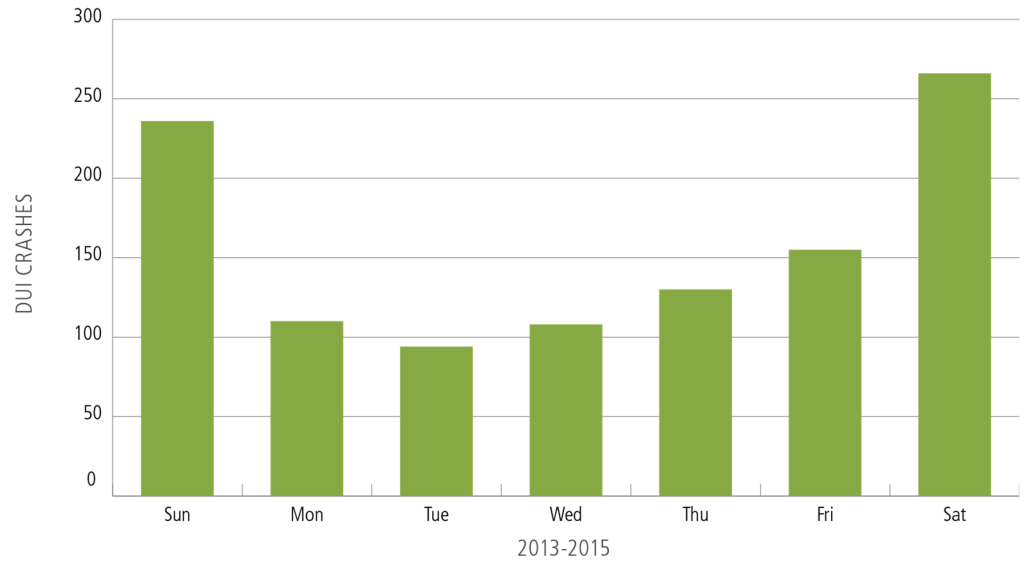
Data Source: VTrans, 2016

DUI Crashes 2013 – 2015 by Time of Day



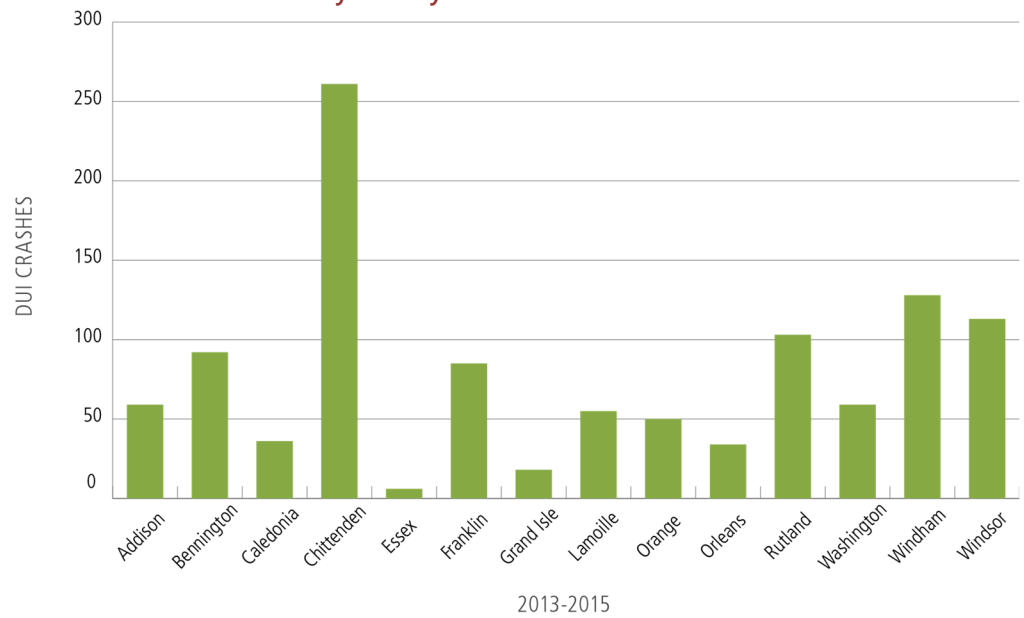
Data Source: VTrans, 2016

DUI Crashes 2013 – 2015 by Day of Week



Data Source: VTrans, 2016

DIO Crashes 2013 – 2015 by County



Data Source: VTrans, 2016

GOAL: To decrease alcohol-impaired driving fatalities 6.3 percent from the five-year average of 17.6 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2017.

1. Project Title: High Visibility Alcohol Enforcement and Support Equipment

Problem Statement: Driving under the influence of alcohol remains a major contributing factor in many of the state's fatal crashes. With many small 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 and to upgrade equipment that is used in HVE campaigns and ongoing sustained enforcement.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 - 2.5.

Strategies: Conduct high visibility impaired driving enforcement details, supported by effective equipment and a strong and direct media outreach program.

Goals: Reduce the number of impaired driving fatalities.

Assigned Staff: GHSP LELs

Project Description: More than 70 law enforcement agencies (LEAs), including 58 municipal police departments, 14 sheriff departments, the VSP, DMV Commercial Vehicle Enforcement and the Department of Liquor Control (DLC) serve the approximately 626,000 residents of the state. The enforcement of alcohol impaired driving is a high priority for the law enforcement agencies throughout the state. There are significant levels of communication and coordination between law enforcement agencies. Many factors contribute to these high levels of cooperation. As all officers attend the same law enforcement academy, a sense of camaraderie is developed early in officers' careers. Additionally, all certified officers have statewide law enforcement authority which eliminates jurisdictional boundary issues. Nearly 83 percent of all agencies in the state participated in national alcohol impaired driving mobilizations during the past year and this participation is reflective of the commitment of law enforcement in support of traffic safety initiatives.

However, approximately 80 percent of agencies employ fewer than 24 full time officers. Low staffing levels frequently impact an agency's ability to participate in traffic safety mobilizations and monthly sustained enforcement.

The enforcement model consists of a three-pronged approach. During national mobilizations, participating agencies must agree to work cooperatively with nearby agencies to conduct a minimum of one joint sobriety checkpoint. Frequently, two to three checkpoints are utilized during mobilizations of longer duration. In addition, DUI grantee agencies use their funds for routine DUI enforcement and directed patrols within their patrol areas. Once again, they use their crash and DUI arrest data to determine locations for increased enforcement. Finally, there is a DUI Task Force Team modeled after the CIOT Task Force in which smaller teams of specially selected officers work together. These teams use crash data and DUI arrest data to target geographic areas throughout the state. This increased enforcement model is especially useful during holidays such as St. Patrick's Day, Super Bowl Sunday and local high profile community events.

Vermont Governor’s Highway Safety Program

During enforcement hours, agencies are required to participate in safety or sobriety checkpoints as well as saturation patrols. By successfully participating in these campaigns, agencies have the opportunity to obtain traffic safety equipment items directly related to improvement of efficiency and effectiveness of their DUI enforcement projects. This equipment includes but is not limited to: portable breath testing equipment, emergency lighting, audio and video recording devices and checkpoint sign packages, traffic cones and scene lighting. Equipment with a cost per unit exceeding \$5,000 must have prior approval of both GHSP and NHTSA. The equipment support that is earned from participating in impaired driving mobilizations will be funded with §402 funds. Please see OP budget on page 79.

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

Budget:

Project #	Overtime enforcement conducted by local LEAs	DUI Budget	Source
NH17164-			Add164
101	Addison CDS	20,000	\$164 AL
102	Barre Town Police Dept.	10,000	\$164 AL
103	Bennington CDS	25,000	\$164 AL
104	Bennington Police Dept.	20,000	\$164 AL
105	Berlin Police Dept.	12,000	\$164 AL
106	Brattleboro Police Dept.	8,000	\$164 AL
107	Caledonia County Sheriff’s Dept.	6,100	\$164 AL
108	Essex County Sheriff’s Dept.	5,100	\$164 AL
109	Franklin County Sheriff’s Dept.	20,000	\$164 AL
110	Grand Isle County Sheriff’s Dept.	9,500	\$164 AL
111	Hardwick Police Dept.	5,180	\$164 AL
112	Lamoille County Sheriff’s Dept.	9,000	\$164 AL
113	Ludlow Police Dept.	3,000	\$164 AL
114	Manchester Police Dept.	5,000	\$164 AL
115	Middlebury Police Dept.	4000	\$164 AL
116	Morristown Police Dept.	8,000	\$164 AL
117	Newport Police Dept.	10,000	\$164 AL
118	Northfield Police Dept.	10,000	\$164 AL
119	Orange County Sheriff’s Dept.	25,000	\$164 AL
120	Orleans County Sheriff’s Dept.	4,000	\$164 AL
121	Randolph Police Dept.	2,000	\$164 AL
122	Royalton Police Dept.	5,000	\$164 AL
123	Rutland County Sheriff’s Dept.***	180,000	\$164 AL
124	Springfield Police Dept.	5,000	\$164 AL
125	St. Albans Police Dept.	5,000	\$164 AL
126	St. Johnsbury Police Dept.	10,000	\$164 AL
127	Swanton Village Police Dept.	3,000	\$164 AL
128	Thetford Police Dept.	1,250	\$164 AL
129	Vergennes Police Dept.	25,000	\$164 AL
032	Vermont State Police *	300,000	\$405(d)
131	Washington County Sheriff’s Dept.	40,000	\$164 AL
132	Weathersfield Police Dept.	6,600	\$164 AL

Project #	Overtime enforcement conducted by local LEAs	DUI Budget	Source
NH17164-			Add164
133	Wilmington Police Dept.	6,000	\$164 AL
134	Windham County Sheriff's Dept.	10,000	\$164 AL
135	Windsor County Sheriff's Dept.	20,000	\$164 AL
136	Windsor Police Dept.	5,000	\$164 AL
137	Winhall Police & Rescue	2,500	\$164 AL
138	Woodstock Police Dept.	7,500	\$164 AL
139	Shelburne Police Dept. SHARP **	232,600	\$164 AL
141	Franklin/Grand Isle County Wide Pilot	180,000	\$164 AL
143	Montpelier	10,000	\$164 AL
144	Rochester Constable	2,000	\$164 AL
Total		977,330	

- * Vermont State Police receives extra funding to cover all of their statewide patrols and interstate systems
- ** Shelburne Police Dept. SHARP received extra funding to manage a coordinated, multi-agency county wide effort serving Chittenden County (Most populated county in Vermont)
- *** Rutland County Sheriff's Dept. Received extra funding to manage a coordinated, multi-agency county wide effort serving Rutland County.

Agencies which are currently participating the Chittenden County SHARP project include: Burlington PD, Chittenden County Sheriff's Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Vermont Department of Motor Vehicles, Williston PD, and Winooski PD.

2. Project Title: Countywide SHARP Projects

Rutland County Safe Highway Accident Reduction Program (SHARP)

Problem Statement: The need for focused and unified county participation in the impaired driving program and occupant protection program for Rutland County, with additional resources for a dedicated coordinator to provide leadership and direction to the participating agencies.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 – 2.5; Chapter 2, Section 2.1 and 5.1, Chapter 3, Section 2.2 and Chapter 4, Section 1.3.

Strategies: Address the ongoing highway traffic safety mission through implementation of a countywide project to consolidate Rutland County law enforcement agencies into an umbrella sub-award (a unified SHARP team) as a single grant project with sub-awardees. The project will include a countywide 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 and DUI enforcement activities and funding for combined countywide sub-awards.

Goals: To identify and prioritize critical targeted areas countywide so that officers can be deployed and resources directed to the areas most in need of enforcement, with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement. To increase educational outreach and activities in Rutland County.

Assigned Staff: Evelyn McFarlane

Project Description: Rutland County data from 2010 to 2014 demonstrates that the county had 35 total fatalities, 1123 serious crashes, and 5365 total reported crashes. The 2015 seatbelt use

rate is 86%. Rutland County Law Enforcement Agencies understand that accurate traffic/crash data is the foundation of problem identification. The data guides development of achievable goals and implementation of countermeasures to increase safety by reducing crashes, injuries, and fatalities on Vermont's roadways. The CEAs as identified by the data are seatbelt compliance, impaired driving, speeding, aggressive driving, and distracted driving. The Rutland Countywide SHARP program will provide continual leadership and direction to participating agencies in an effort to address problems effectively and efficiently with localized strategies and countermeasures. The project will include a coordinator as a fully funded position. The coordinator will collect and monitor officer activity and data sheets, plan and promote enforcement details to include the high visibility NHTSA campaigns, community outreach, and earned media efforts. The coordinator will set goals based on state and local data to attack traffic safety issues and use *Countermeasures That Work*, Eighth Edition 2015 as a resource to continually implement E-BE. The coordinator 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 coordinator will focus education efforts and activities with the goal to strengthen relationships with the community. Equipment with a cost per unit exceeding \$5,000 must have prior approval of both GHSP and NHTSA.

The new project budget consists of the coordinator's salary, a patrol vehicle, equipment to outfit the patrol vehicle, supplies, educational materials, mileage, indirect cost rate (upon approval) and sub-awards to agencies in the county. A county sheriff department (CSD) budget is based on contracts with the towns they serve, small federal and state grants and a very minimal state funded general operating budget. This new SHARP coordinator will begin this project with limited in-kind services such as a work station and general building services provided by the CSD. The Sheriff does not have an operational budget to pay for the cost associated with this new coordinator position. The costs associated with this new project include coordinator salary, benefits, training, supplies, equipment etc. for this SHARP project. In order for the Rutland County SHARP project to become operational, they are relying on GHSP grant funding, which includes a patrol car and the equipment to outfit the vehicle. This one-time car purchase will be dedicated 100% to the traffic safety SHARP project.

Participant agencies are: Rutland Town PD, Killington PD, Rutland County Sheriff Department, Poultney PD, Fair Haven PD, Rutland City PD, Castleton PD, Pittsford PD, and Brandon PD.

Budget: Please see budget under Project 1 High Visibility Alcohol Enforcement and Support Equipment as these projects are directly related.

Chittenden County Safe Highway Accident Reduction Program (SHARP)

Problem Statement: The need for coordinated and focused efforts countywide for the impaired driving and occupant protection program for the county of Chittenden.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 – 2.5; Chapter 2, Section 2.1 and 5.1, Chapter 3, Section 2.2 and Chapter 4, Section 1.3.

Strategies: In an effort to strengthen the ongoing highway traffic safety mission for occupant protection and impaired driving enforcement, GHSP has implemented a pilot project consolidating Chittenden County Law Enforcements Agencies into an umbrella grant (a unified SHARP team) as a single project with Shelburne PD. The SHARP unified model allows the flexibility for small and large agencies alike to form multi-jurisdictional Task Force teams for saturation patrols and ongoing sustained enforcement. It also facilitates maximum participation in NHTSA high visibility enforcement campaigns. Use of grant funds collectively allows for a more efficient allocation of funding across a broader jurisdiction, thus focusing on the target areas in greatest need as identified by the crash data maps. This pilot project is intended to be the model project for implementation in additional counties in Vermont for FFY2017 and FFY2018 and will be reviewed and evaluated at the close of FFY2016.

Goals: To identify and prioritize critical targeted areas countywide so that officers can be deployed and resources directed to the areas most in need of enforcement with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement.

Assigned Staff: Evelyn McFarlane

Project Description: The Chittenden County SHARP team is coordinated by a program director from Shelburne PD who provides leadership and direction to participating agencies. The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The program director provides the team of agencies with a cohesive approach and consistent oversight to address local problems effectively and efficiently with localized strategies and countermeasures. The coordinator sets goals based on state and local data to confront traffic safety issues and continually implement evidence based enforcement. The coordinator also tracks and assesses productivity and progress through monitoring of activity sheets and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals.

The program director for this project is not a federally funded position. An allowance of 13% is included in the grant for administration costs.

Agencies who are currently participating the Chittenden County SHARP project include: Burlington PD, Chittenden County Sheriff's Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Vermont Department of Motor Vehicles, Williston PD, and Winooski PD.

Budget: Please see budget under Project 1 High Visibility Alcohol Enforcement and Support Equipment as these projects are directly related.

3. Project Title: DUI Mobile Task Force

Problem Statement: As a tourist destination state, law enforcement officers must plan their use of available resources in order to preserve funds for peak travel when data indicates emerging trends.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.2.

Strategies: Quick deployment of a multi-agency Task Force to conduct high visibility enforcement in locations exhibiting existing or emerging DUI patterns.

Goals: To reduce the number of alcohol related fatal crashes in areas identified using real time data.

Assigned Staff: GHSP LELs

Project Description: The GHSP LELs developed a DUI Task Force based on the CIOT HVE model. The team members were recruited from law enforcement agencies throughout the state. Prior to becoming appointed as a team member, the selected officer was required to demonstrate proficiencies in all phases of DUI enforcement, to submit a résumé to the LELs, participate in an oral interview and provide a history of their DUI arrests. This team of four or five officers is charged with using crash data and DUI arrests to conduct enhanced enforcement in the areas of highest demonstrated need.

The DUI Task Force Team developed an enforcement plan for the upcoming months. This plan includes an enforcement presence for events such as Super Bowl Sunday, St. Patrick’s Day, the City of Burlington’s Mardi-Gras celebrations, Cinco de Mayo, antique car shows, festivals, fishing derbies, town fairs and expositions in various locations throughout the state. DUI Task Forces are utilized and deployed in two of the four geographic areas of the state. These Task Forces consist of four officers and a team captain who monitors activity to ensure high levels of performance by all participants.

Deployment of resources for checkpoints and saturation patrols is driven by the use of both arrest and crash data that is routinely provided all law enforcement by the state’s crash data analysts. The Task Force will be deployed at those times and days of the week when incidents of impaired driving are most prevalent. The teams will conduct saturation patrols during the same time frames as national *Drive Sober or Get Pulled Over* campaigns and used in conjunction with the Vermont’s award-winning *Drive Hammered and Get Nailed* public service announcement.

The VTrans analyst will support the GHSP DUI Task Force by providing maps, data, and information. In addition, other geo-mapped locations indicating high rates of DUI related crashes or potentially dangerous locations are tracked. The mobility of the DUI Task Force allows for a rapid response to DUI issues in Vermont.

Budget:

Project #	DUI Mobile Task Force	Budget	Source
NH17164-140	This budget, allocated to the DUI Mobile Task Force for this federal fiscal year, was created using proven data driven countermeasures and review of past performance. Agencies with executed agreements will work with four captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate funding increase to agencies who wish to participate. Once the breakdown in funding is known, a list of participating agencies will be provided to NHTSA prior to the commencement of Task Force efforts. Refer to agency list for potential participating agencies.	561,770	\$164AL

4. Project Title: Impaired Driving Project Manager

Problem Statement: Develop and facilitate a comprehensive impaired driving plan that incorporates current and emerging impaired driving projects.

Countermeasures: Recommendation in *Technical Assessment of the Impaired Driving Program 2012*, State of Vermont and *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.2.

Strategies: The position of Impaired Driving Project Manager was created as a dedicated contractor/ vendor.

Goals: The goal of hiring an Impaired Driving Project Manager by the end of FFY 2016 was reached.

Assigned Staff: Betsy Ross

Project Description: The Impaired Driving Project Manager will provide continuity and oversight to the many current state-wide impaired driving projects. Through a collaborative process utilizing the VHSA, this manager will develop an impaired driving plan that maximizes the effectiveness of current programs, identifying the gaps and initiating new projects based on emerging data. Currently, Vermont has a vibrant DRE program directed by a state DRE Coordinator. All indicators demonstrate the clear need for a continued increase in the number of certified DREs in the state. Obviously, the DRE program is not the only resource necessary to effectively address Vermont's impaired driving issues.

SFST and the more detailed ARIDE are two basic level trainings offered to improve the law enforcement community's performance in apprehending impaired drivers. SFST skills initially obtained during an officer's early training will degrade if not continually utilized and updated as required. Organizing training records and tracking updates as well as understanding new developments in technology and science are daunting tasks when not approached with a unified management strategy.

Enforcement at all levels must be aggressively supported by powerful and effective media messaging, public outreach and education for all those who travel Vermont's roadways. A media campaign utilizing evidence based enforcement to direct the messaging in an effective and efficient format is essential. In addition, impaired driving messaging will be designed to influence the behavior of those segments of the population, identified by data, who present an increased risk of driving while impaired.

Supported by effective media and outreach plan, law enforcement resources will be deployed utilizing Vermont's data based approach to impaired driving. Data helps guide when, where and how impaired driving enforcement is most efficiently conducted. The Impaired Driving Project Manager will work with the state's crash data analyst team to apply the latest data to the planning of all enforcement efforts. The Impaired Driving Project Manager will serve as the state's repository for overall enforcement information regarding all aspects of statewide enforcement efforts and will play a key role in Vermont's increased participation in national impaired driving enforcement campaigns, such as *Drive Sober or Get Pulled Over* and other national endeavors as they develop.

In summary, the Impaired Driving Project Manager will bring the current independent components of the state's impaired driving efforts into a format which will connect and coordinate all current efforts into a cohesive state wide plan. Impaired driving enforcement

training (primary and advanced) will be assessed, coordinated and updated using data and technology. Media messaging and public outreach will be designed to ensure maximum benefit. Impaired driving enforcement efforts will be strengthened by the consolidation of efforts and careful analysis of data and results. The GHSP program delivery will be strengthened overall, as well as the program’s contracted resources.

Budget:

Project #	Project	Budget	Source
NH17405-012	Impaired Driving Project Manager (2 year contract)	100,000	\$405(d)

5. Project Title: Traffic Safety Resource Prosecutors

Problem Statement: The need for additional resources to promote the impaired driving program and assist in the prosecution of impaired operators.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 3.1.

Strategies: Utilize the TSRPs for the support of the state’s impaired driving programs.

Goals: Maintenance of progress to date in improving and enhancing enforcement of impaired driving laws in Vermont. Adaptation of existing enforcement tools and capabilities to meet the changing landscape of DUI enforcement.

Assigned Staff: Betsy Ross

Project Description: The current Vermont TSRP has begun his fifth year in this position. During FFY 2016, the TSRP has worked with the State Attorneys and their deputies in every Vermont county. Already experienced in the prosecution of impaired driving, the TSRP provided an additional asset and support for those impaired driving cases which may have posed some extenuating challenges or which could have influenced the creation of new law. The TSRP is fully engaged with the state’s DRE program, has attended the most recent Vermont sponsored DRE school and participates extensively in the screening process for new DRE school candidates. The TSRP also strives to promote awareness of the DECP protocol to deputy prosecutors working impaired driving cases in their counties and routinely assists or leads prosecution in drugged driving cases across the state. Further, the TSRP litigates nearly all Vermont DUI appeals before the Supreme Court. In addition, the TSRP provides an advisory role to interagency workgroups and also serves as the primary contact between prosecutors and the legislature on matters relating to highway safety. The TSRP was closely involved with the development, introduction and stabilization of Vermont’s recently passed drugged driving law.

Efforts related to this year’s legislative session include informing legislators about the current lack of statutory authority permitting police to test oral fluid for the presence of drugs and highlighting areas of increased need emerging from efforts to decriminalize or legalize marijuana. Increasing demand for the services of the TSRP led to the FFY16 GHSP decision to add a second TSRP position to enhance statewide coverage and more effectively apportion the work of the TSRP across the various platforms of need – law enforcement, prosecutors, and policy makers.

TSRP has worked closely with laboratory staff during FFY 2016 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program. FFY 2017 will see an

increased focus on the laboratory’s ongoing accreditation process and the implementation of in-state blood analysis for DUI drug cases.

Budget:

Project #	Project	Budget	Source
NH17405-015	Traffic Safety Resource Prosecutors (North and South)	210,303	\$405(d)

6. Project Title: Judicial Outreach Liaison (JOL)

Problem Statement: Historic ineffective communication between traditional traffic safety advocates and members of the judicial community.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 3.1 and recommendations/provisions in the NHTSA/American Bar Association cooperative agreement.

Strategies: Engage a retired or active judge to perform liaison functions with current members of the judicial community.

Goals: Continued improvement in communication and understanding between the state’s traffic safety community and Vermont’s judicial community.

Assigned Staff: Scott Davidson

Project Description: The JOL has become an integral part of Vermont’s traffic safety team, providing guidance and counsel not previously available to members of the GHSP staff. The JOL will continue to work collaboratively with the state’s two LELs and the TSRP. Together, their mission will be to measurably improve the state’s DUI programs by providing training, guidance and assistance to all of GHSP’s partners.

In FFY2017, the JOL will continue to provide assistance to the statewide DUI Courts expansion project. The JOL’s work will also include partnering with the TSRP to network with judges, prosecutors, defense attorneys, court administrators, legislators, law enforcement executives, state agencies, community leaders and other traffic safety advocates to promote the campaign against impaired driving. In particular, they will focus on the developing concern of marijuana as a factor in impaired driving in the context of possible legislative action on legalization. As a DUI resource to the law enforcement community, the JOL will assist the Vermont Police Academy and other training organizations to develop or improve DUI training curriculum. They will identify issues that are of concern to judges and other judiciary officials relating to impaired driving. Vermont has embraced DDACTS and the JOL will provide guidance and information to the judiciary as needed and incorporate those elements as DDACTS resources.

Budget:

Project #	Project	Budget	Source
NH17405D-017	Judicial Outreach Liaison (JOL)	100,000	\$405(d)

7. Project Title: DUI Court – Windsor County

Problem Statement: Persistent number of repeat DUI offenders.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Section 3.1.

Strategies: Regular court team meetings for continuous review, planning and implementation of all phases of the DUI Court process, evaluation and specialized training opportunities.

Goals: The goal of the DUI Court is to protect public safety by using the highly successful Drug Court model that uses accountability and long-term treatment to change offenders’ behavior.

Assigned Staff: Betsy Ross

Project Description: The Windsor DUI Court, a drug treatment court dedicated to changing the behavior of hardcore DUI offenders, completed its second full year of operation in January 2015. Presently, there are approximately 25 people enrolled in the program and five graduates. Following the national DUI Court model, the multidisciplinary team has continued to refine their protocols and practices, review and revise the policies and procedures manual for the court team process, update the participant handbook and refine the database for analysis of all aspects of the court’s process and participants’ progress. Evaluation of the first and second year data is underway, directed by Crime Research Group of Vermont.

The DUI Court team schedules regular training opportunities with specialized trainers and also sends members to national DUI Court trainings. One of the “Priority Recommendations” of the *Vermont Technical Assessment of the Impaired Driving Program* is to establish DUI courts throughout the state. The Windsor Adult DUI Court is the first such court in the State of Vermont and will serve as a model for future program development.

Budget:

Project #	Project	Budget	Source
NH17405D-026	DUI Court – Windsor County	234,521	\$405(d)

8. Project Title: DUI Court Coordinator Statewide Implementation

Problem Statement: DUI recidivism remains a persistent issue statewide.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Section 3.1.

Strategies: Statewide education, outreach and training with states attorneys, courts personnel, policymakers and allied stakeholders.

Goals: To reduce recidivism by expansion of availability of DUI Courts statewide.

Assigned Staff: Betsy Ross

Project Description: DUI treatment courts are a primary tool in addressing repeat offenses by impaired drivers. NHTSA and Vermont’s GHSP have identified DUI treatment courts as a priority. One of the “Priority Recommendations” of the *Vermont Technical Assessment of the Impaired Driving Program* is the establishment of DUI courts throughout the state. Windsor County, the initial Vermont county engaged in the development of a DUI Treatment Court, commenced its first docket in December 2013. Criminal justice professionals throughout Vermont continue to benefit substantially from the assistance and guidance of a state coordinator to organize, manage and lead the statewide expansion of the DUI Treatment Courts.

The statewide coordinator will work to further expand DUI treatment courts and educate law makers and current and future criminal justice professionals in the value of the model. The coordinator will serve as the liaison with the judicial branch in developing a statewide expansion plan to include securing other possible sustainable funding. The project coordinator will work for Vermont Law School, the only law school in the state and be funded on a one-third basis.

Budget:

Project #	Project	Budget	Source
NH17405D-025	DUI Court Coordinator Statewide – VT Law School	68,411	\$405(d)

9. Project Title: Forensic Laboratory Support Program

Problem Statement: Inability of Vermont’s State Forensic Laboratory to perform full range of blood testing relating to drugged driving.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 7.

Strategies: Provide the Vermont Forensic Laboratory necessary resources to develop the capacity to conduct all impaired driving blood sample testing in-state according to ISO 17025 accreditation standards.

Goals: To strengthen Vermont drugged driving blood sample testing capacity and expertise and reduce the costs of out-of-state laboratory services.

Assigned Staff: Scott Davidson

Project Description: In response to the steady rise in opiate use rates and crashes in which drug-impaired driving is a factor and the growth in Vermont’s DRE program. In FFY 2015, approximately 190 samples were sent out of state for toxicological testing for DUI/drugs cases. For each DUI/drugs case prosecuted, the State’s Attorney must incur significant costs to secure the testimony of an expert witness from an out-of-state private lab. Each expert witness costs total approximately \$5,000 - \$10,000 for each drugged driving prosecution.

With encouragement from the GHSP, the Commissioner of Public Safety directed the Forensic Laboratory to complete a needs assessment which forms the basis for this proposed lab-support project. The resulting plan includes short, intermediate and long term phases.

During FFY17, the implementation activities will include:

- > Identification for building modification to support operational housing needs of laboratory
- > Update of controlled substance licensing standards as needed
- > Purchase of equipment and supplies
- > Establishment of initial scope of testing and updates to laboratory administrative policies and procedures.

The needs assessment established a preliminary working budget for the second year of the lab support project. It will be reviewed, revised and updated with the GHSP during the intermediate phase of the project and regularly as the work progresses. The budget includes a projected list of new supplies, licensing/proficiency testing fees, equipment (four items will likely exceed the \$5000 limit and require NHTSA review). Everything included in the Laboratory Support project is new (no replacements) and will be solely used for DUI-highway safety related testing. The equipment/items cannot be used for other program areas in the lab and is dedicated 100% for traffic safety purposes.

Lab Equipment	Number	Cost Each	Cost Total
LC/MS-triple quad	1	\$436,000	\$436,000
SPE equipment	1	\$25,000	\$25,000
Screening instrument	1	80,000	80,000
Evaporator	1	\$2,000	\$2,000
Nitrogen generator	1	\$15,000	\$15,000
Vortex mixer	1	\$600	\$600
Lab Refrigerator	1	\$3,000	\$3,000
Rees temperature probe	1	\$500	\$500
Computers	4	\$1,250	\$5,000
Subtotal		One Time Cost	\$567,100

Budget:

Project #	Project	Budget	Source
NH17405D-027	Vermont Forensic Laboratory Standard Supplies, Equipment licensing/proficiency testing fees and training	776,938	\$405(d)

10. Project Title: Vermont Police Academy Impaired Driving Training Coordinator

Problem Statement: Impairment by alcohol, drugs or both was a contributing factor in almost half of last year’s fatal crashes in Vermont. The state has a need for an impaired driving training coordinator to ensure Vermont law enforcement is equipped to successfully detect, process and ultimately prosecute DUI offenders.

Countermeasures: Recommendation in *Technical Assessment of the Impaired Driving Program 2012*, State of Vermont and *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.2.

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

Goals: To hire a full time Impaired Driving Training Coordinator in FFY 2017 to enhance the quality and the number of training opportunities offered for basic DUI enforcement courses, ARIDE, SFST and to provide oversight of the state’s DRE Program.

Assigned Staff: Betsy Ross

Project Description: In 2015, our nation lost over 30,000 lives on our roadways; 57 of those were in Vermont. Drivers impaired by alcohol, drugs or both were a contributing factor in almost half of last year’s fatal crashes in Vermont. As a result, impaired driving is a top priority with the GHSP. Vermont is not unlike other states in the northeast in that it has been experiencing an increase in “drugged” driving. Drivers impaired under prescription drugs, as

well as other over the counter and illicit impairing substances, continue as a growing concern. Nationally, NHTSA's FARS reported that drugs were present in 40% of the fatally-injured drivers with a known test result, almost at the same level as alcohol. According to GHSA, the trend is that while drug use is increasing, alcohol consumption is decreasing. The Vermont GHSP is striving to address this growing trend. In response to impaired driving, Vermont will continue to evaluate current and emerging trends based on solid data in order to deliver the most efficient and effective countermeasures to combat impaired driving.

There are approximately 1,100 full-time and 800 part-time certified police officers in Vermont. Of these officers, 42 are DREs and 255 officers have been trained in ARIDE. Most officers have been trained in SFST but many have not received SFST refresher training since the beginning of their careers.

The VCJTC now mandates all officers graduating from a basic recruit class receive ARIDE training within three-years of graduation. Only two basic recruit classes of approximately 70 total officers graduate each year from the Vermont Police Academy.

There are not enough instructors in the state to provide ARIDE and SFST training. All training in ARIDE and SFST is provided on a part-time basis by officers that have full-time police jobs at their parent agency. There are only six ARIDE classes offered this year through the Vermont Police Academy. Each class accommodates approximately 20 students.

A position does not currently exist to coordinate impaired driving enforcement training and related issues. The proposed full-time position would be based at the Vermont Police Academy, which provides training to all state, county and municipal officers.

Besides its training function, this position will monitor and schedule DRE, ARIDE and SFST training statewide, bolstering and bringing continuity to all of the programs. It would serve as the coordinator of the DRE steering committee and maintain all related DRE records. Additionally, it would administer impaired driving grants to local, county and state agencies.

We believe creating this full-time position will be a major step in assuring Vermont law enforcement officers are adequately trained in the detection of impaired drivers.

Vermont's DRE program began in 2005 and continues to expand its coverage throughout the state. Data, intelligence and information will dictate the future strategies for geographic deployment of DREs within the state. The DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. The GHSP provides funding for equipment, call out pay, laboratory testing and training for members. Two DRE certification trainings are held each year and all members are required to re-certify every two years under International Association of Chiefs of Police (IACP) standards. The GHSP, Vermont State Police and the Vermont Chiefs Association were partners in developing Vermont's DRE program and the GHSP continues to strongly support it.

This past year, the VCJTC incorporated ARIDE training into its mandatory curriculum. ARIDE training is becoming a highly desirable skill for the officer on patrol in Vermont. The training, a bridge between SFST and DRE training, prepares the officer to recognize certain signs of impairment by substances other than alcohol. The growth of ARIDE-trained officers increases the growing number of evaluations performed by Vermont DREs. ARIDE is a valuable tool in aiding Vermont law enforcement officers to detect impaired drivers and develops potential DRE candidates. Currently, of the 1,900 law enforcement officers in Vermont, 255 are ARIDE trained.

The Vermont Police Academy is responsible for all basic training and mandatory in-service training for all Vermont law enforcement officers, estimated at approximately 1,900 officers certified at either Level II or Level III (both levels are authorized to handle all impaired driving offenses).

In FFY17, the DRE Program will be transferred from VTrans to the Vermont Police Academy where it will be synchronized with the basic DUI enforcement courses, SFST and ARIDE. The impaired driving coordinator will provide administrative support to the DRE program and will enhance and coordinate all impaired driving related training programs.

Budget:

Project #	Project	Budget	Source
NH17405D-013	Vermont Police Academy Impaired Driving Training Coordinator	75,000	\$405(d)

11. Project Title: Impaired Driving Training Programs (DRE, ARIDE, SFST etc.)

Problem Statement: Impairment by alcohol, drugs or both was a contributing factor in almost half of last year’s fatal crashes in Vermont. The state has a need for an impaired driving training coordinator to ensure Vermont law enforcement is equipped to successfully detect, process and ultimately prosecute DUI offenders.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 2.1 and 7.1.

Strategies: The VCJTC 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 training, DRE and basic DUI enforcement. Law enforcement agencies and the Vermont Police Academy may not have updated, functional equipment for breath testing enforcement and training. VCJTC will further administer and support leadership for the DRE Program.

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

Assigned Staff: Scott Davidson

Project Description: Impairment by alcohol, drugs or both was a contributing factor in almost half of last year’s fatal crashes in Vermont. As a result, impaired driving is a top priority with the GHSP. Vermont is not unlike other states in the northeast in that it has been experiencing an increase in drug impaired driving. Driving impaired under prescription drugs, as well as other over the counter and illicit impairing substances, continues as a growing concern. Nationally, NHTSA’s FARS reported that drugs were present in 40% of the fatally-injured drivers with a known test result, almost the same level as alcohol. According to the GHSA, the trend is that drug use is increasing. The Vermont GHSP is striving to address this growing problem.

Vermont’s DRE program began in 2005 and continues to expand its coverage throughout the state. Currently, the program has 42 certified DREs with plans to expand further to those areas of the state with emerging or reoccurring impaired driving incidents. Data, intelligence and information will serve as a foundation of future strategies for geographic deployment of DREs within the state. The

DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. The GHSP provides funding for equipment, call out pay, laboratory testing and training for members. Two DRE certification trainings are held each year and all members are required to re-certify every two years under IACP standards. The GHSP, Vermont State Police and the Vermont Chiefs Association were partners in developing Vermont's DRE program and the GHSP continues to strongly support it.

This past year, the VCJTC incorporated ARIDE training into their mandatory curriculum. ARIDE training is becoming a highly desirable skill for the officer on patrol in Vermont. The training, a bridge between SFST and DRE training, prepares the officer to recognize certain signs of impairment by substances other than alcohol. The growth of ARIDE-trained officers increases the number of evaluations performed by Vermont DREs. ARIDE is a valuable tool in aiding Vermont law enforcement officers to detect impaired drivers and develop potential DRE candidates. Currently, of the 1,900 law enforcement officers in Vermont, 255 are ARIDE trained.

The Vermont Police Academy is responsible for all basic training and mandatory in-service training for all Vermont law enforcement officers, estimated at approximately 1,900 officers certified at either Level II or Level III (both levels are authorized to handle all impaired driving offenses).

In FFY17, the DRE Program will be transferred from VTrans to the Vermont Police Academy where it will be synchronized with the basic DUI enforcement courses, SFST and ARIDE. The impaired driving coordinator will provide administrative support to the DRE program and will enhance and coordinate all impaired driving related training programs.

Preliminary Breath Testing (PBTs) devices play an integral role in evaluating motor vehicle operators during roadside investigations. Improvements in accuracy, stability, and dependability are part of evolving technology which supports stronger prosecution of suspected offenders. A portion of funds will be used to purchase the Vermont Police Academy Alco-Sensor FST's for DUI training. Also included is a funding source for the maintenance of such equipment.

The budget for the Drug Recognition Program includes the following:

- > Call-out pay for overtime and mileage for DREs to respond to LE agency requests for evaluations statewide as needed;
- > DRE training/conferences/supplies for requests for specific training opportunities for current DREs as approved by GHSP and requests for DRE specific supplies as needed;
- > DRE Regional Training sponsored by VT includes funds for an in-state training for new DREs;
- > DUI Expert Witnesses covers the cost of bringing in subject matter expert witnesses from NMS Labs out of Pennsylvania, to provide supporting court testimony at the request of prosecutors;
- > NMS Lab Tests for the contract costs associated with testing drug panels not able to be processed in-state;
- > Outside Lab Tests (Non-NMS) for costs of DRE alcohol or other panels processed at in-state hospital labs.
- > When a DRE is not available and a test needs to be completed, the purchase costs of blood kit(s).

Budget:

Project #	Project – Sub-awardee	Budget	Source
NH17405D-	VPA under the VCJTC		
014	DRE Call-out Pay	50,000	\$405(d)
014	DRE training/conferences/Supplies	30,000	\$405(d)
014	DRE Regional Training sponsored by VT	50,000	\$405(d)
014	DUI Equipment	50,000	\$405(d)
NH17164-142	SFST	40,000	\$164 AL
Total		220,000	

Project #	Project – Sub-awardee	Budget	Source
NH17405D-	VTrans - GHSP		
022	DUI Expert Witnesses GHSP	150,000	\$405(d)
023	DRE NMS Lab Tests (NMS Only) GHSP	65,000	\$405(d)
024	DRE Outside Lab Tests (NON NMS) GHSP	10,000	\$405(d)
Total		225,000	

12. Project Title: Impaired Driving Summit

Problem Statement: Impairment by alcohol, drugs or both was a contributing factor in 48% of the 2015 fatal crashes.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 5.0 and 7.0.

Strategies: Communications and outreach focusing on informing the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

Goals: Reduce the number of major crashes related to impairment by 10% by 2016 (VT SHSP).

Assigned Staff: Scott Davidson

Project Description: During March of 2014, GHSP staff, in cooperation with AAA of Northern New England, hosted a Drugged Driving Summit. The event was attended by 130 guests including representation from federal, state and local government agencies as well as traditional and non-traditional partners. The GHSP staff will once again work with all of its partners to host an updated version of the summit held in 2014. This impaired driving summit will focus on educating all attendees regarding existing and developing research, data, science and technology to address the state's impaired driving issues using collaborative strategies. The attendees will represent the same cross section of partners that attended the Drugged Driving Summit and will also involve those resources directly related to alcohol addiction and prevention.

Budget:

Project #	Project	Budget	Source
NH17405D-029	Impaired Driving Summit	30,000	\$405(d)

13. Project Title: Statewide 24/7 Sobriety Project

Problem Statement: Driving under the influence of alcohol and drugs is a serious public health and safety problem in the United States. National statistics reported by NHTSA indicate that approximately one-third of all first time DUI offenders will have a second DUI offense. DUI offenders are more likely to be involved in future fatal car crashes than non-DUI offenders.

Strategies: The program seeks to reduce the recidivism of offenders previously convicted of driving while under the influence of alcohol (DUI) through intensive testing and monitoring of drug and alcohol consumption. The main goal is to encourage sobriety of offenders 24 hours per day and 7 days per week.

Goals: The 24/7 Sobriety Project is a nontraditional approach to reduce the recidivism of repeat offenders convicted of driving while under the influence of alcohol (DUI). The program seeks to reduce recidivism through intensive testing and monitoring of alcohol consumption. The main goal is to encourage sobriety of offenders 24 hours per day and 7 days per week. Offenders can avoid incarceration as long as they abstain from alcohol and drug use. Swift and certain sanctions are imposed on offenders who test positive for substance use.

Assigned Staff: Betsy Ross

Project Description: DUI offenders are placed in the 24/7 Sobriety Project as a condition of bail, sentencing, probation, parole, or child custody or visitation orders. The program monitors abstinence from alcohol and drug use through a variety of tests, including: 1) twice-a-day breathalyzer tests, 2) alcohol monitoring ankle bracelets, 3) Ignition Interlock, and 4) drug patch and urine testing. Breathalyzer tests are administered every 12-hours (once in the morning and once in the evening). The electronic ankle bracelets (Secure Continuous Alcohol Remote Monitor or SCRAM bracelets) allow for continuous monitoring of alcohol consumption by law enforcement with daily remote electronic reporting. Participants may also be required to wear drug patches to monitor drug use (patches are worn for 7–10 days and then mailed in) or provide random urine samples twice a week. Program participants may be placed on one or more types of tests at the same time. In addition, participants are required to cover the costs of their tests.

If program participants test positive for substance use, they are immediately subject to a short jail term (usually 1 or 2 days). Failure to show for a scheduled test may result in an arrest warrant for the participant. Further, offenders' bond, parole, or probation may be revoked if they fail or skip tests.

Potential Outcomes: The following outcomes are based on an evaluation of the South Dakota 24/7 Sobriety Project. Vermont compares with South Dakota in its rural nature and small population and may experience similar results.

› **First-Time DUI Arrests:**

Kilmer and colleagues (2013) found that South Dakota's 24/7 Sobriety Project did not significantly affect first-time driving while under the influence of alcohol (DUI) arrests.

› **Repeat DUI Arrests:**

The program significantly impacted repeat DUI arrests. The analysis suggested that the program led to a 12 percent reduction in repeat arrests for DUI.

› **Traffic Crashes:**

The program did not significantly affect overall measures of traffic crashes (although study results showed a significant reduction in traffic crashes involving males aged 18 to 40 years).

Budget:

Project #	Project	Budget	Source
NH17405D-033	24/7 Sobriety Program	300,000	\$405(d)

Impaired Driving Budget Summary

Project Title	Budget	Source
1. High Visibility DUI Enforcement	677,330	\$164 AL
	300,000	\$405(d)
2. County Wide SHARP Projects (totals are included in HVE total)	592,600	\$402
	592,600	\$164 AL
3. DUI Mobile Task Force	561,770	\$164 AL
4. Impaired Driving Project Manager	100,000	\$405(d)
5. Traffic Safety Resource Prosecutor’s	210,303	\$405(d)
6. Judicial Outreach Liaison	100,000	\$405(d)
7. DUI Court Pilot – Windsor County	234,521	\$405(d)
8. DUI Court Coordinator	68,411	\$405(d)
9. Vermont Forensic Laboratory Support	776,938	\$405(d)
10. VPA Impaired Driving Coordinator	75,000	\$405(d)
11. Impaired Driving Training Programs	180,000	\$405(d)
	40,000	\$164 AL
	225,000	\$405(d)
12. Impaired Driving Summit	30,000	\$405(d)
13. 24/7 Sobriety Program	300,000	\$405(d)
\$405(d) Total	2,600,173	
\$164 AL Total	1,279,100	
Total All Funds	3,879,273	

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Law Enforcement Support

Law Enforcement Support

Recent History

VTrans conducts an annual survey to provide resident input on law enforcement, personal driving behavior and awareness of the Governor's Highway Safety Program messages. With respect to Vermonters view of enforcement activities:

- › Nearly three-quarters of all respondents, 70.8% (down somewhat from 74.4% in 2014), indicated they thought it was very (22.2%) or somewhat likely (48.6%) someone driving while impaired by alcohol or other drugs would be arrested. Another 25.8% indicated they felt an arrest would be somewhat unlikely or not at all likely.
- › Just under half of all respondents, 46.6% (up slightly from 45.8% in 2014), believe the chances of getting a ticket for not wearing a seat belt was very (12.6%) or somewhat likely (34.0%). A larger percent, 49.8%, suggested getting a ticket was somewhat unlikely or not at all likely.
- › Further, two-thirds, 65.4% (down from 69.2% in 2014), considered it very (18.8%) or somewhat likely (50.4%) someone would get a ticket for driving over the posted speed limit.

- GOAL 1: To decrease unrestrained passenger vehicle occupant fatalities 6.0 percent from the five-year average of 23.4 in 2010 - 2014 to a five-year average of 22 by December 31, 2017.**
- GOAL 2: To decrease alcohol-impaired driving fatalities 6.3 percent from the five-year average of 17.6 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2017.**
- GOAL 3: To decrease speed-related fatalities 7.1 percent from the five-year average of 22.6 in 2010 - 2014 to a five-year average of 21.0 by December 31, 2017.**

1. Project Title: Law Enforcement Liaisons

Problem Statement: 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.

Countermeasures: N/A

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

Goals: Continue to increase interest in the support of GHSPs priority initiatives. Increase LEAs participation in national enforcement campaigns to 90% by the completion of FFY 2017.

Assigned Staff: Scott Davidson

Project Description: Vermont contracts with LELs who are responsible to provide law enforcement expertise, encourage involvement in traffic safety initiatives and act as a conduit between the law enforcement community and the GHSP staff. This coordination facilitates

statewide mobilizations of impaired driving, occupant protection, and all national enforcement campaigns, such as *Click It or Ticket* campaign and *Drive Sober or Get Pulled Over* campaign. Coordinating these activities requires collaboration with law enforcement agencies, VTrans, DMV, Department of Liquor Control, VDH, the Department of Education and other state, county and municipal agencies and organizations.

GHSP’s LEL(s) provide leadership and guidance for the Impaired Driving Enforcement Task Force, the CIOT Task Force and the Occupant Protection Task Force. It should be noted these are in-state Task Forces which operate during the national campaign time frames and at other periods during the year. The LEL(s) will work collaboratively with the Vermont Highway Safety Alliance, Vermont Associations of Chiefs of Police, the 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 Evidence Based Enforcement Plan.

OP and DUI: The LEL(s) continue to develop occupant protection and impaired driving Task Forces which will work in partnership with members of the Vermont Highway Safety Alliance.

DRE: The LEL(s) actively promote the state’s DRE program and encourage and promote the Advanced Roadside Impaired Driving Enforcement (ARIDE) program.

Media: Creative media (radio/television/internet) projects such as the *Drugged/Impaired Driving, Stay Independent* (occupant protection) as a well as NHTSA calendar seasonal press releases are the responsibility of the LELs. LELs guide the Alliance Sport Marketing, Internet based media and other major traditional New England media to maximize exposure to traffic safety priorities at large gatherings of semi-pro baseball, soccer, stock car racing and college basketball and hockey.

PBTs: Over 300 new personal breath test units continue to be distributed appropriately to those Vermont LEAs who have demonstrated active participation in the state’s data driven enforcement programs.

Budget:

Project #	Project	Budget	Source
NH17405D-010	LEL #1	50,000	\$405(d)
NH17402-202		60,000	\$402
NH17405D-011	LEL #2	50,000	\$405(d)
NH17402-203		60,000	\$402
Total		220,000	

2. Project Title: Crash Reconstruction Support

Problem Statement: Program development for the investigation and reporting of motor vehicle crashes and incidents and associated deaths, injuries and reportable property damage. 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, 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.

Countermeasures: N/A

Strategies: Provide crash reconstructionist training and equipment to the Vermont State Police.

Goals: To develop an effective cadre of troopers trained in the skills, science and technology of a crash reconstructionist in order to provide an appropriate response to each crash incident.

Assigned Staff: Scott Davidson

Project Description: The Vermont State Police Crash Reconstruction team is the primary investigation unit for serious bodily injury and fatality crashes within the State of Vermont. The team responds to more than 50 motor vehicle crashes in Vermont annually. Approximately 45% of these calls generate requests of support to local and county law enforcement agencies. The team utilizes four Sockia total stations deployed throughout the state. In addition, the team utilizes complex diagramming software. As more vehicles are equipped with Event Data Recording systems, the team is receiving more frequent calls to perform the downloads on these vehicles to capture speed, braking, seat belt usage and engine throttle.

There are 14 fully certified crash reconstructionists on the team who each have over 280 hours of class room training. Troopers are selected to attend three levels of national trainings to become certified crash reconstructionist. This technical support in these serious crashes has improved overall traffic reporting in determining more accurate contributing circumstances. It is estimated that as much as thirty-three percent (33.2%) of all serious crashes involve alcohol/impaired driving. Complete and extensive investigation of traffic crashes is the first step toward successful determination of causation factors and subsequent adjudication, when appropriate. Budget funds are dedicated to the training of troopers and for purchase of software updates for reconstruction equipment, Total Stations, the Airbag Control Modules (ACM), and Crash Data Retrieval (CDR) cables.

Budget:

Project #	Crash Reconstruction Support	Budget	Source
NH17402-201	Vermont State Police	20,000	\$402

3. Project Title: Vermont State Police Speed Enforcement

Problem Statement: One of the major causes of crashes on Vermont roads is excessive speed. In 2015, there were 13 speed related fatalities and 22 % of all Vermont crash fatalities involved speeding. The five-year total (2011-2015) of speed related crashes is 8,954. The three-year average for speed citations issued between 2013 and 2015 is 8,565 per year for high visibility enforcement campaigns. Speed rules require drivers to drive at a reasonable and prudent rate for roadway conditions in addition to adhering to the 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 is a priority for the Vermont Governor’s Highway Safety Program.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 3, Sections 2.2, 2.3 and 4.1.

Strategies: Crash location maps and other data will be used to target areas and roadways for enforcement on Vermont’s major routes, consistent with the E-BE model.

Goals: To decrease speed-related fatalities 7.1 percent from the five-year average of 22.6 in 2010 - 2014 to a five-year average of 21.0 by December 31, 2017 as per the HSP 2017.

Assigned Staff: Evelyn McFarlane

Project Description: Vermont State Police will be allocated funds to increase speed enforcement on Vermont’s high speed roadways. The overtime enforcement will be managed by the Vermont State Police Traffic Safety Unit and performed in areas where data shows a high incidence of speed/aggressive driving related crashes.

Budget:

Project #	Speed Enforcement	Amount	Source
NH17402-204	Vermont State Police Enforcement: State Police will be allocated \$50,000 speed enforcement over time	\$50,000	\$402

4. Project Title: Work Zone Safety

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

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 4, Section 1.3, and Chapter 3, Section 2.2.

Strategies: To increase the enforcement of speed and 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.

Goals: To decrease speed-related crashes in highway work zones from the five year (2011-2015) moving average of 251 in 2015 by 5 percent to a five year moving average of (2012-2016) of 238 by December 31, 2017.

Assigned Staff: GHSP Staff

Project Description: Highway work zones introduce unexpected and often challenging environments for motorists. The purpose of this grant is to allocate funding to The Vermont Sheriff’s Association for implementation of speed and distracted driving enforcement in Vermont’s highway work zones. It has been shown that the appropriate placement of existing speed limit signs coupled with the presence of active law enforcement results in the highest compliance with the posted speed limits. The Sheriff’s Association will coordinate review and analysis of data from VTrans speed collection devices. VTrans district offices will provide speed crash data in the areas where planned state route and highway construction projects are scheduled. The project director from the sheriff’s office will plan and allocate for overtime speed enforcement details in the vicinity of approach corridors for the areas in need.

Budget:

Project #	Speed Enforcement	Amount	Source
NH17402-205	Speed enforcement overtime: The Vermont Sheriff’s Association will be allocated funds for overtime speed enforcement. This enforcement will be performed in approach corridors to work zones based on data derived from local VTrans speed data collection devices.	\$125,000	\$402

5. Project Title: Law Enforcement Program Coordinators

Problem Statement: The need for program development, coordination, monitoring, evaluation and training for grant programs. Continual oversight for compliance, timeliness and completeness of program deliverables and financial accountability.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015.

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

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

Assigned Staff: Betsy Ross and Evelyn McFarlane

Project Description: Program coordination is provided by two staff members who ensure GHSP 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. 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.

Budget:

Project #	Project	Budget	Source
NH16402-			
290	Law Enforcement Program Coordinator #1	100,000	\$402
290	Law Enforcement Program Coordinator #2	100,000	\$402
290	Law Enforcement Program Assistant	20,000	\$402
Total		220,000	

Law Enforcement Support Budget Summary

Project Title	Budget	Source
1. Law Enforcement Liaisons	100,000	\$405(d)
	120,000	\$402
2. Crash Reconstruction Support	20,000	\$402
3. Vermont State Police Speed Enforcement	50,000	\$402
4. Work Zone Safety	125,000	\$402
5. Law Enforcement Program Coordinators	220,000	\$402
\$405(d) Total	100,000	
\$402 Total	535,000	
Total All Funds	635,000	

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Community Educational Programs

Community Educational Programs

The 2015 Vermont annual behavioral survey revealed the following observations and reflect public attitudes toward highway safety:

- > Two-thirds of all respondents, 67.6% (up slightly from 66.4% in 2014), indicated they have never driven a motor vehicle within two hours after drinking alcoholic beverages over the last year. Another 0.2% were unsure or refused and the remainder (32.2%) suggested they had done so once or as many as more than ten times.
- > Over the years 2010 through 2015, researchers asked respondents how frequently they use their seat belts when they drive or ride in a car, van, sport utility vehicle or pick-up. The question, beginning in 2013, was split between "daytime" and "at night". Those suggesting they "always" wear their seat belt during the day was recorded at 93.2% (up slightly from 91.6% in 2014) while those indicating they "always" wear their seat belt at night was 94.6% (up slightly from 92.4% in 2014).
- > Just 15.4% (down somewhat from 19.4% in 2014) of all respondents could offer that they "never" drive faster than 35 miles per hour on a local road with a posted speed limit of 30 miles per hour.
- > However, over one-half, 59.0% (up from 50.8% in 2014), suggested they "never" drive faster than 75 miles per hour on a road with a posted speed limit of 65 miles per hour.
- > On driving while using an electronic communication device such as a cell phone, tablet or pad, nearly three-quarters, 74.4% (up significantly from 45.2% in 2014), were able to tell researchers they "never" use such a device while driving. One quarter, 10.2% (down significantly from 29.8% in 2014), suggested they do so frequently or occasionally. The remainder, 15.4%, said they "rarely" use a device while driving.
- > On the use of hands-free cell phones, researchers asked respondents to use a scale of one to ten to indicate how dangerous they considered hands-free device usage to be while driving. One meant very safe while ten meant very dangerous. The cumulative total for those offering one through four (very safe) was 30.4% (down significantly from 39.0 in 2014) while those offering ratings of seven through ten (very dangerous) was 41.4 (up significantly from 29.0% in 2014).
- > Relatively small, but important percentages of respondents said they had (over the last 30 days) driven a car or other vehicle while having had perhaps too much to drink, or when they had been using marijuana or hashish – 1.8% and 0.8% respectively (1.4% and 1.2% respectively in 2014).
- > Within the last 12 months, 2.0% and 3.2% (2.8% and 2.0% in 2013) suggested they had driven a car or other vehicle after taking prescription pain relievers (such as Percocet) or anxiety prescription medications (such as Valium), respectively.

GOAL 1: To decrease drivers age 20 or younger involved in fatal crashes 8.8 percent from the five-year average of 8.0 in 2010 - 2014 to a five-year average of 7.3 by December 31, 2017.

GOAL 2: To decrease pedestrian fatalities 7.4 percent from the five-year average of 5.4 in 2010 - 2014 to a five-year average of 5.0 by December 31, 2017.

GOAL 3: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles by two-tenths of a percentage point from a five-year average rate of 84.8 % in 2011 - 2015 to a five-year average rate of 85.0% by December 31, 2017.

1. Project Title: Vermont Teen Driver Educator Summit

Problem Statement: The need to provide up-to-date traffic safety data and information to teen driver educators.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 6, Sections 2 and 3; Chapter 4, Sections 1.1, 2.1 and 2.2; and Outreach Program recommendation in *VT Occupant Protection Program Assessment*, 2016.

Strategies: Presentations, workshops and demonstrations available to enhance teen driver education instruction statewide.

Goals: To provide continuing education for Vermont’s school-based and driving school instructors.

Assigned Staff: James Baraw.

Project Description: The fifth annual day-long summer institute is a collaboration between GHSP and the DMV designed to provide a full day of professional development for driver educators (private and school-based). The course provides instruction on methods to fully engage teen drivers and their parents on reducing/preventing distracted driving. The day includes plenary sessions of current engineering, enforcement, education, emergency services, and evaluation information from state and national sources; workshops to introduce and share tested curricula and other tools; and interactive time to connect with some of the community-based programs and resources available to supplement driver education offerings. Each year’s planning includes a review of the past year’s data and traffic safety issues to identify a central theme. Participants receive six CEUs toward their driver educator required certification. GHSP has paid and will continue to pay expenses for this free event.

Budget:

Project #	Project	Budget	Source
NH17402-417	Vermont Teen Driver Educator Summit	5,000	\$402

2. Project Title: Youth Safety Council – Turn Off Texting Course

Problem Statement: High rate of teen texting while driving.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 4, Section 2.2 and Chapter 6, Section 2.

Strategies: Utilize DMV golf-cart “Turn off Texting” curriculum/course and accompanying film conducted for driver education classes at schools statewide.

Goals: To increase knowledge and awareness of the hazards of texting while driving.

Assigned Staff: James Baraw

Project Description: The Youth Safety Council (YSC) of Vermont was formed in 2005 to promote and support youth safety programs, education, initiatives and studies. The YSC partners with youth safety experts and advocates to sustain and improve existing programs, increases public awareness of youth safety issues, supports and conducts educational and

informational activities and increases public awareness of youth safety issues. The GHSP funds the YSC educational project of interactive presentations at teen drivers’ education classes around Vermont with the Vermont DMV curriculum “Turn off Texting” utilizing a golf cart course. In early spring 2015, YSC completed a project with the University of Vermont Transportation Center to compile and analyze evaluation data from the course (more than 1300 participants).

The “Turn Off Texting” program sponsored by the Youth Safety Council of Vermont conducts pre-course and post-course surveys. The survey is designed to measure the effectiveness of the program in changing students’ awareness and behavior. The analysis for 2015 and 2016 have indicated a positive response in student’s behaviors around distracted driving in all section of the survey.

As a passenger, tell the driver to stop texting while driving – A 22.5% increase in was noted in the TOT program, reporting that they are more likely to ask the driver to stop, compared to their responses before the demonstration.

Texting while driving is acceptable driving – 2.1% increase in was noted in the TOT program, reporting that they considered Texting while driving was “unacceptable” and were more likely to ask the driver to stop, compared to their responses before the demonstration.

More likely to crash if texting while driving - 13.0% increase in was noted in the TOT program, reporting that a driver is “definitely” more likely to be in a crash if he/she is texting or emailing while driving compared to their responses before the demonstration.

How likely to text and drive in future – 12.4% increase in was noted in the TOT program, reporting that they would “never” text or email while driving in the future, compared to their responses before the demonstration. Also, an increase of 10.5% of drivers reported they would “not very likely” to text or email while driving in the future.

Budget:

Project #	Project – Sub-awardee	Budget	Source
NH17402-420	Youth Safety Council	88,162	\$402

3. Project Title: Local Law Enforcement Community Education Programs

Problem Statement: Reaching localized communities with highway safety messaging consistent with the critical and significant emphasis areas as outlined in the SHSP.

Countermeasures: *Countermeasures That Work, Eighth Edition, 2015* and Law Enforcement recommendation in Section 3C of the *VT Occupant Protection Program Assessment, 2016*.

Strategies: To provide a localized education effort focused on the critical and significant emphasis areas outlined in the Vermont SHSP. Administer interactive presentations at schools (age and audience specific) and at community events to reach broader public audience.

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

Assigned Staff: Jim Baraw

Project Description: Several law enforcement agencies will implement local education programs focused on community traffic safety awareness. Agencies will work with youth and adults to both reduce distracted, aggressive, impaired driving and increase occupant protection use. Although an education component is now required in the OP and DUI enforcement grants, this funding is applied to local education efforts focused on the critical and significant emphasis areas. These projects are not considered as part of the match for OP and DUI enforcement grants.

Grantee departments will participate in many community-based events. These events include, but are not limited to, education in local schools, high school driver’s education classes, university events, summer fairs, safety programs, and other community events. Participating agencies will employ peer reviewed curriculums on distracted, aggressive, impaired, and drowsy driving as well as occupant protection use. Some departments will address issues with local children and adults around pedestrian and bicycle safety, as well as child seat inspections (in compliance with the VDH CPS Program).

All topics listed in each department’s request are unique to the local community and address the needs of their own communities or regions based on demographics, hazards of town streets, rural roads, and state highways.

Budget:

Project #	Project – Sub-awardee	Budget	Source
NH17402-	To include overtime, travel, and supply reimbursement		
410	Essex County Sheriff’s Dept.	3,900	\$402
411	Northfield Police Dept.	4,300	\$402
412	Orange County Sheriff’s Dept.	7,800	\$402
413	Milton Police Dept.	3,000	\$402
414	Randolph Police Dept.	10,000	\$402
415	Shelburne Police Dept.	9,191	\$402
Total		38,191	

4. Project Title: Vermont State Police Traffic Safety Education Program

Problem Statement: Reaching localized communities with highway safety messaging consistent with the critical and significant emphasis areas as outlined in the Vermont Strategic Highway Safety Plan.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapters 1-4 and Law Enforcement recommendation in Section 3C of *the VT Occupant Protection Program Assessment*, 2016.

Strategies: To provide a localized education effort focused on the critical and significant emphasis areas outlined in the Vermont Strategic Highway Safety Plan. Administer interactive

presentations at schools and community organizations (age and audience specific) and at community events to reach the broader public.

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

Assigned Staff: James Baraw

Project Description: This project allows the Vermont State Police to meet public demand for highway safety presentations in teen driver education classes, businesses, and other community groups, particularly in jurisdictions of primary local coverage. Educational areas include alcohol and impaired driving, speeding, distracted driving, occupant protection (including child restraints) and motorcycle safety. A primary focus is teen driver education classes with emphasis on alcohol impairment. Pre-test and post-test surveys are administered for evaluation. In partnership with the VHSA, VSP has an active educational presence at the Champlain Valley Exposition, the larger of Vermont’s two statewide summer fairs and a prime opportunity for distribution of educational materials and public presentations about highway safety. Overall the key goal is to provide education in conjunction with the enforcement campaigns targeted to general public, in particular *Drive Sober or Get Pulled Over* and the VSP’s own messaging about responsible driving behavior *Do Your Part, Drive Smart*. All materials are peer reviewed and pre-approved by GHSP. Allowable expenses include overtime, mileage, supplies and printed educational handouts.

Although an education component is required in the OP and DUI enforcement grants, this funding is dedicated to local education efforts focused on the critical and significant emphasis areas. These projects are not considered as part of the match for OP and DUI enforcement grants.

Budget:

Project #	Project – Sub-awardee	Budget	Source
NH17402-418		23,000	\$402
NH17405B-015	*Vermont State Police Communication Education	11,250	\$405(b)
NH17405D-028		10,000	\$405(d)
Total		44,250	

5. Project Title: Community Justice Network of Vermont (CJNVT) Safe Driving Program (formerly the Vermont Victims Impact Panel)

Problem Statement: Persistent DUI and repeat DUI offenders.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 5.

Strategies: Use of a six-hour behavior-change curriculum (including live/video presentations by those harmed as a result of DUI crashes) provided to community supervised DUI offenders (required).

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

Assigned Staff: Jim Baraw.

Project Description: The Safe Driving Program operated by the Community Justice Network of Vermont is an awareness program for offenders convicted of misdemeanor driving under the influence of alcohol or other drugs. To date, probation staff have employed a two-part curriculum in probation offices around the state. This program incorporates DUI victim impact panels as a core component. In 2014 and 2015, the program began phasing in more community-based sites for offering the program in partnership with community justice centers in the Community Justice Network of Vermont (CJNVT).

CJNVT staff collect participant self-reported data from evaluations of the program. Almost two thirds (60%) of participants attributed lessons and information gained from the program as influencing their subsequent driving decision-making and behaviors. In 2016-17, CJNVT will work to standardize existing evaluation tools at community justice centers and work with Department of Corrections (DOC) to determine which recidivism measures can best be used to assess program efficacy. This approach to evaluation will ensure uniform measures from the state and community sites can be integrated into a shared evaluation and quality improvement tool. CJNVT will deliver both an activity evaluation and outcome/impact assessment.

The program also offers an annual Red Ribbon Tree DUI public awareness event during December at the Vermont State Capital which coincides with the launch of the holiday DUI enforcement and media efforts.

Budget:

Project #	Vermont Safe Driving Program	Amount	Source
NH17402-425	Community Justice Network of Vermont (CJNVT)	20,000	\$402

6. Project Title: Local Motion Safe Streets Coalition

Problem Statement: Lack of knowledge and awareness by bicyclists, pedestrians and motorists of traffic safety regulations for safely sharing streets and roadways.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 8, Sections 2 - 4 and Chapter 9, Sections 1.1., 1.3, 2 (all), 3.2 and 3.4 and 4 (all).

Strategies: Community education and outreach activities and public messaging, school and college campus education events and training in the use of these resources for local/regional safety education collaborators, including law enforcement.

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

Assigned Staff: James Baraw

Project Description: Local Motion is a member-supported non-profit organization promoting people-powered transportation and recreation for healthy and sustainable Vermont communities. The GHSP has funded Local Motion’s work with the Safe Streets Collaborative, a broad-based campaign led by non-profits and local governments from across Chittenden County to provide bike/pedestrian education and outreach. Local Motion continues to work with the Vermont Bicycle and Pedestrian Coalition, strategically building a statewide network of local partners to utilize the existing “toolkit” of community education knowledge, activities and

materials developed by Local Motion. The continuing goal for this expanded network is to reduce bike-pedestrian/motor vehicle crashes by building a culture of respect on our streets and sidewalks. The philosophy is that everyone has a part to play – cyclists, pedestrians, and motorists alike. Based on their data-driven approach, Local Motion will provide training and technical assistance in the use of the outreach “toolkit” and education strategies and resources to identified communities, thus developing local capacity to promote safe biking and walking.

Budget:

Project #	Project – Sub-awardee	Budget	Source
NH17402-416	Local Motion	131,250	\$402

7. Project Title: Workplace Safety Project Road Safe

Problem Statement: Crashes, injuries and risky/hazardous driving behavior in the driving workforce.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015: Chapter 1, Section 5; Chapter 2, Sections 3 and 6 and Chapter 4, Sections 2 and 3; and Law Enforcement recommendation #3 in Section 3C of the *VT Occupant Protection Program Assessment*, 2016.

Strategies:

1. Regular schedule of NSC Alive@25 curriculum at trade schools, NSC Defensive Driving course offerings at grantees’ offices in Central Vermont or on-site for employers statewide and customized traffic safety presentations for employers.
2. Regular schedule of Our Driving Concern, providing driver safety training for appropriate business personnel to conduct employee training sessions.
3. Annual participation in professional conferences and safety days for a variety of professional groups and trade associations via presentations and distribution of educational materials, e-newsletter and website.

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

Assigned Staff: James Baraw

Project Description: *Project RoadSafe* is a workplace driver’s safety program housed at the Associated General Contractors of Vermont, a statewide construction trades training organization. The mission of *Project RoadSafe* is to help Vermont businesses create a safe workplace for their drivers, decrease distracted driving, reduce impaired driving and increase the use of seat belts. Programming in 2017 will continue to: 1) engage Vermont companies with high numbers of crashes (based on Department of Labor data), 2) support participation in a series of annual statewide workforce safety forums and conferences to present and distribute materials, 3) provide businesses with education/training and materials at worksites on request. The project director will distribute a monthly e-newsletter and maintain a program website.

Project RoadSafe continues to expand the successful young driving workforce education initiative (using the Alive@25 curriculum) through Vermont’s trade schools, with a particular

focus on distracted and impaired driving and seat belt use targeting the low seat belt usage 18-24 male driver cohort. Presentations, printed materials, and newsletters will incorporate the *CLOT* and *Drive Sober or Get Pulled Over* campaign messaging.

Budget:

Project #	Project RoadSafe	Budget	Source
NH17402-419	Associated General Contractors of Vermont	116,185	\$402

8. Project Title: Lifesaver “Highway Heroes” Awards

Problem Statement: Highway safety efforts, performed by individuals and organizations sometimes go unnoticed and unrewarded.

Countermeasures: State event of NHTSA National Lifesavers’ Recognition Program.

Strategies: The GHSP partners receive the opportunity to engage, network and learn about ongoing and new programs and to hear motivational speakers on topics of pertinent highway safety issues.

Goals: The awards ceremony provides a networking opportunity for participants and allows GHSP to display model programs and reward outstanding achievement.

Assigned Staff: Betsy Ross

Project Description: The Lifesaver “Highway Heroes” Award Luncheon is an annual event that provides GHSP the opportunity to thank the education, enforcement, EMS and engineering partners who are responsible for the successes achieved in highway safety. These committed individuals have contributed to GHSP reaching its goals and mission. The budget funds the award plaques and a contract with a local convention center for the awards luncheon. The 2017 Lifesavers Awards will be held during the VHSA Annual Meeting and Conference.

Budget:

Project #	Project – Sub-awardee	Budget	Source
NH17402-421	Lifesaver Awards	16,000	\$402

9. Project Title: Community Programs Coordinator

Problem Statement: Continuous need of monitoring for compliance with timeliness and completeness of program deliverables.

Countermeasures: In *Countermeasures That Work*, Eighth Edition, 2015, see all countermeasures applicable to community-based education projects and related contracts (i.e. annual seat belt survey, attitude survey).

Strategies: Regular document review, site visits and technical assistance with grantees and contractors; attend trainings for professional development and collaborative meetings with highway safety partners as needed, including the VHSA Education and Outreach Focus Group.

Goals: To ensure quality and consistency with grant and contract deliverables which are designed to address the critical emphasis areas in the SHSP and the HSP.

Assigned Staff: James Baraw.

Project Description: A GHSP staff member manages the educational grants and contracts for the seat belt attitude and behavior surveys, scheduled program assessments and supports the Traffic Records Program. This staff member also provides support with program evaluation for all education grants and GHSP projects, including site visits. This staff member acts as the Occupant Protection Coordinator for the State of Vermont.

Budget:

Project #	Project – Sub-awardee	Budget	Source
NH17402-400	Community Programs Coordinator	50,000	\$402

10. Project Title: Law Enforcement & State and Local Partners Highway Safety Training Programs

Problem Statement: Special traffic safety training not readily available to law enforcement officers and state and local partners within the state of Vermont.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015.

Strategies: Provide support to law enforcement and state and local partners to attend specific traffic safety related trainings which support state priorities.

Goals: Maintain the capacity to sponsor selected law enforcement and state and local partners to attend in-state and out-of-state trainings which will promote NHTSA’s traffic safety priorities.

Assigned Staff: Scott Davidson

Project Description: Traffic safety technology, science and information are under constant development and revision. Training to enhance current procedures and processes continually appears in the traffic safety world. It is a dynamic industry inspired by existing priorities and influenced by the efforts of traffic safety advocates to improve performance. These types of highway safety trainings will focus on new information and investigative techniques that will benefit our priority program areas.

Every year, training opportunities for law enforcement officers and supporting personnel (some sponsored by NHTSA and other federal agencies) become available during the grant year including: topical training relating to issues such as advanced crash investigation, enforcement strategies, equipment development, technical training and assistance, informational workshops, data and mapping proficiency, and other traffic safety related training, some of which is sponsored by NHTSA and other federal agencies. GHSP encourages traffic safety partners to participate in these types of trainings and to bring skills learned, information and new ideas back to Vermont and share them with the state’s traffic safety community. Funds will be utilized to provide support for training registration costs, travel expenditures and other costs pre-approved by GHSP.

Training programs for non-law enforcement personnel will be provided for our critical emphasis areas for the purpose of enhancing highway safety skills. Trainings selected will focus on new information and best practices that will benefit our safety program areas. In past years, these funds have been used to send the Governor’s Representative to the GHSA Leadership

Training and the GHSA Annual Conference. We have also funded NHTSA Managing Federal Finances Training for VTrans Grants Management and Accounting personnel.

Budget:

Project #	Project	Budget	Source
NH17402-422	Highway Safety Training Programs	20,000	\$402

11. Project Title: Distracted Driving Education

Problem Statement: Drivers are increasingly distracted by the use of mobile devices such as cell phones and associated texting, causing collisions, injuries, and fatalities. Distracted driving was a contributing factor in at least 17% of all major crashes in Vermont since 2010.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Section 3 (all); Chapter 4, section 2.2; and Chapter 6, Section 2 (all); and Law Enforcement recommendation #13 in Section 3C of the *VT Occupant Protection Program Assessment*, 2016.

Goals: Reduce the number of major crashes related to distracted and inattentive drivers by 10% in 2017 (VT SHSP, VHSA).

Strategies: Develop and implement standardized materials for teenage education for use by Emergency Medical Services and law enforcement.

Assigned Staff: Jim Baraw

Project Description: Teen drivers are increasingly distracted by the use of technology in motor vehicles on Vermont’s roadways. The issues are not just hand held devices, but rapidly changing in-vehicle technology as well. Although the use of cellphones, texting and other electronic devices are frequently the cause of distracted behavior, evidence shows that many other distractions greatly reduce a driver’s ability to operate a motor vehicle safely.

The Vermont 2012 SHSP indicates that distracted driving has been a contributing factor in at least 17% of all major crashes in Vermont since 2010. The VHSA has selected this issue as one of the SHSP critical emphasis areas and has developed a Task Force to address all related issues. Successful teen programs have demonstrated that combined efforts of law enforcement and educational outreach programs can be effective tools in communicating the importance of safe driving.

The Vermont DMV will develop and implement standardized materials for K-12 educational levels for use by EMS and law enforcement instructional personnel. This material will focus on distracted driving and occupant protection among teens. The grant will provide an education awareness campaign for Vermont’s teens and teen drivers within drivers’ education programs. Along with curriculum development, it will make available necessary audio visual equipment and outreach materials for instructors to use for educational classes.

Budget:

Project #	Sub-awardee	Amount	Source
NH17405E-000	Vermont Department of Motor Vehicles	50,000	\$405(e)

12. Project Title: Pedestrian Safety

Problem Statement: During the period of 2011-2015, Vermont reported a total of 30 pedestrian fatalities. Pedestrian fatalities comprise 10% of total crash fatalities. This percentage is below the national average of 15% (NHTSA, Traffic Safety Facts 2016, based on 2014 and earlier data).

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 8, Sections 2.1, 2.2, 3.1 and 4.7.

Strategies:

1. Deliver community education to the walking and motoring public on shared roadways about the importance of pedestrian safety.
2. Utilize the Safe Routes to School initiative.

Goals: To reduce the number of pedestrians killed in traffic crashes from the five year (2011-2015) moving average of 5.6 in 2015 by 1.8 percent to a five year moving average of (2012-2016) of 5.5 in 2017.

Assigned Staff: James Baraw

Project Description: Pedestrian related crashes continue to be a concern for highway safety professionals and citizens of the State. The pedestrian related crashes impact the age group from birth to 18 years, who comprise 10 percent of total pedestrians involved in motor vehicle crashes. Pedestrian safety education is an important component for all age groups. The data shows that pedestrians in the birth to 18 age group experience the highest numbers of crashes with motor vehicles. Pedestrian safety is also a concern for the elderly population.

This program will utilize the pedestrian safety action items in the Vermont SHSP and implement several recommended strategies currently used in other states to reduce pedestrian fatalities and serious injuries. Using data analysis, mapping to identify high-risk zones and pedestrian safety assessments/road safety audits, the program will initiate public information campaigns, educational outreach in high-risk areas and work to form strategic partnerships with universities and other organizations and agencies.

Additionally, the program will complement public health approaches to pedestrian safety and injury prevention. This will be accomplished by promoting policy that supports pedestrian safety, implementing a statewide pedestrian education program for school-aged children, creating safe walking routes for senior citizens and conducting law enforcement training for crosswalk enforcement activities. By utilizing the VDH physical activity division networks, we will promote safe walking and biking activity in Vermont and produce a pedestrian safety toolkit with partners.

The program staff will collaborate with existing and new partners raising awareness of education, resources, communication and outreach expertise to support parents in teaching children about safe walking. We will coordinate with Local Motion and regional *Safe Routes to School* (SRTS) designated representative activities, provide on-going training to SRTS representatives around walking and biking safety and develop resources for the SRTS website.

The budget consists of one full time staff salary/benefits/fringe, supplies, travel, mileage, CAP %, education materials and mailings.

Budget:

Project #	Sub-awardee	Amount	Source
NH17402-424	Vermont Department of Health	66,500	\$402

13. Project Title: Attitude Survey

Problem Statement: Limited ability to measure public traffic safety opinions and behavior.

Countermeasures: NHTSA recommended design.

Strategies: Telephone survey and analysis.

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

Assigned Staff: James Baraw

Project Description: In FFY 2017, the annual August telephone 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 initiatives.

Budget:

Project #	Attitude Survey	Budget	Source
NH17402-301	Center for Research and Public Policy	8,000	§402
NH17405D-031		8,000	§405(d)
Total		16,000	

Community Educational Programs Budget Summary

Project Title	Budget	Source
1. Vermont Teen Driver Summit	5,000	\$402
2. Youth Safety Council	88,162	\$402
3. Local Law Enforcement Programs	38,191	\$402
4. VSP Community Education	23,000	\$402
	11,250	\$405(b)
	10,000	\$405(d)
5. Safe Driving Program	20,000	\$405(d)
6. Local Motion	131,250	\$402
7. Project RoadSafe	116,185	\$402
8. Lifesaver Awards	16,000	\$402
9. Community Programs Coordinator	50,000	\$402
10. Highway Safety Training Programs	20,000	\$405(d)
11. Distracted Driving Education	50,000	\$405(e)
12. Pedestrian Safety	66,500	\$402
13. Center for Research and Public Policy	8,000	\$402
	8,000	\$405(d)
\$405(d) Total	58,000	
\$402 Total	542,288	
\$405(b) Total	11,250	
\$405(e) Total	50,000	
Total All Funds	661,538	



Motorcycle Safety

Motorcycle Safety

GOAL 1: To maintain motorcyclist fatalities at or below a five-year average of 8.0 or lower (2010-2014 average is 7.8) by December 31, 2017.

GOAL 2: To maintain the number of unhelmeted motorcyclist fatalities below the five-year average of 1.2 in 2010 - 2014 by December 31, 2017.

1. Project Title: State Motorcycle Rider Education Program

Problem Statement: Persistent occurrence of helmeted and unhelmeted motorcycle fatalities.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 5, Sections 1.2, 3.2, 4.1 and 4.2.

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

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

Registered Motorcycles Statistics

Calendar Year:	<u>2013</u>	<u>2014</u>
Vermont:	28,777	30,106

Assigned Staff: James Baraw

Project Description: The purpose of the *Motorcycle Rider Education Program* is to provide motorcycle safety training for at least 1,400 individuals during the motorcycle training season. Courses are designed to train individuals interested in obtaining a first time motorcycle endorsement and individuals already holding a motorcycle endorsement interested in honing their motorcycle skills. Training includes exercises designed to teach the basics of motorcycle operation while enhancing skill levels. It also includes instruction on wearing proper riding gear (DOT helmet, eye protection, full fingered gloves, motorcycle riding jacket and pants, and over the ankle footwear), the risks associated with using drugs or alcohol while riding, and how to be visible to other motorists. Courses are provided at eight training facilities located in Berlin, Rutland, Pittsford, Dummerston, Highgate, St. Johnsbury, and two sites in Colchester.

The program administrator will attend a national RiderCoach train-the-trainer course in order to have an adequate number of trainers available to keep Vermont's roster of trainers up-to-date with the curriculum and qualified for certification.

Motorcycle awareness advertising will run on radio stations in Vermont during the entire month of May (Motorcycle Awareness Month) and continue on a rotating basis throughout the motorcycle riding season. In addition, the program utilizes rider safety social media messaging during the riding season. In 2017, GHSP and VTrans will include a performance review of motorcycle awareness messaging during the media planning process.

Budget:

Project #	State Motorcycle Rider Education Program	Budget	Source
NH17405F-000	Vermont Department of Motor Vehicles	35,000	\$405(f)
NH17402-500		62,300	\$402

Motorcycle Safety Budget Summary

Project Title	Budget	Source
1. Vermont Department of Motor Vehicles	35,000	\$405(f)
	62,300	\$402
Total	97,300	

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Traffic Records

Traffic Records

Vermont continues to work diligently to improve upon an efficient and accurate traffic records system. VTrans identifies highway safety problems, develops measures to address the problem, implement the measures, and evaluate the results. Each stage of the process depends on the availability of accurate highway safety data and analysis tools

The Vermont TRCC engages in programs to:

- › Demonstrate quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility and integration of data in the core highway safety database.
- › Improve the core data gathering capabilities of the highway safety database, and enhance the highway safety data gathering capabilities.
- › Identify and rank high crash locations, crash causation and roadway characteristics.
- › Identify safety corridors with data-driven support for infrastructure safety improvements on Vermont roadways.
- › Address recommendations noted in the 2012 Traffic Records Assessment to improve data in the traffic records systems for timeliness, completeness, accuracy, accessibility, uniformity and integration.
- › Increase the number of MMUCC (Model Minimum Uniform Crash Criteria) elements and attributes to comply and certify for Section 405c funding of Traffic Records Data Improvement.
- › Respond to user requests for changes within the WebCrash software.
- › Upgrade the SIREN system to NEMSIS 3.

Goal 1: Crash Timeliness: Increase the timeliness of crash reports from the average timeliness of 26.86 days during the period of April 1, 2015-March 31, 2016 to 24 days during the same period ending in 2017. See related performance measure in "Appendix for 405" in GMSS.

AOT has added mobile-friendly features to the Vermont WebCrash application to encourage crash data collection in the field. These enhancements combined with educational and training efforts will enable Vermont law enforcement to achieve the stated goals.

SIREN Completeness

Goal 2: (SIREN) To increase by 70% the number of Vermont based agencies submitting NEMSIS version 3 compliant data electronically in to the state Emergency Medical Services (EMS) electronic patient care (ePCR) database for the period of April 1, 2016-March 31, 2017 . Currently, for the period of April 1, 2015 – March 31, 2016, 0% of VT based agencies are reporting NEMSIS version 3 compliant data to the state.

We plan to achieve this goal by making a new statewide run form that is formatted to collect NEMSIS version 3 data available freely to all VT agencies, and to commence hands on and webinar trainings for all Vermont providers.

1. Project Title: AOT Crash Data Reporting System

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

Countermeasures: Data improvement recommendations contained in the 2012 Traffic Records Assessment.

Strategies: 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.

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

Assigned Staff: James Baraw

Project Description: This is a project for ongoing enhancements to the crash data interface. The FFY 2017 goal is to complete four components: 1) To build a link to the Vermont Justice Information Sharing System (VJISS) to allow electronic access of the non-reportable crash reports. In obtaining the reports, staff will need to convert the data into a standard format for electronic submission. 2) To obtain the new MMUCC standards due to be released in September 2016, review the Uniform Crash Report Form and implement necessary changes. 3) To add two additional states to the auto population section in Web Crash. Currently, Web Crash has three states. This tool has proved useful to law enforcement in documenting driver and vehicle data, expediting traffic stop time and validating the data point of entry. 4) 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 App was a recommendation in both the Vermont 2012 Crash Data Improvement Program (CDIP) review as well as in the 2012 Traffic Records (TR) Assessment. This feature will provide for improved timeliness in reporting, per the CDIP and TR Assessment.

Budget:

Project #	AOT Crash Data Reporting System	Budget	Source
NH17405C-700	Vermont Agency of Transportation	203,000	\$405(c)

2. Project Title: SIREN

Problem Statement: The run time data system for Emergency Medical Services requires further transition from the implementation phase to development of interface with both the crash system and hospital medical records databases.

Countermeasures: Data improvement recommendations contained in the 2012 Traffic Records Assessment.

Strategies: Software development and upgrades; continuous monitoring of EMS data reporting and analysis of data for completeness and accuracy.

Goals: To continue improvements to SIREN for the completeness, timeliness and accuracy of data submission from emergency medical service agencies and to develop initial testing of crash data and hospital linkages.

Assigned Staff: James Baraw

Project Description: The Statewide Incident Reporting Network (SIREN) is a web-based, statewide EMS incident reporting system. This system gives the Vermont Department of Health Emergency Medical Services division the capacity to collect patient care data on all EMS calls statewide, as well as injury and crash data. This report writing system collects many data points from EMS agencies statewide. The data points collected are defined in the NEMSIS version 3.0. Since implementation in 2010, SIREN has achieved 100% compliance with all Vermont EMS agencies and helps ensure accurate, complete, timely and uniform EMS incident reports by the Vermont Department of Health Emergency Medical Services. The completion of the SIREN run reporting data system implementation will involve training. All users and administrators will require additional targeted training to implement and fully utilize the new SIREN Elite. Precise planning and training will also be required with the contractor to develop the SIREN hospital data linkage implementation.

Budget:

Project #	SIREN	Budget	Source
NH17405C-701	Vermont Department of Health Emergency Medical Services	170,000	\$405(c)

3. Project Title: TRCC Consultant

Problem Statement: The scope of facilitating the work of the TRCC, tracking the NHTSA application/project reporting and regular strategic planning of traffic records projects require expertise and dedicated time beyond the staffing capacity of the GHSP.

Countermeasures: Data improvement recommendations contained in the 2012 Traffic Records Assessment.

Strategies: Facilitation of TRCC meetings, monitoring and filing regular project TRIPRS progress reports and preparing and filing the IPR/annual TRIPRS application.

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

Assigned Staff: James Baraw

Project Description: Appriss serves as the current TRCC Consultant for Vermont. The consultant services include providing administrative support to the TRCC, including preparation of the meeting agendas in consultation with the co-chairs, monitoring statewide data program compliance, coordinating shared data between agencies performing all record-keeping functions to assist in developing Vermont’s annual 405c application and general TRCC technical assistance. The consultant will serve as the coordinator for the FFY 17 Traffic Records Assessment.

Budget:

Project #	Consultant	Budget	Source
NH17405C-702	Appriss	63,864	\$405(c)

4. Project Title: e-Citation

Problem Statement: The traffic records data collection by statewide law enforcement including crash interface and the development of e-Citation requires technical support at the Department of Public Safety.

Countermeasures: Data improvement recommendations contained in the 2012 Traffic Records Assessment.

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

Goals: To complete and evaluate the initial pilot of the e-Citation initiative.

Assigned Staff: Jim Baraw

Project Description: This program involves the electronic transfer of highway traffic citations by law enforcement personnel in the field to the court’s case management system, improving timeliness, decreasing errors and virtually eliminating the need for paper. This project includes one full-time position for support of traffic records, provides staffing for traffic records improvement and data integration in the VT law enforcement community specific to the development of the e-Citation project. This position serves as a liaison with DPS IT to resolve law enforcement user access issues, including account changes and setup of security credentials for Spillman (legacy system) users of WebCrash.

During FFY 2016, the first phase (pilot) of the e-Citation implementation will be completed and evaluated and pending successful results, a second pilot with a larger group of users will commence. A DPS contracted Project Manager directs the overall implementation of this effort. The project manager serves as pilot team member to ensure the needs of the participant law enforcement agencies are met in every project phase; arranges for the installation of all equipment; coordinates and participates in user acceptance testing; provides input to training manuals and frequently asked questions; assists with the pilot evaluation and serve as a DPS representative to the TRCC.

Budget:

Project #	E-Citation	Budget	Source
NH17405C-703	E-Citation Implementation	768,509	§405(c)

5. Project Title: Horizontal Curve Data Inventory on Local Roads

Problem Statement: Vermont’s roadway files contain information on horizontal curves for state-maintained roads only, representing only 17% of total road miles. Vermont’s roadway files do not contain data on horizontal curves for non-state maintained roads. Roadway data accuracy and completeness are a part of the Traffic Records Assessment.

Countermeasures: Data improvement recommendations contained in the 2012 Traffic Records Assessment.

Strategies: Create an inventory of horizontal curve data using GIS extracting methods. Using the data elements available in the crash data alone, conduct a simple crash risk factor analysis on the local roads system.

Goals: Increase the data inventory of horizontal curves on the local road system (VTrans’ road class 2, 3, and 4) in terms of location, degree of curve, length of curve, curve radii, and types of curve. This project will also provide a level of completeness of roadway data in our data system.

Assigned Staff: James Baraw

Project Description: Vermont’s roadway files contain information on horizontal curves for state-maintained roads, which represent approximately 17% of total road miles in Vermont. However, Vermont’s roadway files do not contain data on horizontal curves for non-state maintained roads. Using the data elements available in the crash data alone, VTrans is currently capable of doing a simple crash risk factor analysis on the local roads system. For example, considering specifically rural local roads, VTrans data show that 59% of all the crashes are single vehicle crashes and that of the 59% single vehicle crashes, 57% are taking place on horizontal curves. But this is where the analysis ends.

This project is part of the core data system of the TRCC and will include Vermont local roads classified as Class 2 (2,775 road miles), Class 3 (8,537 road miles) and Class 4 (1,634 road miles). The objective of this project is to create an inventory of highway horizontal curve data on non-state maintained roads from Vermont’s GIS roadway map that will include the following data elements: curve location, curve length, radius, degree of curvature, curve direction, and curve type. The estimated eight-month project will be accomplished through the performance of three tasks listed below:

- > Preprocessing the Highway GIS Data (preprocessing/dissolving roadway segments by road name, road direction, and highway class
- > Verifying the processed centerline shapefile for breaks of curves at nodes dividing two consecutive dissolved segments)
- > Calibrating the Algorithm to Vermont data to find the optimal parameter values that maximize the accuracy of curve detection and extracting the data

Because the curve inventory will be conducted on the entire universe of class 2, class 3 and class 4 roads using the same methodology, uniformity in the data elements for this category of roads will be achieved. This data collection effort is a task that is listed in the 2012-2016 Vermont SHSP as one of the strategies to improve the completeness of highway data for the advancement of safety.

Budget:

Project #	GIS Mapping – Curve Project	Budget	Source
NH17402-303	Agency of Transportation	90,000	\$402

6. Project Title: Program Coordination/Data Support

Problem Statement: GHSP and its highway safety partners need regular program evaluation and data analysis to facilitate annual prioritization of problems and resource allocation.

Countermeasures: In *Countermeasures that Work*, Eighth Edition, 2015, see countermeasures identified for each survey, education and traffic records project throughout the plan document.

Strategies: Regular document review, site visits and technical assistance with grantees and contractors; attend training for professional development, TRCC and other collaborative meetings with highway safety partners, as needed.

Goals: 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.

Assigned Staff: James Baraw

Project Description: A GHSP staff member manages the Traffic Records Program as well as all education grants, contracts for the seatbelt, attitude and behavior surveys and other scheduled assessments/evaluations. This staff member provides support through program evaluation for all education grants and GHSP projects, including site visits. This staff member acts as the Occupant Protection Coordinator for the State of Vermont.

The position tracks employees time proportionally between traffic records and community programs.

Budget:

Project #	Program Coordination/Data Support	Budget	Source
NH17402-300	GHSP Program Coordinator	50,000	\$402

Traffic Records Budget Summary

Project Title	Budget	Source
1. AOT Crash Data Reporting System	203,000	\$405(c)
2. SIREN	170,000	\$405(c)
3. Consultant	63,864	\$405(c)
4. E-Citation	768,509	\$405(c)
5. GISMapping – Curve Project	90,000	\$402
6. Program Coordination/Data Support	50,000	\$402
\$405(c)	1,205,373	
\$402	140,000	
Total All Funds	1,345,373	

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Paid Media

Paid Media

The 2015 VTrans annual survey captured the public's awareness of traffic safety messaging and revealed the following highlights:

- > Just over one-half of all respondents, 62.2% (up from 55.0% in 2014), indicated they have read, seen or heard messages about alcohol or drunk driving enforcement by police.
- > In a new separate question for 2015, nearly one-half, 48.0%, suggested they have recently read, heard or seen messaging about drug impaired driving enforcement.
- > The primary sources among "aware respondents" for messages on alcohol or drug impaired driving included, in declining order: television (89.2%), newspaper (66.3%), radio (22.5%) and the internet (18.8%).
- > Under one-half of those surveyed, 45.6% (up from 43.8% in 2014), indicated they have read, heard or seen messages about seat belt enforcement by police.
- > Of this group, television was cited as the source for the messages by 53.5% followed by signs and banners and the newspaper – 38.2% and 21.5% respectively.

GOAL 1: To decrease unrestrained passenger vehicle occupant fatalities 6.0 percent from the five-year average of 23.4 in 2010 - 2014 to a five-year average of 22 by December 31, 2017.

GOAL 2: To decrease alcohol-impaired driving fatalities 6.3 percent from the five-year average of 17.6 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2017.

Marketing and Promotion

The Vermont Highway Safety Alliance (VHSA), a collaboration of public and private sector organizations representing the 4 Es of traffic safety, is engaged in marketing and promotional activities and selecting pertinent outreach tools and evaluation strategies. Monthly meetings promote ongoing communication on highway safety issues.

Alcohol and Impaired Driving

1. Project Title: Sports Marketing Campaign

Problem Statement: The state's alcohol impaired driving messaging may not reach all target audiences through traditional media messaging.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 5 and 5.2.

Strategies: Provide educational information regarding the hazards of alcohol impaired driving at sporting events held across the state.

Goals: To educate a wider sector of the population with the *Drive Sober or Get Pulled Over* messaging.

Assigned Staff: Betsy Ross

Project Description: The Sports Marketing Program will use the highway safety message *Drive Sober or Get Pulled Over* in places where sports fans congregate. Spectators are reached audibly through public address announcements, visually through venue billboard signs and website banners and interactively by having an on-site presence at the venue to connect with fans in a personal way.

The campaign aggregates six sports seasons and includes university athletics, professional baseball and motorsports for a presence throughout the year. The highway safety campaign for sports will include a presence with the following sports programs in Vermont:

- > Vermont Lake Monsters Baseball in Burlington
- > University of Vermont Hockey in Burlington
- > University of Vermont Basketball in Burlington
- > Bear Ridge Speedway in Bradford
- > Devils Bowl Speedway in Fair Haven
- > Thunder Road International Speedway in Barre

In addition, the *Designated Drivers Are Legendary* pledge program will be developed to complement the above sports campaigns and further reach sports fans and residents across the state. This program is designed to drive home the importance of using a designated driver and driving sober. Through the sports calendar year, fans will be challenged to take a pledge to always drive sober and to assign a designated driver when they have been drinking. Fans will have the opportunity to take the pledge at on-site activities conducted during the season at the sports venues and online at a website created specifically for this campaign.

Primary target:	18-34-year-old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Marketing:	PSA announcements, internet, social media, mobile media, and display booth at sporting events and fairs.
Measure:	Vendor to meet all expectations per contract

Budget:

Project #	Sports Marketing Campaign	Budget	Source
NH17405D-204	Alliance Sport Marketing Creative	65,000	\$405(d)
NH17405D-205	Alliance Sport Marketing Media Buy	100,000	\$405(d)
Total		165,000	

2. Project Title: *Strike Out Drugged Driving Campaign*

Problem Statement: The lack of public understanding and general knowledge regarding the dangers and consequences of "Drugged" Impaired Driving.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Educate Vermont residents on the dangers and consequences of "drugged" impaired driving through a multi-platform outreach and awareness campaign.

Goals:

- > Broadcast "drugged" impaired driving messaging to baseball fans throughout the state of Vermont with an estimated delivery of 2,500,000 impressions.
- > Deliver over 1,500,000 guaranteed online impressions through video and display marketing to Vermont over the course of the program.

Assigned Staff: Betsy Ross

Project Description: Vermont is not unlike other states in the northeast in that it has been experiencing an increase in "drugged" impaired driving. Driving impaired under prescription drugs, narcotics, cannabis, depressants and other substances continues as a growing concern. In 2014, Vermont reported more operators in fatal crashes tested positive for THC than those with a BAC of over .08%.

The *Strike Out Drugged Driving* program will focus on creating awareness and educating Vermont motorists on the dangers and repercussions of "drugged" impaired driving. Media platforms for connecting these messages with the intended audience are as follows:

:30 Radio Spots on all Vermont based Red Sox Radio Network stations.

- > WWOD 93.9 FM Woodstock
- > WCPV 101.3FM Burlington
- > WSTJ 1340 AM St. Johnsbury
- > WSYB 1380 AM Rutland
- > WIKE 1490 AM Newport
- > WCVR 1320 AM Randolph
- > WDEV 550 AM Waterbury
- > WDEV 96.1 FM Waterbury
- > WLVB 93.9 FM Morrisville

:15 second online video pre-roll messaging featuring Vermont law enforcement.

Develop an online video featuring GHSP representatives and/or Vermont Law enforcement discussing the dangers and consequences of "drugged" impaired driving.

- > These videos will be delivered online specifically targeting those who have engaged with marijuana, drugged driving and other similar messaging.

Digital banner ads specifically targeting those who have engaged with "drugged" impaired driving content which utilizes contextual search marketing advertising or Smart Reach Digital.

GHSP program leaders will participate in an on-radio interview during a half inning break on Vermont Day at Fenway Park.

Primary target:	Adults 25 – 54 (Skewing towards Men)
Secondary target:	Adults 18 – 35 (Skewing towards Men)
Geo Target:	Vermont statewide
Marketing:	Red Sox Radio, Targeted Online Banner Ads, Video Pre-Roll featuring Vermont law enforcement
Measure:	Vendor responsible for delivery of all items as promised in Summary Pages of proposal.

Budget:

Project #	“Strike Out Drugged Driving” Campaign	Budget	Source
NH17405D-209	Vendor to be determined	97,000	\$405(d)

3. Project Title: Impaired Driving Labor Day

Problem Statement: Increased traffic and activities on the roadways during these high crash time frames. The demographics of 18-34 year olds (skewed slightly toward men) are generally over-represented in injury and fatal crashes.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Develop new creative and media messaging statewide to communicate Vermont’s impaired driving laws, increasing the public perception of the risks of detection, arrest, prosecution and sentencing due to impaired driving, especially during the back to school and Labor Day time frame.

Goals: Develop new creative messaging for broadcast and cable television; broadcast and/or digital (Pandora) Radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Achieve a campaign reach of at least 75% with a frequency of six times, as measured through Nielsen and Arbitron Surveys.

Assigned Staff: Betsy Ross

Project Description: Produce a new creative for television and radio to run during the fall to cover Labor Day celebrations and back to school times. This creative will influence and deter Vermonters with a strong impactful message relating to the consequences of impaired driving. Enforcement efforts will run concurrently with the national *Drive Sober or Get Pulled Over* campaign and will continue during a longer concentrated period in the month of September. This extension will provide a type of sustained enforcement which may provide a bridge to and extend into the beginning stages of the holiday impaired driving enforcement national campaign.

Primary target:	21-34-year-old Adults (skewed slightly toward men)
Geo Target:	Vermont statewide with an emphasis on the Northeast Kingdom and Franklin County.
Media:	Television, radio, internet, social media (Google, YouTube, and Facebook)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook).
Measure:	Secure a campaign reach of at least 75% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17405D-202	Impaired Driving Labor Day – New Creative	37,000	\$405(d)
NH17405D-203	Impaired Driving Labor Day – Media Buy	73,000	\$405(d)

4. Project Title: Holiday – Impaired Driving

Problem Statement: Historical increase in impaired driving crashes, injury crashes and fatalities during the holiday time frames.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Re-tag the new driving impaired media message to educate the motoring public regarding the dangers of drinking and driving especially during the holidays when there are more celebrations. Media messaging will include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram.

Goals: Run :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook). Secure a campaign reach of at least 80% with a frequency of six times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Betsy Ross

Project Description: Develop a media plan to warn Vermonters of the dangers of drinking and driving, especially around the holidays when there are more celebrations. Develop a media plan with messaging to educate the motoring public regarding the dangers of drinking and driving, especially around the holidays.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	Re-tag the new Driving Impaired Message for television, radio, internet, social media (PPC)
Measures:	Secure a campaign reach of at least 80% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17405D-201	Holiday Impaired Driving	50,000	\$405(d)

5. Project Title: Super Bowl Impaired Driving

Problem Statement: Historical increase in impaired driving crashes, injury crashes and fatalities during this time frame.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Will utilize *Fans Don't Let Fans Drive Drunk* media message to educate the motoring public regarding the dangers of drinking and driving. Media messaging will include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram.

Goals: Re-tag *Fans Don't Let Fans Drive Drunk* media spot (to be placed on Google, YouTube, and Facebook). Secure a campaign reach of at least 80% with a frequency of three times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Betsy Ross

Project Description: Develop a media plan to educate Vermonters of the dangers of drinking and driving especially around this time frame when there are more celebrations.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	Re-tag the new Driving Impaired Message for television, radio, internet, social media (PPC)
Measures:	Secure a campaign reach of at least 80% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17405D-200	Super Bowl Impaired Driving	30,000	\$405(d)

6. Project Title: Drug Impaired Driving (Marijuana)

Problem Statement: There has been an increase in drug impaired driving crashes, injury crashes and fatalities.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Educate drivers on the dangers of drug impaired driving.

Goals: Use hard-hitting persuasive messaging focused on drug and alcohol users to abstain from driving while using drugs and alcohol. We will utilize 2016’s media messaging to include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Secure a campaign reach of at least 70% with a frequency of six times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Betsy Ross

Project Description: Media plan to educate Vermonters of the dangers of drug impaired driving.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	Re-tag 2016’s Drug Driving Impaired message for television, radio, internet, social media
Measures:	Secure a campaign reach of at least 70% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17405D-206	Drug Impaired Driving (Marijuana)	75,000	\$405(d)

7. Project Title: Prescription Drugs Impaired Driving

Problem Statement: Increase of operators using prescription medications leading to impaired driving, crashes, injuries and fatalities.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Educate drivers on the dangers of prescription medication and drug impaired driving.

Goals: Inform Vermonters that being impaired while driving, even as result of taking prescription drugs, could have legal and harmful consequences. We will utilize 2016’s media messaging to include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Secure a campaign reach of at least 80% with a frequency of six times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Betsy Ross

Project Description: Media plan to educate Vermonters of the dangers of prescription drug impaired driving.

Primary target:	Adults 50+
Geo Target:	Vermont Statewide
Media:	Re-tag 2016’s Drug Driving Impaired message for television, radio, internet, social media
Measures:	Secure a campaign reach of at least 80% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17405D-207	Drug Impaired Driving (Prescription Drugs)	75,000	\$405(d)

Occupant Protection

8. Project Title: National *Click It or Ticket* May Mobilization

Problem Statement: Vermont’s statewide seatbelt rate remains at 86 %.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Sections 2.1 and 3.1.

Strategies: Analyze results from seatbelt surveys, review crash data and participate in the national enforcement mobilizations in the target areas.

Goals: Increase the seatbelt use rate in the three geographic locations with the lowest rate of use.

Assigned Staff: Betsy Ross

Project Description: Create awareness and remind drivers and passengers of the importance of occupant protection, including using seat belts, during the end of the school year, proms, Memorial Day celebrations and during the national *Click It or Ticket* campaign.

Utilize media messaging created in FFY16 to include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Secure a campaign reach of at least 80% with a frequency of at least six times which are measured through Nielsen and Arbitron Surveys.

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34-year-old rural male Vermonters.
Secondary target:	Adults 18+
Geo Target:	Vermont statewide with an emphasis on the Northeast Kingdom, Connecticut River Valley, Franklin and Rutland counties.
Media:	Television, radio, internet, social media (Google, YouTube, and Facebook)

Creative:	Re-tag:30 television spot, :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Secure a campaign reach of at least 80% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17405B-011	CIOT National Enforcement Mobilization	75,000	\$405(b)

9. Project Title: National *Click It or Ticket* Thanksgiving Holiday

Problem Statement: As a tourist destination state, Vermont experiences a measureable increase in motor vehicle travel during annual holiday periods. The increased volume of traffic correlates with the increased number of motor vehicle crashes and impaired driving arrests during these periods.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Sections 2.1 and 3.1.

Strategies: Utilize data to conduct enforcement and outreach in those areas which will produce the greater return on investment.

Goals: Reduce the number of unbelted fatal crashes which occur during the specified holiday period.

Assigned Staff: Betsy Ross

Project Description: Create awareness and remind drivers and passengers of the importance of occupant protection, including using seat belts, during the busiest travel time of the year. Media messaging using *Buckle Up. Every Trip. Every Time* on broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Secure a campaign reach of at least 80% with a frequency of six times which are measured through Nielsen and Arbitron Surveys.

Targeted media spots will focus on the Northeast Kingdom counties of Vermont. These outreach efforts clearly identified the subpopulation with the highest risk for violation: or 18 to34-year-old rural male Vermonters residing in this region.

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34-year-old rural male Vermonters.
Geo Target:	Vermont statewide with emphasis on the Northeast Kingdom, Connecticut River Valley, and Franklin Counties.
Media:	Create :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Secure a campaign reach of at least 80% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17405B-010	Thanksgiving Holiday CIOT Creative	37,000	\$405(b)
NH17405B-018	Thanksgiving Holiday CIOT Media Buy	78,000	\$405(b)

10. Project Title: Speed and Aggressive Driving Media Buy

Problem Statement: During the summer months, data show an increase in injury and fatal crashes, many involving speed and aggressive driving. The demographic of 16-34 year olds (skewed slightly toward men) and the secondary target is adults 18 years of age and older are over-represented in these crashes.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Develop a broadcast and/or digital (Pandora) radio spot campaign that will reach at least 60% with a frequency three times which is measured through Nielsen and Arbitron Surveys.

Goals: Develop new :30 radio spot (may run on Pandora).

Assigned Staff: Betsy Ross

Project Description: Develop a radio media spot for speed and aggressive driving.

Primary target:	16-34-year-old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Media:	Radio, media combined to obtain at least a reach of 60% with a frequency of at least three times toward the primary target audience.
Creative:	Develop a :30 radio spot.
Measures:	Secure a campaign reach of at least 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17402-600	Speed and Aggressive Drive Creative	25,000	\$402
NH17402-601	Speed and Aggressive Drive Media Buy	25,000	\$402
Total		50,000	

11. Project Title: Distracted Driving Media Buy

Problem Statement: Drivers are increasingly distracted by mobile devices such as cell phones and associated texting, causing collisions, injuries, and fatalities. Distracted driving was a contributing factor in at least 17% of all major crashes in Vermont since 2010.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5.2 and Chapter 4, Section 2.

Strategies: Develop new creative for broadcast and cable television broadcast and/or Digital (Pandora) Radio, online channels including but not limited to: Goggle/YouTube, Xfinity, Hulu, Facebook/Instagram.

Goals:

- > Develop new creative for :30 television, a :30 radio spot (may run on Pandora) and on-line ads.

Assigned Staff: Betsy Ross

Project Description: Develop a radio media spot for distracted driving.

Primary target:	16-34-year-old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Media:	Radio, media combined to obtain at least a reach of 70% with a frequency of at least three times toward the primary target audience.
Creative:	Develop a :30 spot for television, :30 radio spot and on-line
Measures:	Secure a campaign reach of at least 70% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17405E-001	Distracted Driving – HMC Creative	37,000	\$405(e)
NH17405E-002	Distracted Driving – HMC Media Buy	150,000	\$405(e)
Total		187,000	

12. Project Title: Bicycle Safety Media Buy

Problem Statement: After four straight years with no bicycle fatalities (2011-2014), there were four bicycle related deaths on Vermont’s roadways during the first six months of 2015.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 5 and 5.2; Chapter 9, Sections 2.2 and 4.2.

Strategies: To reduce incidents of bicycle related deaths on Vermont highways, this initiative was part of a prevention and intervention education communication campaign.

Goals: Utilize the FFY2016 campaign for broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Secure a campaign reach of at least 80% with a frequency of six times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Betsy Ross

Project Description: Utilize FFY2016’s media spot for Bicycle Safety.

Primary target:	16-34-year-old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Media:	Broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram.
Creative:	Re-tag :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Secure a campaign reach of at least 80% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17402-604	Bike Safety	50,000	\$402

13. Project Title: Child Passenger Safety Radio

Problem Statement: To enhance the understanding of parents/caregivers on child restraint laws, the low perception of risk to child passengers and improve knowledge regarding the safety benefits of booster seats.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 3, Sections 4 and 4.1.

Strategies: Produce a broadcast radio; online channels ay include: Google, Facebook and print ads.

Goals: Increase knowledge of child passenger safety restraint laws and the safety benefits of booster seats.

Assigned Staff: Betsy Ross

Project Description: Based on a review of speed crash and fatality data trends and demographics, GHSP will develop a media plan with the current media vendor early in FY16, completing the model as follows:

Primary target:	
Secondary target:	Caregivers, Teachers, School Officials, Coaches, etc.
Geo Target:	Vermont statewide
Media:	Develop Broadcast Radio and/or Digital (Pandora) Radio and online channels including but not limited to: Goggle, and Facebook and print ads
Creative:	Develop a :30 radio spot
Measures:	Secure a campaign reach of at least 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

Budget:

Project #	HMC Advertising	Budget	Source
NH17405B-013	Child Passenger Safety	50,000	\$40b(b)

14. Project Title: Child Passenger Safety Media

Problem Statement: Heighten the awareness of children’s safety and protection. As a result of the 2016 *CLOT* campaign, there were 70 child passenger safety citations written.

Countermeasures: *Countermeasures That Work*, Eighth Edition 2015, Chapter 2, Sections 6.1 and 6.2.

Strategies: Develop in-house child passenger safety messages utilizing mass media for radio, digital media for audio and print/newspaper ads during the back-to-school timeframe when there is a heightened awareness of children’s safety and protection. This media campaign will run in support of National Child Passenger Safety Week, September 18-24, 2016.

Goals: Secure a campaign reach of at least 50% with a frequency of three times toward the primary target audience.

Assigned Staff: Betsy Ross

Project Description: Develop a statewide media plan to educate Vermonters on child passenger safety.

Primary target:	Adults 18+
Secondary target:	Parents, caregivers, day care and after school program providers, school officials, coaches and teachers
Geo Target:	Vermont statewide
Media:	:30 audio spots and print ads produced in house
Measures:	Secure a campaign reach of at least 50% with a frequency of at least three times toward the primary target audience

Budget:

Project #	Public Information & Materials	Budget	Source
NH17405B-019	Child Passenger Safety – Creative	37,000	\$405(b)
NH17405B-020	Child Passenger Safety – Media Buy	78,000	\$405(b)
Total		115,000	

15. Project Title: Public Information Materials

Problem Statement: The motoring public will benefit from available printed materials with data and information relating to the promotion of traffic safety.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015. Traffic safety countermeasures addressing traffic safety priorities in printed educational/outreach materials include those contained in Chapter 1, Section 5; Chapter 2, Section 3; Chapter 3, Section 4.1; Chapter 4, Section 2; Chapter 5, Section 4; Chapter 6, Sections 2 and 3; and Chapter 9 (all sections).

Strategies: Provide Vermont communities and individuals with printed materials containing information promoting NHTSA traffic safety priorities.

Goals: Increase the level of understanding and support for traffic safety priorities through information and data. Solicit feedback via public opinion surveys and personal interaction.

Assigned Staff: Scott Davidson

Project Description: GHSP will design different brochures, posters and printed material with themes that include alcohol, speed, occupant protection, and distracted driving to distribute to the public at DUI and safety checkpoints, sports venues, fairs, schools and other events statewide. Some of these efforts will be coordinated in collaboration with the VHSA Education Focus Group. The cost of the materials will be charged to the funding source depending on the nature or theme of the materials.

Budget:

Project #	Public Information & Materials	Budget	Source
NH17402-605	Department of Buildings and Services	15,000	\$402
NH17405D-208		8,000	\$405(d)
NH17405B-016		15,000	\$405(b)
Total		38,000	

Press Releases

Press releases are distributed statewide after every event, in addition to special celebratory events. For example:

- > February: Super Bowl Sunday (PRESS RELEASE)
- > March: St. Patrick’s Day (PRESS RELEASE)
- > April: National Distracted Driving Month (PRESS RELEASE)

Paid Media Budget Summary

Project Title	Budget	Source
1. Alliance Sport Marketing	165,000	\$405(d)
2. Strike Out Drugged Driving	97,000	\$405(d)
3. Labor Day Impaired Driving	110,000	\$405(d)
4. Holiday Impaired	50,000	\$405(d)
5. Super Bowl Impaired	30,000	\$405(d)
6. Drug Impaired Marijuana	75,000	\$405(d)
7. Drug Impaired Prescription Drugs	75,000	\$405(d)
8. Click It or Ticket – May Mobilization	75,000	\$405(b)
9. Thanksgiving – Fall Mobilization	75,000	\$405(b)
10. Speed and Aggressive Driving	50,000	\$402
11. Distracted Driving	187,000	\$405(e)
12. Bicycle Safety	50,000	\$402
13. Child Passenger Safety Radio	50,000	\$405(b)
14. Child Passenger Safety Media	115,000	\$405(b)
15. Public Information Materials	15,000	\$402
	8,000	\$405(d)
	15,000	\$405(b)
\$402 Total	115,000	
\$405(b) Total	330,000	
\$405(d) Total	610,000	
\$405(e) Total	187,000	
Total All Funds	1,242,000	

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Planning and Administration

Planning and Administration

GOAL 1: To provide the management, supervision, and support services for activities necessary to operate the traffic safety program in the State of Vermont.

1. Project Title: GHSP Planning and Administration

Problem Statement: The need to comply with federal, state, agency and program policies, procedures, regulations and laws relating to the efficient and effective administration of a state’s highway safety program.

Countermeasures: Recommendations in NHTSA Region 1 Management Review of VTrans GHSP, October 2015.

Strategies: Conduct business guided by all applicable rules, regulations, laws and statutes. Provide highway safety guidance and assistance to all appropriate traffic safety partners in the state.

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

Assigned Staff: Scott Davidson, Danielle Record, Allison Laflamme

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

Personnel:	<ul style="list-style-type: none"> > Salaries and related expenses for: > GHSP Chief > Financial Manager II > Grants Management Specialist > Temporary Employee
Operating Expenses	<ul style="list-style-type: none"> > Electronic Grants Management System > Advertising – Print > Fee for Space > Storage > Office Supplies > Postage > Printing and Binding > Rental of Copier/Fax/Printer/Scanner > Other Purchased Services
Dues:	<ul style="list-style-type: none"> > GHSA dues
Indirect Costs:	<ul style="list-style-type: none"> > VTrans operates with a federally approved payroll load factor of 94.37% which is applied to all payroll costs. VTrans has also adopted the 10% de minimis rate which will be applied to allocable, approved expenses Modified Total Direct Cost (MTDC) methodology. In lieu of cash draws, these rates may be applied and used as match.

Project #	Planning and Administration	Budget	Source
NH17402-000	GHSP Chief	135,000	\$402PA
NH17402-000	Grant Management Specialist	85,000	\$402PA
NH17402-000	Financial Manager II	100,000	\$402PA
NH17402-000	Operating Expenses	45,000	\$402PA
NH17402-000	Temporary Employee	18,000	\$402PA
NH17402-000	GHSA Dues	4,500	\$402PA
Total All Funds		669,559	

2. Project Title: Electronic Grants Management System

Problem Statement: The GHSP Staff at VTrans currently utilizes multiple excel worksheets to track and monitor grants.

Countermeasures: N/A

Strategies: Identify and purchase an electronic grants management system.

Goals: To ensure adequate workplace tools and resources for the GHSP program staff.

Assigned Staff: Scott Davidson

Project Description: The GHSP staff currently utilizes multiple excel worksheets to track and monitor grants across multiple arenas. The current system is homegrown and does not offer an automated customer friendly application, approval, management and funding process.

VTrans intends to invest in a hosted grants management solution for the GHSP. This system will allow the GHSP staff to adopt an improved customer service model for internal and external customers. New service automation will improve access to information, service quality, turnaround times for payments and a more comprehensive tracking system.

Budget:

Project #	Project – Sub-awardee	Budget	Source
NH17406-500		54,000	\$406
NH17402-000	Electronic Grants Management System	175,000	\$402PA
NH174164-000		53,059	\$164PA
Total		282,059	

Planning and Administration Budget Summary

Project Name	Budget	Source
GHSP Chief	135,000	\$402PA
Grant Management Specialist	85,000	\$402PA
Financial Manager II	100,000	\$402PA
Operating Expenses	40,000	\$402PA
GHSA Dues	4,500	\$402PA
Temporary Employee	18,000	\$402PA
Electronic Grants Management System	54,000	\$406
	175,000	\$402PA
	53,059	\$164 PA
\$406 Total	54,000	
\$402 Total	557,500	
\$164 AL Total	53,059	
Total All Funds	664,559	



405 Applications

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§405(b) Occupant Protection



Program Background

Program history

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) campaign. NHTSA provided the state with special funding to support expanded media outreach spreading the CIOT tagline throughout Vermont for the first time. The message penetration rate was in excess of 70% and the message reached more than 400,000 people in the state. Law enforcement agencies (LEAs) throughout the state engaged in data developed enforcement focused on those areas identified as low use areas of the state. Ten specific locations were selected to conduct high visibility enforcement events, linked to and supported by energetic media coverage. The results were dramatic. A subsequent seat belt survey, conducted shortly after the effective conclusion of the CIOT campaign, indicated an 84.9% statewide use rate, a dramatic increase of over 15%. Roughly translated, this means approximately 90,000 more motorists were wearing seat belts than the previous year. The most current seatbelt survey conducted in 2015 indicates a compliance rate of 86%. The GHSP will continue to develop creative, strategic, data based approaches to improve compliance.

In March 2016, the Connecticut Department of Transportation’s Highway Safety Office hosted a Safety Belt Summit for all of the highway safety offices in NHTSA Region 1 & 2. This three-day summit was an excellent opportunity for Vermont to network, exchange ideas and problem-solve with our neighboring states, federal partners and a variety of highway safety advocates. Vermont is not unlike other states in that we have experienced a stagnant seatbelt use rate, as well as a proportionately high number of unrestrained injuries and deaths on our roadways. At the conclusion of the summit, Vermont developed a safety belt work plan based on pertinent data, problem identification and other relevant information.

Vermont’s seat belt use rate (2005-2015)

Year	Belt Use Rate	5-Year Average
2005	84.7%	
2006	81.8%	
2007	87.1%	
2008	87.3%	
2009	85.4%	85.3%
2010	85.2%	85.4%
2011	84.7%	85.9%
2012	84.2%	85.4%
2013	84.9%	84.9%
2014	84.1%	84.8%
2015	86.0%	84.8%

Vermont Governor's Highway Safety Program

Vermont's population is distributed unevenly across fourteen counties and the state is most accurately described as rural. The highest single population center is located in the Chittenden County region. The seat belt use rate has traditionally varied by as much as 15% from the highest use, observed in Chittenden County, to other regions of the state where the compliance rate is not as high. The following charts report population and seat belt use rates by region and municipalities.

Vermont 2015 Safety Belt Use Survey by county or county groups

Region	Use Rate	Population (2010 census)
Chittenden County	87%	156,545
Bennington/Addison Counties	83%	73,946
Franklin/Grand Isle Counties	87%	54,716
Orleans, Caledonia, Essex Counties	85%	64,764
Rutland County	85%	61,642
Washington/Lamoille Counties	85%	84,009
Windham/Orange/Windsor Counties	84%	130,110
Weighted Statewide Use Rate	86%	625,732

Vermont Map



Data Source: VTrans, 2016

Vermont State Police Barracks Participating in Sustained Occupant Enforcement, FFY 2016

The Vermont State Police is organized into 12 barracks and one outpost, covering all 14 Vermont Counties.

Barracks	County/Counties Covered
Bradford	Orange
Derby	Orleans and Essex
Lamoille Outpost	Lamoille
Middlesex	Washington
New Haven	Addison
Royalton	Windsor
Rutland	Rutland
Shaftsbury	Bennington
St. Albans	Franklin and Grand Isle
St. Johnsbury	Caledonia and Essex
Williston	Chittenden

Data Source: VTrans, 2016

Local Police Agencies/Constables Participating in Sustained, Occupant Protection Enforcement for FFY 2016

County	Law Enforcement Agency	Town/City Population
Addison	Bristol Police Dept.	3,894
	Middlebury Police Dept.	8,496
	Vergennes Police Dept.	2,588
Bennington	Bennington Police Dept.	15,764
	Manchester Police Dept.	4,391
	Winhall Police & Rescue	769
Caledonia	Hardwick Police Dept.	3,010
	St. Johnsbury Police Dept.	7,603
Chittenden	Burlington Police Dept.	42,417
	Colchester Police Dept.	17,067
	Essex Police Dept.	19,587
	Hinesburg Police Dept.	4,396
	Milton Police Dept.	10,352
	Richmond Police Dept.	4,081
	Shelburne Police Dept.	7,144
	South Burlington Police Dept.	17,904
	Williston Police Dept.	8,698
	Winooski Police Dept.	7,267
	Franklin	St. Albans Police Dept.
Lamoille	Morristown Police Dept.	5,227
	Stowe Police Dept.	4,314
Orange	Randolph Police Dept.	4,853
Orleans	Newport Police Dept.	6,183
Rutland	Brandon Police Dept.	3,966
	Castleton Police Dept.	4,717
	Fair Haven Police Dept.	2,734
	Killington Police Dept.	811
	Pittsford Police Dept.	2,991
	Poultney Constable	3,432
	Rutland City Police Dept.	16,495
	Rutland Town Police Dept.	22,311
	Washington	Barre City Police
Barre Town Police Dept.		7,924
Berlin Police Dept.		2,887
Montpelier Police Dept.		7,855
Northfield Police Dept.		6,207
Windham	Brattleboro Police Dept.	12,046
	Wilmington Police Dept.	1,876
Windsor	Hartford Police Dept.	9,952
	Ludlow Police Dept.	1,963
	Norwich Police Dept.	3,414
	Rochester Constable	1,139
	Royalton Police Dept.	2,773
	Springfield Police Dept.	9,373
	Weathersfield Police Dept.	2,825
	Windsor Police Dept.	3,553
Woodstock Police Dept.	3,048	

Data Source: VTrans, 2016

Local County Sheriffs Participating in Sustained, Occupant Protection Enforcement for FFY2017

County	Law Enforcement Agency	Town/City Population
Addison	Addison County Sheriff’s Dept.	36,821
Bennington	Bennington County Sheriff’s Dept.	37,125
Caledonia	Caledonia County Sheriff’s Dept.	31,227
Chittenden	Chittenden County Sheriff’s Dept.	156,545
Essex	Essex County Sheriff’s Dept.	6,306
Franklin	Franklin County Sheriff’s Dept.	47, 746
Grand Isle	Grand Isle County Sheriff’s Dept.	2,067
Lamoille	Lamoille County Sheriff’s Dept.	24,475
Orange	Orange County Sheriff’s Dept.	28,936
Orleans	Orleans County Sheriff’s Dept.	27,231
Rutland	Rutland County Sheriff’s Dept.	61,642
Washington	Washington County Sheriff’s Dept.	59,534
Windham	Windham County Sheriff’s Dept.	44,513
Windsor	Windsor County Sheriff’s Dept.	56,670

Data Source: VTrans, 2016

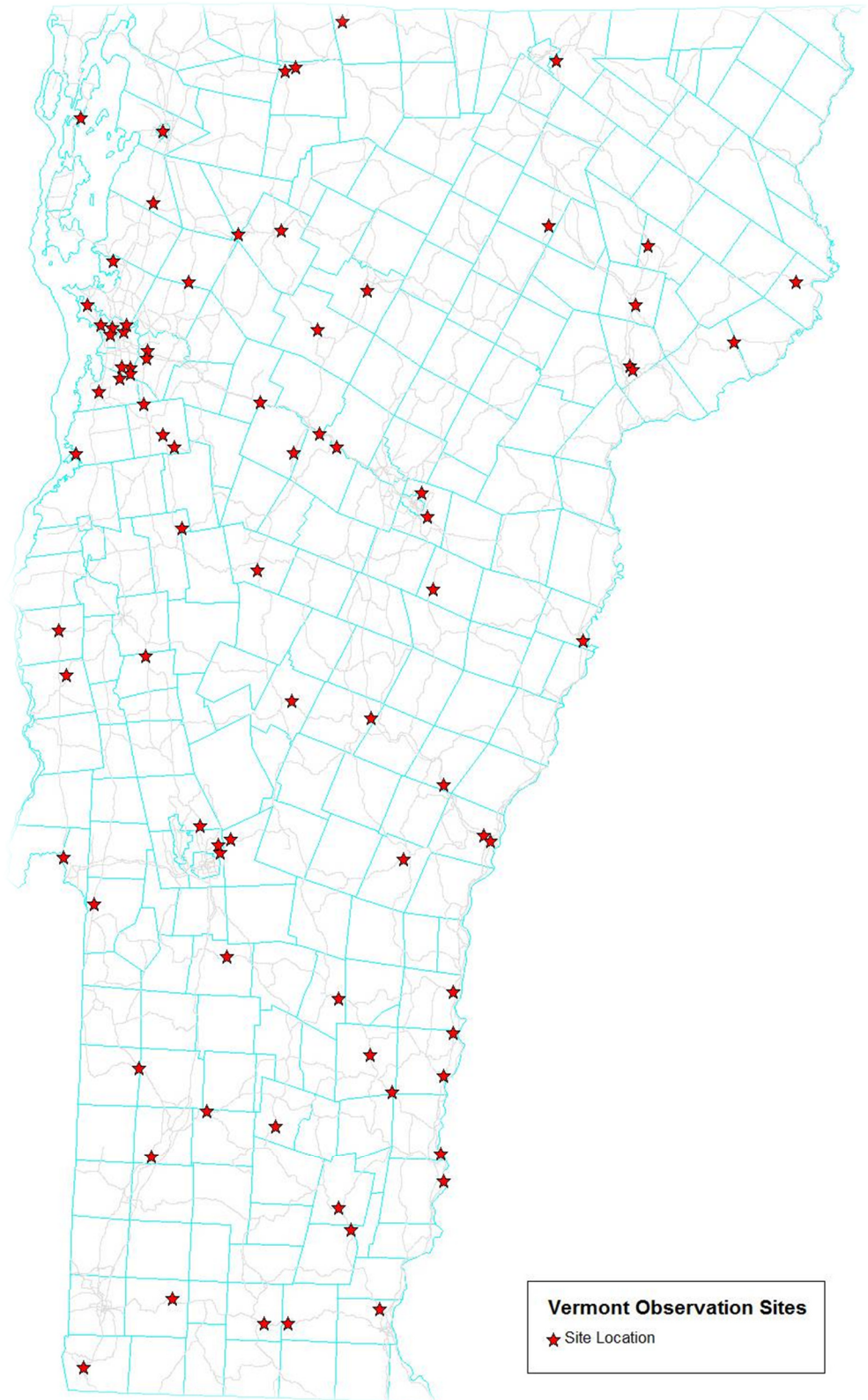
Vermont 2015 Safety Belt Use Survey by Sites

City or Town	Raw Use Rate (driver)	Raw Use Rate (passenger)
BURLINGTON	86%	82%
BURLINGTON	91%	93%
BURLINGTON	91%	87%
SO. BURLINGTON	90%	84%
SO. BURLINGTON	95%	100%
SO. BURLINGTON	95%	95%
SO. BURLINGTON	89%	93%
CAMBRIDGE	87%	93%
CAMBRIDGE	87%	83%
HIGHGATE	78%	63%
BARRE TOWN	75%	89%
BARRE TOWN	80%	80%
BOLTON	97%	98%
DUXBURY	88%	85%
MIDDLESEX	95%	96%
MIDDLESEX	89%	84%
STOWE	87%	87%
COLCHESTER	88%	88%
COLCHESTER	86%	88%
COLCHESTER	90%	92%
WILLISTON	93%	85%
SHELBURNE	93%	93%
HINESBURG	94%	84%
HINESBURG	81%	85%
SHELBURNE	91%	95%
HINESBURG	88%	100%
CHARLOTTE	96%	92%
BRISTOL	100%	100%
MORRISTOWN	82%	87%
WESTFORD	95%	100%
GEORGIA	78%	89%
BRIDPORT	87%	91%
SHOREHAM	83%	90%
SALISBURY	86%	80%
WARREN	82%	91%
FAIRLEE	82%	88%
HARTFORD	87%	94%
RANDOLPH	90%	96%
WEATHERSFIELD	86%	90%
HARTFORD	88%	90%

City or Town	Raw Use Rate (driver)	Raw Use Rate (passenger)
SHARON	88%	100%
N HERO	93%	100%
St Albans Town	82%	80%
SWANTON	84%	92%
ENOSBURG	69%	60%
FAIR HAVEN	93%	91%
RUTLAND TOWN	84%	93%
POULTNEY	88%	95%
RUTLAND TOWN	87%	83%
MENDON	87%	90%
PITTSFORD	91%	85%
WALLINGFORD	85%	88%
RUPERT	84%	92%
WINHALL	90%	91%
MANCHESTER	91%	74%
WOODFORD	93%	100%
POWNAI	77%	88%
ROCHESTER	87%	91%
WOODSTOCK	85%	80%
LUDLOW	83%	79%
CHESTER	91%	100%
CHESTER	91%	75%
LONDONDERRY	70%	57%
SPRINGFIELD	86%	93%
BELLOWS FALLS	68%	65%
WESTMINSTER	77%	84%
TOWNSHEND	86%	88%
NEWFANE	85%	82%
WILMINGTON	89%	95%
MARLBORO	82%	83%
BRATTLEBORO	90%	85%
WEATHERSFIELD	88%	85%
DERBY	86%	82%
GLOVER	79%	73%
BURKE	84%	86%
LYNDON	77%	72%
ST JOHNSBURY	80%	78%
ST JOHNSBURY	75%	82%
WASHINGTON	82%	100%

Data Source: VTrans, 2016

Vermont Observation Sites



Federal Fiscal Year 2017 Activities

Vermont's statewide seatbelt rate is 86% and ranks slightly below the national rate of 88.5%. The creation of "OP802" (derived from Occupant Protection and the only telephone area code in the state) is an active working occupant protection Task Force which is focused on creating new energy to improve the state's historical low use areas. These three basic areas are:

- > Franklin County, located in the extreme northwest of the state, and borders Canada.
- > The Northeast Kingdom, consisting of Caledonia, Essex and Orleans counties and adjacent to both Canada and the northwest section of New Hampshire.
- > The Connecticut River Valley, consisting of Windsor and Windham counties and borders New Hampshire.

GHSP has developed and funded a CIOT enforcement Task Force which is periodically deployed across the major roadways in these three low use areas. The multi-agency cooperative, high visibility enforcement events have been effective in amplifying the media message which is specifically designed to reach the prime demographic engaged in low belt use. In particular, the current media message targets males, 18 to 34 years of age who drive pickup trucks.

Also, with the low use population in mind, the occupant protection media messaging utilizes teenage actors to deliver the seat belt message to a teenage audience as a peer exchange. These *Buckle Up* videos have also been promoted via the use of social network by GHSP's media consultant. In addition, GHSP engages a majority of state, county, and local law enforcement agencies, along with educational and emergency response partners, by funding sub-awardees to engage in aggressive OP efforts throughout these data identified regions.

Members of the GHSP staff are active participants in the Vermont Highway Safety Alliance (VHSA) and have been core contributors since the alliance's creation.

The VHSA executive board meets on a regular basis with a general membership meeting held quarterly. In 2012, VHSA worked with a number of federal, state and local partners to update the state's Strategic Highway Safety Plan (SHSP). Occupant Protection is a focused priority and is designated one of six Critical Emphasis Areas (CEAs). Law enforcement and outreach focus groups work collaboratively with all participating partners to enhance the importance of proper use of restraints.

VHSA has energetically supported a series of regional highway safety forums throughout the state. These are grass-roots workshops attended by local select board members; public work directors; road foremen and commissioners; fire chiefs; state, county and local law enforcement; school principals and educational staff; driver's education instructors; health service workers; emergency responders and other attendees interested in improving traffic safety within their communities. The GHSP Law Enforcement Liaisons staff an informational booth and staff members provide traffic safety presentations to the audience. These are excellent opportunities to deliver the occupant safety message to a non-mainstream group, sometimes overlooked in demographical planning. These workshops will continue into FFY 2017 and when completed, will have covered the entire state.

Since 2013, GHSP has administered the Child Passenger Safety (CPS) program with the Vermont Department of Health (VDH). VDH continues to grow the existing CPS technician cadre and this expansion provides enhanced capacity for community outreach. VDH uses these outreach opportunities to deliver safety messages to parents, teens and other responsible adults while providing services to local children. It is anticipated that the number of CPS technicians will continue to grow along with the success of the program.

Qualification Criteria for All States FFY 2017

Occupant Protection Plan

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 E-BE design.

The GHSP staff have developed and implemented strategies in compliance with the requirements of the provisions defined in Moving Ahead for Progress in the 21 Century (MAP-21), Section 1300.21. By the MAP-21 definition, Vermont is categorized as a "lower belt rate use state," reporting a belt use rate of 86%. Currently, Vermont is a secondary seat belt use law state.

During FFY 2017, the GHSP staff will continue to work closely with the state's media contractors who have created effective and focused media messaging to promote occupant protection use. Supported by this messaging, earned media provides local outreach through regional outlets, press, radio, television, social media, and in-place interaction with the community members at sponsored events and gatherings. GHSP will continue to create improved media outreach messages. The standard *Click-It-or-Ticket* messaging will be reinforced by effective enforcement messages.

The purpose of Occupant Protection Task Force (OP802) is to address low belt use in these areas and reach those motorists who are not properly restrained. The Task Force consists of representation from the "4 Es" of highway safety. The Task Force also includes media and outreach specialists to promote an educational outreach program. The Task Force operates in support of the Vermont Highway Safety Alliance (VHSA) and can access resources through VHSA partners. OP802 has contributed numerous supportive activities and has proved to be a simple and functional conduit to the "4 E's" of highway safety.

The GHSP LELs will also deploy the *Click-It-or-Ticket* (CIOT) Task Force at various times during the year to support the ongoing work being done by OP802. The CIOT Task Force is utilized to support campaign activities delivered by state, county and local law enforcement agencies. This multi-agency collaborative operation highlights the effectiveness of high visibility enforcement tactics. GHSP supports the Vermont State Police by providing funding for enforcement of the occupant protection laws in each of the fourteen counties. In addition, all of the fourteen sheriff departments engage in occupant protection efforts which are supported with funds distributed by GHSP through the state's enforcement grants process. A third layer of enforcement is provided collectively from the local municipal agencies and individually for constables working in smaller communities.

Occupant Protection Strategies

1. Work with partnering agencies at the federal and state levels to align Vermont's OP strategies described in the 2017-2021 Strategic Highway Safety Plan (SHSP) and those listed in the FFY 2017 Highway Safety Plan.
2. An occupant protection assessment was conducted by NHTSA during January 2016. Recommendations provided by the assessment team are being implemented.
3. GHSP has designated a program coordinator as the "Occupant Protection Coordinator" with primary responsibility for all issues relating to the OP program.

4. Continue to use data and research to select the most effective and efficient disbursement of grant funding to achieve increased levels of occupant protection base funding decisions on E-BE design. Focus efforts on the three lowest use areas in the state.
5. Provide all traditional and non-traditional partners with leadership, training and technical assistance for all occupant protection efforts throughout the state. Staff participation in regional traffic safety forums provides an effective platform for the delivery of OP messaging to local communities.
6. Monitor changes in seat belt survey results to efficiently re-deploy resources in areas of the state experiencing low or declining use rate. This is one aspect of Vermont's E-BE.
7. In addition to Vermont's annual participation in the national *Click It or Ticket* enforcement campaign, provide opportunities for law enforcement agencies to engage in sustained, yearlong, overtime enforcement of occupant protection laws. Areas of enforcement are selected using data.
8. Utilize specific data relating to crashes involving unrestrained occupants, unbelted fatalities, and serious injuries to determine the most effective deployment of resources. Also, assessing times and days of the week crashes occur support decisions of resource deployment.
9. Provide statewide occupant protection public education and information through paid and earned media campaigns in conjunction with law enforcement mobilizations and special specific geographically focused OP campaigns. Continually monitor and evaluate these locations to respond to changes.
10. Support occupant protection enforcement efforts with sustained educational programs linking media to community outreach. Staff participation at county fairs and other gatherings are community level opportunities to promote OP priorities.
11. Conduct nighttime seat belt enforcement based on crash data in selected target locations.
12. Maintain the current practice of requiring sub-awardees to submit a "zero tolerance for seat belt violations" policy and written policies for employee seat belt use.
13. Law Enforcement Liaisons (LEL) will assist GHSP staff in providing law enforcement agencies with technical assistance with issues relating to OP enforcement strategies.
14. Recruit an increased number of law enforcement agencies to participate in "daytime/nighttime seat belt enforcement."
15. Promote increased accuracy in the reporting of occupant protection information detailed on the police crash reporting forms and ultimately into the statewide crash reporting system.
16. Increase cooperation and partnerships with the Agency of Education and the Department of Health to provide education, direction, and outreach for younger drivers.
17. Continue supporting American Association of Retired Persons (AARP) programs for education focused on older drivers through membership in VHSA.
18. Improve OP programs in workplaces by continued support of *Project Road Safe*.
19. Continue to provide child safety seats statewide in recognized distribution/fitting stations for low-income families.
20. Continue adult/child safety belt surveys and bring back Boosters to Belts education statewide through presentations, brochures, etc.

21. Support Child Passenger Safety (CPS) Training using the current NHTSA standardized curriculum.
22. Support the Department of Health in providing a sustainable statewide network of CPS technicians, fitting stations, and community and parental education relating to the CPS program.

Occupant Protection Performance Measures

1. Continue to assess GHSP's compliance with the recommendations provided by the January 2016 *NHTSA Occupant Assessment*.
2. Increase the seat belt use rate in the three lowest geographic areas (Franklin County, the Connecticut River Valley and the Northeast Kingdom) to 80% by the conclusion of FFY 2017.
3. Reduce the number of major crashes involving improperly restrained occupants by 10% between 2013 and 2017.
4. Increase the number of law enforcement agencies (LEAs) participating in the national *Click It or Ticket* enforcement campaign.
5. Increase the number of LEA sub-awardees participating in year-long sustained OP enforcement activities, as well as those agencies participating in "daytime/nighttime seat belt enforcement."
6. Determine accuracy of LEA entry of seat belt data on police crash forms and subsequent information transfer to the crash reporting system.
7. Evaluate the results of GHSP participation in regional traffic forums by conducting a survey of attendees.
8. Increase the number of CPS fitting stations, inspections, trainings and certified instructors

Participation in *Click It or Ticket* National Mobilization

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

Problem Statement: During calendar year 2015, one third of all traffic fatalities involved improper restraint. Currently, 14% of Vermonters are not properly restrained on a regular basis. With many small 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. This program supports agencies with the opportunity to upgrade their equipment that is used in High Visibility Enforcement (HVE) campaigns and ongoing sustained enforcement.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Section 2.1.

Strategies: Using statewide and local seatbelt crash data and effective support equipment to conduct day and night-time occupant protection enforcement efforts in predetermined areas, day and night.

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

Assigned Staff: GHSP LELs

Project Description: Vermont Law Enforcement Agencies have participated in the annual *Click It or Ticket*, Day & Night (CIOT) campaigns since 2002. During the past 15 years, all available resources have been deployed and supported by use of data to determine areas of low seat belt usage and high, unrestrained crash locations.

For the past three years, the number of agencies participating in the High Visibility Enforcement (HVE) campaigns has increased from approximately 69 percent of all agencies to 81 percent. During this period, the seat belt use rate increased from 84.2% in 2012 to 86% in 2015.

The national Click-It-or-Ticket (CIOT) enforcement campaigns are a 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 high crash areas involving unbelted/unrestrained occupants. GHSP has identified geographical areas which historically manifest low belt use. These areas tend to be rural/agricultural areas connected by rural roadways. 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.

In order to supplement regular patrols and enforcement efforts, the *Click it or Ticket* Task Force was created. The Vermont *Click It or Ticket* Task Force is divided into groups of officers from agencies throughout the state. Nine teams are comprised of 4 to 8 officers per team. The teams are deployed to separate geographic areas with a low belt use rate. Vermont's statewide law enforcement authority allows officers from municipal, state, and county to conduct saturation patrols in a focused, collaborative and highly visible manner. Due to the flexibility of the Task Force Team, officers frequently work into the evening and nighttime hours when seatbelt compliance declines and more severe crashes occur. Guided by data and motivation, these teams are a highly productive resource.

In addition to the CIOT Task Force, the Law Enforcement Liaisons recruit individual law enforcement agencies for participation in the agency's own jurisdiction. The Vermont State Police, 58 municipal agencies, all 14 sheriff departments, the Vermont Department of Motor Vehicles Commercial Vehicle Enforcement and Safety Unit, the Vermont Department of Liquor Control and local constables participate in the CIOT campaign.

In response to Vermont's Occupant Protection Assessment in 2013, a new Occupant Protection Task Force named OP802 was created within Vermont's Highway Safety Alliance. OP802 is made of experts from the areas of Media Outreach, Data analysis, Infrastructure, Law Enforcement, and Education. OP802's collaborative approach has provided leadership for a variety of occupant protection efforts.

On May 23, 2016 Vermont participated in the NHTSA Border to Border initiative along the New York boundary from the Massachusetts line to Canada. This operation included both day and nighttime seatbelt enforcement events with New York, Vermont and Canadian law enforcement agencies.

During the enforcement hours, agencies are required to participate in safety or sobriety checkpoints as well as saturation patrols. By successfully participating in these campaigns, agencies have the opportunity to obtain traffic safety equipment items through equipment grants. Equipment offered is directly related to improvement of efficiency and effectiveness of their occupant protection project. This equipment includes but is not limited to: radar and laser speed monitoring equipment; emergency lighting; audio and video recording devices and checkpoint sign packages, and crash reconstruction equipment. Equipment with a cost per unit exceeding \$5,000 must have prior approval of both GHSP and NHTSA.

Project #	<i>Click It or Ticket</i> Day & Night National Mobilization, Ongoing Occupant Protection and Child Passenger Restraint Enforcement	Amount	Source
NH17402-140	Using proven data-driven counter measures and staff review of past projects, this budget has been allocated to the <i>Click It or Ticket</i> Day and Night National Mobilization/Ongoing Occupant Protection and Child Passenger Restraint Enforcement for this federal fiscal year. Agencies participating in the Click it or Ticket Task Force will work with two captains from across the state to formulate a schedule for the project. Below is a list of participating agencies .	326,000	\$402OP
NH17402-200	Support Equipment: By successfully participating in these campaigns, agencies have the opportunity to obtain traffic safety equipment items through an equipment grant. Amounts to be determined.	1,390,000	\$402PT

Child Restraint Inspection Stations

The Emergency Preparedness and Injury Prevention Division in the Vermont Department of Health (VDH) continues to strengthen CPS coverage to communities in all fourteen counties throughout the state. VDH has direct linkage and working access to many Emergency Medical Technicians (EMTs) and other health professionals, who are also certified CPS technicians and actively recruits law enforcement as well. The EMS section of VDH divides the state into ten geographical areas of responsibility. This allows centralized and standardized operational control but local and extended outreach. The twelve VDH district offices provide a recognized statewide distribution network of low-income seat vouchers to local community agencies providing services and education to eligible families. In 2014, 92% of seats were distributed to income qualified families. The program has established a dedicated fund for donations to assist in acquisition of seats to meet the needs of qualified families.

The following is a list of operating fitting stations serving all communities throughout the state. Depending on the size of the community and number of certified CPS technicians on site, fitting stations customarily operate by appointment and/or hold one or two regular days with drop-in hours each month. Additionally, the statewide program coordinates an annual schedule of inspection events statewide throughout the year, including the September National Child Passenger Safety Week and National Seat Check Saturday. Local fitting stations, technicians and community partners help to promote and support the inspections. Crash and injury data are reviewed to help determine priority locations for these events where public visibility and on-site presence will help educate participants in proper child occupant protection. The GHSP OP802 Task Force includes VDH CPS program staff who facilitate a coordinated discussion of regional outreach, education and enforcement strategies.

Vermont Fitting Stations <http://www.beseatsmart.org>

County and Location	Time
Addison County	
Bristol Police Dept. Fitting Station	
> Middlebury Volunteer Ambulance Fitting Station	By Appointment
> Vergennes Area Rescue Fitting Station	3 rd Saturday, 9:00am-1:00pm
> Vergennes - Tapestry Midwifery	By Appointment
Bennington County	
> Bennington Rescue Squad	3 rd Monday, 3-6:30pm by Appointment
> Manchester Police Dept.	By Appointment
> Winhall Police Dept.	By Appointment
Caledonia County	
> Lyndon Rescue, Inc. c/o Lyndon Fire	1 st Sunday of the Month 12-4pm
> St. Johnsbury Police Dept.	By Appointment
Chittenden County	
> Colchester Police Dept.	By Appointment
> Essex Rescue	By Appointment
> Good News Garage	By Appointment
> Milton Police Dept.	By Appointment
> Richmond Rescue	1 st & 3 rd Tuesday from 9-12am
> Shelburne Police Dept.	Walk in or by Appointment
> So. Burlington Police Dept.	Walk in or by Appointment 6am-5pm
> Underhill Jericho Fire Station	By Appointment M-F 8am-4pm
> Williston Fire Station	By Appointment
> UVM Medical Center	By Appointment
Essex County	
> Essex County Sheriff’s Dept.	By Appointment, M-F 8am-4pm
Franklin County	
> Clear Choice MD Urgent Care	By Appointment
> Fairfax Fire Dept.	By Appointment
> Family Center and NW Counseling and Support Services	1 st Tuesday of the Month, 4-6pm
Grand Isle County	
> Grand Isle Sheriff’s Dept.	By Appointment
Lamoille County	
> Applesseed Pediatrics	By Appointment
> Copley Hospital	By Appointment
> Morristown Police Department	By Appointment
Orange County	
> Orange County Parent Child Center	By Appointment
> Orange County Sheriff’s Dept.	By Appointment

County and Location	Time
> Vermont State Police - Bradford	By Appointment
Orleans County	
> Barton Ambulance Squad	By Appointment M-F 8am-4pm
> Newport Ambulance	By Appointment
Rutland County	
> Brandon Police Dept.	By Appointment
> Rutland Regional Ambulance Service Fitting Station	Thursdays 2-4:30pm
Washington County	
> Barre City Fire Dept.	By Appointment
> Berlin Fire Dept.	1 st Saturday, 9am-1pm or by Appointment
> Mad River Valley Ambulance	By Appointment
> Montpelier Fire Dept.	By Appointment
> Northfield Police Dept.	By Appointment
Windham County	
> Auto Mall	Monday 3-5pm By Appointment
> Vermont State Police (Rockingham)	By Appointment
Windsor County	
> Ascutney Fire Dept.	By Appointment
> Springfield Hospital	By Appointment
> Vermont State Police (Bethel)	By Appointment

Grant for child safety seats

Project #	Sub-awardee	Budget	Source
NH17405B-000	Vermont Department of Health	10,000	\$405b

Child Passenger Safety Technicians

The Vermont Child Passenger Safety (CPS) program will continue to recruit, train and maintain a network of 125 to 175 certified safety seat technicians who educate parents, families, and health and safety professionals. Technicians are located in EMS, law enforcement, fire and rescue and healthcare settings. The primary activities include: operating fitting stations and inspections, conducting public outreach campaigns/events (e.g. community or school-based health and safety fairs) focused on proper installation, promoting the income-eligible seat program, operating a statewide telephone helpline, Facebook page and maintain the *BeSeatSmart* website with child passenger safety information and resources for parents and educators. The two full-time VDH program positions are both certified technicians and one is an instructor.

The national basic certification course and technical update trainings with CEUs offered are held annually. In FFY 2017, VDH will work to partner with other NHTSA Region 1 CPS programs

to develop and promote inter-state New England CEU trainings and encourage Vermont technicians to participate in quality, affordable and accessible opportunities. VDH will also be exploring incorporating CPS training modules into existing EMS online offerings as the program goes forward. Technicians are supported with educational materials, including *Safe Ride* news subscriptions, LATCH manuals, and resources for community education, as well as monitoring and technical assistance. Data is collected to determine outreach needs, clients served, and seats distributed, along with monitoring technicians and instructors' national certification status. Classes in special needs, school bus, CPS awareness, public service drivers, transport in ambulances, OP training for new law enforcement recruits, pediatric nurses and other allied professionals, are held on an as needed or requested basis. Additionally, in FFY 2017, the Advisory Committee for VDH Emergency Medical Services for Children will include appropriate CPS stakeholders to provide a forum and guidance to further develop the statewide CPS program and technician capacity-building.

Grant for technician training

Project #	Sub-awardee	Budget	Source
NH17405B-000	Vermont Department of Health	8,000	\$405b

Maintenance of Effort

Please see Part 1 of Appendix B.

Additional Qualification Criteria for Lower Seat Belt Use Rate State

States must meet at least three of the following criteria:

Primary Enforcement Seat Belt Use Law

Vermont does not meet this criterion.

Occupant Protection Laws

Vermont does not meet this criterion.

Seat Belt Enforcement Plan

All Occupant Protection projects described in this section are based on a data driven analysis of occupant protection related data and other ancillary information. All enforcement projects employ Vermont's E-BE design.

The 2015 statewide seat belt use rate is 86%. Prior to FFY 2013, increasing the state's seat belt use rate was approached as a statewide problem. In reality, a closer analysis of this use rate indicates varying percentages of compliance based on region.

Since FFY 2013, GHSP staff and contracted Law Enforcement Liaisons (LELs) no longer use a unilateral approach but rather focus on data from individual communities. The CIOT Task Force

will use data to identify those lowest use sectors within the three low use areas to saturate roadways with enforcement and education. Regular seat belt enforcement and education will continue in all of Vermont communities regardless of use rate.

There are fourteen sheriff departments in the state. All fourteen have participated in seat belt enforcement campaigns during recent years. The Vermont State Police provide seat belt enforcement patrols in each of the fourteen counties and local municipal agencies engage in seatbelt patrols at the city, town and village levels. They are joined, in some areas, by local community constables who engage in full seat belt enforcement activities. This multi-layered enforcement provides total coverage for the enforcement of the state's seat belt law. Although the national *Click-It-or-Ticket* campaigns conducted during May and the Thanksgiving holiday period are the largest combined enforcement campaigns in the state, sustained enforcement efforts are taking place at each level during the entire year. All law enforcement sub-awardees are required to have a "zero tolerance for seat belt violations" policy in place prior to the awarding of grants. GHSP staff provide sub-awardees with crash data and seat belt use information, including plotted maps.

GHSP LELs work with law enforcement agencies in the bordering states of New Hampshire, New York and Massachusetts to amplify the seatbelt safety message to interstate travelers motoring between states. The Vermont State Police also perform collaborative seatbelt enforcement efforts with Canadian provincial police agencies, along the international border.

In addition to Vermont's active participation in the national *Click-It-or-Ticket* campaign, the GHSP Law Enforcement Liaisons will continue to encourage enforcement of the state's existing secondary seat belt law. In support of continued and sustained enforcement, public outreach will be enhanced by partnerships developed within the membership of the Vermont Highway Safety Alliance (VHSA), which will provide local messaging opportunities to influence behavior change.

GHSP contracted with a second LEL during 2013. This LEL "north" will focus all of his attention on the areas that contain these historically low use rates. He is the chairperson for "OP802" and directs activity through the Vermont Highway Safety Alliance. OP802 will provide information and enforcement strategies to community level locations throughout the three selected low use areas.

Periods when enforcement will occur:

GHSP supports sustained seat belt enforcement and Vermont's LEAs are highly active, participating in national *Click-It-or-Ticket* enforcement campaigns. In addition, the CIOT Task Force will be deployed in areas of low compliance. Enforcement is conducted at the statewide, countywide and local levels at all times during the calendar year.

Percentage of Vermont covered by law enforcement

The data driven application of enforcement strategies enables 100% of Vermonters to be covered by state, county or local law enforcement. Low use seatbelt areas will be subjected to more frequent and more focused enforcement efforts.

Determination of funding levels

Funding to sub-awardees is determined through a planning process conducted during a period prior to the actual allocation of funds. Following grant workshop training, each potential

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grantee receives an application for funding. These applications are reviewed and assessed and each is scored based on a set of standard criteria. These requirements subscribe to the state's E-BE design:

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

The GHSP collectively determines the appropriate funding level for each agency based on the totality of these factors. During the grant year, GHSP Project Coordinators monitor progress with regular document review, desk audits, and site visits to measure progress and evaluate future milestones and goals.

Local police agencies/constables participating in ongoing and periodic seat belt and child restraint enforcement for FFY 2017(2010 Census Data)

County	Law Enforcement Agency	Town/City Population
Addison	Bristol Police Dept.	3,894
	Middlebury Police Dept.	8,496
	Vergennes Police Dept.	2,588
Bennington	Bennington Police Dept.	15,764
	Manchester Police Dept.	4,391
	Winhall Police & Rescue	769
Caledonia	Hardwick Police Dept.	3,010
	St. Johnsbury Police Dept.	7,603
Chittenden	Burlington Police Dept.	42,417
	Colchester Police Dept.	17,067
	Essex Police Dept.	19,587
	Hinesburg Police Dept.	4,396
	Milton Police Dept.	10,352
	Richmond Police Dept.	4,081
	Shelburne Police Dept.	7,144
	South Burlington Police Dept.	17,904
	Williston Police Dept.	8,698
	Winooski Police Dept.	7,267
Franklin	St. Albans Police Dept.	12,917
Lamoille	Morristown Police Dept.	5,227
	Stowe Police Dept.	4,314
Orange	Randolph Police Dept.	4,853
Orleans	Newport Police Dept.	6,183
Rutland	Brandon Police Dept.	3,966
	Castleton Police Dept.	4,717
	Fair Haven Police Dept.	2,734
	Killington Police Dept.	811
	Pittsford Police Dept.	2,991
	Poultney Constable	3,432
	Rutland City Police Dept.	16,495
	Rutland Town Police Dept.	22,311
Washington	Barre City Police	9,052
	Barre Town Police Dept.	7,924
	Berlin Police Dept.	2,887
	Montpelier Police Dept.	7,855
	Northfield Police Dept.	6,207
Windham	Brattleboro Police Dept.	12,046
	Wilmington Police Dept.	1,876
Windsor	Hartford Police Dept.	9,952
	Ludlow Police Dept.	1,963
	Norwich Police Dept.	3,414
	Rochester Constable	1,139
	Royalton Police Dept.	2,773
	Springfield Police Dept.	9,373
	Weathersfield Police Dept.	2,825
	Windsor Police Dept.	3,553
Woodstock Police Dept.	3,048	

Data Source: VTrans, 2016

Sheriff's Departments participating in ongoing and periodic seat belt and child restraint enforcement for FFY 2107

County	Law Enforcement Agency	Town/City Population
Addison	Addison County Sheriff's Dept.	36,821
Bennington	Bennington County Sheriff's Dept.	37,125
Caledonia	Caledonia County Sheriff's Dept.	31,227
Chittenden	Chittenden County Sheriff's Dept.	156,545
Essex	Essex County Sheriff's Dept.	6,306
Franklin	Franklin County Sheriff's Dept.	47,746
Grand Isle	Grand Isle County Sheriff's Dept.	6,970
Lamoille	Lamoille County Sheriff's Dept.	24,475
Orange	Orange County Sheriff's Dept.	28,936
Orleans	Orleans County Sheriff's Dept.	27,231
Rutland	Rutland County Sheriff's Dept.	61,642
Washington	Washington County Sheriff's Dept.	59,534
Windham	Windham County Sheriff's Dept.	44,513
Windsor	Windsor County Sheriff's Dept.	56,670
		541,174

Data Source: VTrans, 2016

Grants to conduct ongoing and periodic seat belt and child restraint enforcement during FFY 2017

Project #	Sub-awardee	OP Budget	Source
NH17402-			
101	Addison CDS	15,000	\$402
102	Barre Town Police Dept.	18,000	\$402
103	Bennington CDS	20,000	\$402
104	Bennington Police Dept.	50,000	\$402
105	Berlin Police Dept.	13,000	\$402
106	Brattleboro Police Dept.	11,000	\$402
107	Caledonia County Sheriff's Dept.	11,000	\$402
108	Essex County Sheriff's Dept. SHARP	4,200	\$402
109	Franklin County Sheriff's Dept.	46,000	\$402
110	Grand Isle County Sheriff's Dept.	16,000	\$402
111	Hardwick Police Dept.	8,700	\$402
112	Lamoille County Sheriff's Dept.	13,000	\$402
113	Ludlow Police Dept.	3,000	\$402
114	Manchester Police Dept.	7,500	\$402
115	Middlebury Police Dept.	4,000	\$402

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Project #	Sub-awardee	OP Budget	Source
NH17402-			
116	Morristown Police Dept.	5,000	\$402
117	Newport Police Dept.	8,000	\$402
118	Northfield Police Dept.	5,000	\$402
119	Orange County Sheriff's Dept.	25,000	\$402
120	Orleans County Sheriff's Dept.	15,000	\$402
121	Randolph Police Dept.	2,000	\$402
122	Royalton Police Dept.	6,000	\$402
123	Rutland County Sheriff's Dept.	180,000	\$402
124	Springfield Police Dept.	5,000	\$402
125	St. Albans Police Dept.	5,000	\$402
126	St. Johnsbury Police Dept.	10,000	\$402
127	Swanton Village Police Dept.	2,000	\$402
128	Thetford Police Dept.	1,250	\$402
129	Vergennes Police Dept.	30,000	\$402
130	Vermont State Police, Traffic Safety	200,000	\$402
131	Washington County Sheriff's Dept.	40,000	\$402
132	Weathersfield Police Dept.	6,600	\$402
133	Wilmington Police Dept.	10,000	\$402
134	Windham County Sheriff's Dept.	15,000	\$402
135	Windsor County Sheriff's Dept.	20,000	\$402
136	Winhall Police & Rescue	6,000	\$402
137	Woodstock Police Dept.	5,000	\$402
138	Shelburne SHARP	232,600	\$402
139	Franklin/Grand Isle County Wide Pilot	180,000	\$402
141	Montpelier Police Dept.	5,000	\$402
142	Dover Police Dept.	2,536	\$402
143	Bristol Police Dept.	2,500	\$402
144	Bradford Police Dept.	2,000	\$402
145	Norwich Police Dept.	1,000	\$402
146	Waterbury Police Dept.	1,650	\$402
Total		1,269,536	

Data Source: VTrans, 2016

High Risk Population Countermeasure Programs

Vermont will focus on the following at-risk populations:

These enforcement efforts will be based on VT's E-BE strategy. See Appendix E.

Drivers on rural roadways

Vermont's nine cities have a total population of 115,085, or 18.4% of the population with a combined square mile total of just under 80 square miles. The remaining 81.6% of the Vermont population reside in small towns and rural settings. There are 14,156 miles of class 1, class 2 and class 3 roads.

The majority of the state's LEAs are small, with many employing ten or fewer officers. Supported by county sheriffs' departments and troopers from local barracks, they perform the majority of their enforcement efforts on rural roadways, away from population centers.

The three low use areas, identified in the 2014 statewide seat belt survey (Franklin County, the Northeast Kingdom and the Connecticut River Valley) and again in the 2015 statewide survey, are all characteristically rural. The GHSP LELs will focus their OP outreach efforts on these three geographical locations. Historically, crash data and certified seat belt surveys identify a particular segment of the population as more likely to be improperly restrained. In the rural areas of Vermont, males ages 18 to 34 years and pickup truck operators fall into this higher risk unbelted category. Although rural enforcement of traffic laws is delivered on a sustained year round basis, particular focus will be placed during the fair weather months of May through September 2016.

As a part of Vermont's statewide OP plan, the LELs will use the *Click It or Ticket* (CIOT) Task Force model to influence behavior change of those who fail to buckle up and comply with state laws. In addition, the newly formed "OP802" occupant protection Task Force will also focus on these geographical areas.

The LELs will provide guidance and technical assistance to county and local LEAs to encourage application of the state's OP laws. The LELs are active participants on VHSA's law enforcement focus group and will use those partnerships for community outreach. The GHSP staff will continue to monitor and measure the quality of enforcement and educational activities within these low use areas.

GHSP's media contractors will continue to develop direct media messaging focused directly on the 14% of Vermonters who are not properly restrained. These messages, delivered via television, radio, and social networking will describe the critical consequences of not being effectively restrained during a crash. As suggested in NHTSA's 2015 publication, *Countermeasures That Work*, the contractor used all the characteristics of effective communications and outreach campaigns: quality target audience research, effective and creative message development and good message placement.

During FFY 2017, the Regional Traffic Safety Forums (FTSP) will complete its goal of staging workshops in all areas of the state. Working in partnership with VTrans and other traffic safety advocates presents the opportunity to deliver occupant protection safety messages to those communities who may not have access to consistent mainstream media messaging.

One of the Vermont Highway Safety Alliance partners is the Vermont Department of Health (VDH). VDH is GHSP's current sub-awardee for the Child Passenger Safety Program. Vermont's Emergency Medical Services System (EMS) is composed of approximately 180 licensed First

Response and Ambulance services staffed by 3,000 certified EMS providers. These pre-hospital emergency care providers include emergency medical responders, emergency medical technicians, advanced emergency medical technicians and paramedics. Many of the state’s 100 CPS certified technicians are EMTs. This span of coverage ensures the availability of a CPS technician in every community throughout the state. In addition, a number of state police, sheriff deputies and local law enforcement officers also provide CPS services to the populations they serve. With this array of available certified resources, CPS fitting stations provide sustained education and technical assistance in each community throughout the state. VDH will continue to expand their CPS technician cadre, via their regional responder network and other local, community health care providers. The GHSP has also worked with the VT Department of Health to develop and disseminate child protective restraints along with general OP messages. One such campaign has developed the *STRAP IN FOR THE RIDE, Every Trip, Every Time, Every Body* poster that depicts a typical Vermont pickup truck on a rural Vermont road. Besides the emphasis on child protective restraints, this message is designed to resonate with rural Vermont drivers/pickup drivers.

Grants to conduct ongoing and periodic seat belt and child restraint enforcement during FFY 2017 where enforcement addresses drivers on rural roadways

Project #	Sub-awardee	OP Budget	Source
NH17402-			
101	Addison CDS	15,000	\$402
102	Barre Town Police Dept.	18,000	\$402
103	Bennington CDS	20,000	\$402
104	Bennington Police Dept.	50,000	\$402
105	Berlin Police Dept.	13,000	\$402
106	Brattleboro Police Dept.	11,000	\$402
107	Caledonia County Sheriff’s Dept.	11,000	\$402
108	Essex County Sheriff’s Dept. SHARP	4,200	\$402
109	Franklin County Sheriff’s Dept.	46,000	\$402
110	Grand Isle County Sheriff’s Dept.	16,000	\$402
111	Hardwick Police Dept.	8,700	\$402
112	Lamoille County Sheriff’s Dept.	13,000	\$402
113	Ludlow Police Dept.	3,000	\$402
114	Manchester Police Dept.	7,500	\$402
115	Middlebury Police Dept.	4,000	\$402
116	Morristown Police Dept.	5,000	\$402
117	Newport Police Dept.	8,000	\$402
118	Northfield Police Dept.	5,000	\$402
119	Orange County Sheriff’s Dept.	25,000	\$402
120	Orleans County Sheriff’s Dept.	15,000	\$402
121	Randolph Police Dept.	2,000	\$402
122	Royalton Police Dept.	6,000	\$402
123	Rutland County Sheriff’s Dept.	180,000	\$402
124	Springfield Police Dept.	5,000	\$402
125	St. Albans Police Dept.	5,000	\$402

Project #	Sub-awardee	OP Budget	Source
NH17402-			
126	St. Johnsbury Police Dept.	10,000	\$402
127	Swanton Village Police Dept.	2,000	\$402
128	Thetford Police Dept.	1,250	\$402
129	Vergennes Police Dept.	30,000	\$402
130	Vermont State Police, Traffic Safety	200,000	\$402
131	Washington County Sheriff's Dept.	40,000	\$402
132	Weathersfield Police Dept.	6,600	\$402
133	Wilmington Police Dept.	10,000	\$402
134	Windham County Sheriff's Dept.	15,000	\$402
135	Windsor County Sheriff's Dept.	20,000	\$402
136	Winhall Police & Rescue	6,000	\$402
137	Woodstock Police Dept.	5,000	\$402
138	Shelburne SHARP	232,600	\$402
139	Franklin/Grand Isle County Wide Pilot	180,000	\$402
141	Montpelier Police Dept.	5,000	\$402
142	Dover Police Dept.	2,536	\$402
143	Bristol Police Dept.	2,500	\$402
144	Bradford Police Dept.	2,000	\$402
145	Norwich Police Dept.	1,000	\$402
146	Waterbury Police Dept.	1,650	\$402
Total		1,269,536	

Unrestrained Nighttime Drivers

A review of the state's 2015 data indicates that 35% of the impaired driving fatalities also involved motorists who were improperly restrained. A review of the 2015 data shows a lower nighttime fatal crash rate for unbelted victims. There were 57 fatalities in 2015, with 17 occurring between the hours of 1800 and 0559. Of these 17 fatalities, 4 were not properly restrained.

During the 2015 Thanksgiving *Click it or Ticket* campaign, more agencies conducted seatbelt enforcement patrols by focusing on areas surrounding large sporting venues and shopping centers to take advantage of artificial lighting. Most of the patrols occurred between 1800 and 2200 hours when evening traffic peaked in our rural state. This practice continued with the 2016 May mobilization. The results indicate that the enforcement effort was successful and will be included in the enforcement plan for 2017.

GHSP LELs are designing operational strategies to create a safe, effective, and efficient model to conduct this type of occupant protection enforcement in selected low use areas. The design will utilize existing street lighting in the state's urban areas and supplemental portable lighting to illuminate other target areas such as interstate off-ramps and on the approach to checkpoints.

One of our most successful tools is the Click it or Ticket Task Force. Due to its mobility and flexibility in schedules, our early plan for 2017 is to move two of the four teams into our low compliance areas. Enforcement efforts will be conducted periodically during the months of

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May, June, July, and September of 2017. Locations will be selected based on data and the ability to safely enforce the state's seat belt laws. GHSP will continue regular review of impaired driving crashes and incorporate that information and data into the nighttime seat belt enforcement campaigns described above.

GHSP staff will use LEA information gathered at nighttime enforcement sites to evaluate and measure the effectiveness and operational proficiency of the enforcement and education campaigns. Strategy modification and adjustments will determine further deployment and continuation of the operational format. The ongoing goal of this nighttime seat belt enforcement operation is to inform those who do not buckle up at night that the state's OP laws will also be enforced during nighttime hours.

Comprehensive Occupant Protection Program

Vermont is not applying under this criterion.

Occupant Protection Program Assessment

Vermont's Occupant Protection Assessment took place January 24-29 2016.

§405(c) Traffic Records

Qualification Criteria

NOTE: Please see VT_FY16_405c.pdf in the NHTSA Grants Drop Box for additional Traffic Records information not provided in this section.

TRCC Charter

Please refer to “Appendix for 405” in GMSS.

Meeting schedule, reports and policy guidance documents from preceding twelve months

Please refer to “Appendix for 405” in GMSS.

TRCC Membership List

Name	Organization	Function
Ms. Susan Clark VHSA Coordinator	Vermont Highway Safety Alliance	Highway Safety
Mr. Scott Davidson GHSP Chief	Agency of Transportation	Highway Safety
Mr. Mario Dupigny-Giroux Traffic Safety Engineer	Agency of Transportation	Roadway
Ms. Laurie Roberts AOT Technician II	Agency of Transportation	Crash
Mr. Jim Baraw GHSP Program Coordinator	Governor’s Highway Safety	Highway Safety
Ms. Mandy White Crash Technician	Agency of Transportation	Crash
Mr. Joe Arduca	FMCSA	FMSCA
Ms. Kathy Codling DMV Administrative Coordinator	Department of Motor Vehicles	Driver/Vehicle
Ms. Donna Earle DMV Chief of Records	Department of Motor Vehicles	Driver/Vehicle
Col. William Elovirta Chief	Department of Motor Vehicles	Law Enforcement/ Commercial Driver/ Vehicle
Mr. Jeffrey Loewer	Judiciary CIO	Citation
Mr. Sean Thompson	Judiciary IT	Citation
Mr. Thomas Fields Law Enforcement Liaison	Governor’s Highway Safety	Law Enforcement/ Highway Safety
Mr. Dean Hamel DPS IT Manager	Department of Public Safety	Information Tech
Mr. Bob Thigpen TR IT Project Manager	Agency of Transportation	Information Tech/ Crash/Citation
Ms. Eleni Churchill Sr. Trans Planner	Agency of Transportation	Roadway

Vermont Governor's Highway Safety Program

Name	Organization	Function
Ms. Charlene Oakley	NHTSA Region 1	NHTSA
Mr. Dan DeMille	NHTSA Region 1	NHTSA
Ture Nelson FHWA Region Administrator	FHWA	FHWA
Mr. Roger Thompson	FHWA	FHWA
Lt. John Flannigan	Vermont State Police – Traffic Operations	Law Enforcement
Mrs. Allison Laflamme Highway Safety Financial Manager	Governor's Highway Safety	Highway Safety
Mr. Chris Bell EMS Director	Department of Health	Injury Surveillance System
Ms. Emma Gauze SIREN Data Analyst	Department of Health	Injury Surveillance System
Ms. Barbara Cormier DII Program Manager	Department of Information and Innovation	Information Tech
Mr. Jon Kaplan AOT Bike/Ped Coordinator	Agency of Transportation	Roadway
Ms. Sara Couture CJTC Trainer	Vermont Police Academy	Law Enforcement
Ms. Dawna Attig	AOT DMV IT	Information Tech
Sgt. Mark Perkins	Vermont State Police – Traffic Operations	Law Enforcement
Mr. Johnathan Croft AOT Mapping Chief	Agency of Transportation	Roadway
Mr. Brad Epstein	Department of Public Safety	Information Tech
Ms. Karen Gennette Director, Crime Research Group	Crime Research Inc.	Research
Mr. John Filipek Law Enforcement Liaison	Governor's Highway Safety	Law Enforcement/ Highway Safety
Cpl. Owen Ballinger	Vermont State Police	Law Enforcement
Lt. Tim Charland	Department of Motor Vehicles	Law Enforcement
Mr. Chauncey Liese	Agency of Transportation	Dept. Motor Vehicles
Mr. Mike Driscoll	Burlington Police Department	Law Enforcement
Mr. Michael Smith	Department of Motor Vehicles	Operations
Ms. Cindy Taylor-Patch	Vermont Police Academy	Law Enforcement
Ms. Lise Veronneau	Burlington Police Department	Law Enforcement
Mr. Gabriel Cano	NHTSA Region 1	NHTSA

Name and title of the State's Traffic Records Coordinator

Jim Baraw, Highway Safety Program Coordinator

A Copy of the Strategic Plan

Note the following Policy document from February 2013:

February 11, 2013

MEMORANDUM

To: Vermont Traffic Records Executive Committee

From: Jim Baraw and Bob Thigpen, Traffic Records Coordinating Committee Co-chairs

Re: Annual Traffic Records funding application

The Co-Chairs of the Vermont Traffic Record Coordinating Committee (TRCC) reviewed strategic plan processes in Maine, NH and RI and found that those states use; and National Highway Transportation and Safety Administration (NHTSA) accepts, the annual project plan submission as the state traffic records strategic plan. Vermont also has higher level planning initiatives underway including the Strategic Highway Safety Plan (SHSP) which will use the TRCC annual project plan as input.

The current TRCC strategic plan development in Vermont employs a contracted consultant in a separate planning process with all of the stakeholders. In addition, we produce an annual project plan update as part of the subgrant application process.

The TRCC voted unanimously to discontinue the separate strategic planning process to avoid added consulting costs and duplication of effort.

We will follow the same planning process that NHTSA accepts in other states while saving money on consulting expenses and avoiding duplicative effort. The TRCC annual project plan application process will continue to be available as input to the higher level planning initiatives in Vermont.

If you have questions or concerns on this process change, please contact Jim Baraw at 802-760-9222, or by email at james.baraw@vermont.gov.

Written description of preceding twelve months' performance measures

Please refer to "Appendix for 405" in GMSS.

Certification of TR assessment conducted/updated within the five years prior to application

Please refer to Appendix B for this certification.

Grants to fund traffic records improvements

Project #	Project	Budget	Source
NH17405C-700	AOT Crash Data Reporting System	203,000	\$405(c)
NH17405C-701	SIREN	170,000	\$405(c)
NH17405C-702	Consultant - Appriss	63,864	\$405(c)
NH17405C-703	e-Citation	768,509	\$405(c)
NH17402-303	GIS Mapping – Curve Project	90,000	\$402
Total		1,295,373	

§405(f) Motorcyclist Safety

Qualification Criteria:

Criterion 1: Motorcycle Rider Training Course

Requirements: To satisfy this criterion, a State must have an effective motorcycle rider training course that is offered throughout the State, provides a formal program of instruction in crash avoidance and other safety-oriented operational skills to motorcyclists.

Certifications and Assurances

Part 5: Motorcyclist Safety (23 CFR 1300.25)

Vermont Motorcycle Rider Training Statutes

DMV Rule No. 42

Registered Motorcycles Statistics

Calendar Year:	<u>2013</u>	<u>2014</u>
Vermont:	28,777	30,106

Requirements for Motorcycle Rider Training Instructors, Sponsors and Students

Motorcycle Rider Training Instructor Requirements

1. The Instructor shall have a High School Diploma or its equivalent.
2. The Instructor shall own and regularly operate a motorcycle.
3. The Instructor shall be at least 21 years of age and must hold a valid Motor Vehicle Operator's License endorsed for motorcycle operation.
4. The Instructor shall have at least four years of motorcycle riding experience during the last five years.
5. The Instructor's Motor Vehicle Operator's License shall not have been suspended or revoked at any time during the preceding two years. In addition, the Instructor shall fully and accurately disclose any convictions of traffic violations, traffic offenses or crimes of any nature. The commissioner/or authorized agent shall determine if such violations, offenses or crimes shall warrant denial of Program Certification. Disclosure must include any and all citations for traffic violations or offenses and any and all crimes where a citation or conviction was issued.
6. The Instructor shall not have any convictions during the preceding five years for:
 - a. operating a vehicle under the influence of intoxicating liquor or other substance,
 - b. operating or taking another person's vehicle without the owner's consent,
 - c. operating a vehicle after suspension, revocation, or refusal of license,
 - d. operating a vehicle in a careless and negligent manner, and
 - e. leaving the scene of an accident.

7. Instructors who are licensed in other States shall furnish certified copies of their driving records to the Department of Motor Vehicles.
8. An applicant shall not be eligible for Instructor status until his or her driving record for the preceding five years, or the maximum number of years less than five which a State retains records, is furnished.
9. The Instructor shall have an approved Instructor Certificate which may be a State or Motorcycle Safety Foundation Certificate, and the Instructor must be registered as a currently active Instructor.
10. The Instructor shall pass any Motorcycle Riding Skills Test and/or Knowledge Test required by the Department of Motor Vehicles.
11. To remain approved, an Instructor must conduct a minimum of four (4) complete Vermont Rider Education Program basic courses in any two (2) consecutive calendar years, attend an approved Instructors Update workshop annually, or satisfy a combination of experience, training and testing requirements sufficient to establish proficiency to the satisfaction of the Department of Motor Vehicles. In addition, Instructors may also be required to participate in other professional development as determined by the Program Coordinator in consultation with the Training Specialist.
12. Approval as an Instructor may be suspended or revoked by the Commissioner if the Instructor fails to continue to meet the requirements.
13. The Department of Motor Vehicles is the designated State authority having jurisdiction over motorcyclists' safety issues which includes a formal program of instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle training to motorcyclists.

T. 23 - 733

Motorcycle rider training program

- a. The department shall establish standards for and shall administer the motorcycle rider training program. The program shall include, but is not limited to, rider training courses and instructor training. The department may expand the program to include public awareness, alcohol and drug effects, driver improvement for motorcyclists, licensing improvement, program promotion or other motorcycle safety programs.
- b. The commissioner shall appoint a program coordinator who shall oversee and direct the program by setting program and funding guidelines, and conduct an annual evaluation.
- c. The commissioner shall also appoint one or more training specialists who shall assist in establishing rider training courses throughout the state, support and implement program and funding guidelines and supervise instructors and other personnel as necessary. The training specialist may be a trained chief instructor.
- d. An adequate number of rider training courses shall be provided to meet the reasonably anticipated needs of all persons in the state who desire to participate in the program. The department shall issue certificates of completion in the manner and

form prescribed by the commissioner to persons who satisfactorily complete the requirements of the course.

- e. The department may enter into contracts with either public or private institutions or organizations for technical assistance in conducting rider training courses, if the course is administered and taught according to standards established by the department pursuant to this section for the motorcycle rider training program. If necessary, an organization conducting a rider training course shall charge a reasonable tuition fee which shall be determined by and paid to the commissioner.
- f. The commissioner shall adopt rules which are necessary to carry out the provisions of the motorcycle rider training program.
- g. In establishing standards for the motorcycle rider training program, the department shall be guided by any existing national standards for such programs, including standards of the motorcycle safety foundation.
- h. (h) Any person, agencies, institutions, or organizations offering motorcycle safety instruction under the auspices of this subchapter, with respect to such instruction activities, are exempt from the requirements of subchapter 4 of this chapter relating to driver training school licenses. Added 1989, No. 268 (Adj. Sess.), 1, eff. June 21, 1990; amended 1997, No. 59, 76, eff. June 30, 1997.

Documentation verification for jurisdiction:
Part 5: Motorcyclist Safety (23 CFR 1300.25)

JAMES H. DOUGLAS
GOVERNOR



State of Vermont
OFFICE OF THE GOVERNOR

June 25, 2007

Ms. Bonnie L. Rutledge
Commissioner
Vermont Department of Motor Vehicles
120 State Street
Montpelier, VT 05602-0001

Dear Commissioner Rutledge:

I hereby designate the Commissioner of Motor Vehicles, agency head, and the Department of Motor Vehicles, lead agency, to administer motorcyclist safety issues for the State of Vermont.

Sincerely,

A handwritten signature in black ink, appearing to read "James H. Douglas".

James H. Douglas
Governor

JHD/hkp

c: K. Sleeper, Commissioner/Vermont Department of Public Safety
P. Weiser, Regional Administrator/National Highway Safety Administration

COPY

Motorcycle Registrations by County for Calendar Year 2015

County	Motorcycle Registrations	Percent by County	Counties with a VREP Site
Addison County	1,960	6.60%	
Bennington County	1,692	5.70%	
Caledonia County	1,348	4.50%	4.50%
Chittenden County	6,360	21.40%	21.40%
Essex County	350	1.20%	
Franklin County	2,307	7.80%	7.80%
Grand Isle County	425	1.40%	
Lamoille County	1,203	4.10%	
Orange County	1,445	4.90%	
Orleans County	1,320	4.50%	
Rutland County	3,002	10.10%	10.10%
Washington County	2,600	8.80%	8.80%
Windham County	2,665	9.00%	9.00%
Windsor County	2,978	10.00%	
Total	29,655		61.60%

Data Source: VTrans, 2016

List of VREP course locations offered throughout Vermont:

VREP COURSES June 2014 – May 2015					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
Chittenden County					
BRC	Ethan Allen	9	06/05/2015	14	14
BRC	Ethan Allen	10	06/05/2015	12	12
BRC	Ethan Allen	11	06/12/2015	12	12
BRC	Ethan Allen	12	06/12/2015	12	11
BRC	Ethan Allen	13	06/19/2015	12	12
BRC	Ethan Allen	14	06/19/2015	13	13
BRC	Ethan Allen	15	06/26//2015	12	12
BRC	Ethan Allen	16	06/26/2015	12	12
BRC	Ethan Allen	17	07/10/2015	12	11
BRC	Ethan Allen	18	07/10/2015	12	12
BRC	Ethan Allen	19	07/17/2015	12	12
BRC	Ethan Allen	20	07/24/2015	12	12
BRC	Ethan Allen	21	07/24/2015	12	12
BRC	Ethan Allen	22	07/31/2015	12	12
BRC	Ethan Allen	23	07/31/2015	12	11
BRC	Ethan Allen	24	08/07/2015	12	12
BRC	Ethan Allen	25	08/07/2015	12	12
BRC	Ethan Allen	26	08/14/2015	12	12
BRC	Ethan Allen	27	08/28/2015	13	13

Vermont Governor's Highway Safety Program

VREP COURSES June 2014 – May 2015					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Ethan Allen	28	09/11/2015	12	11
BRC	Ethan Allen	29	09/11/2015	12	12
BRC	Ethan Allen	30	09/18/2015	12	12
BRC	Ethan Allen	31	09/25/2015	12	12
BRC	Ethan Allen	32	09/25/2015	12	11
BRC	Ethan Allen	1	04/29/2016	12	12
BRC	Ethan Allen	2	05/06/2016	13	13
BRC	Ethan Allen	3	05/13/2016	12	12
BRC	Ethan Allen	4	05/20/2016	12	12
BRC	Ethan Allen	5	05/27/2016	12	12
BRC	Ethan Allen	6	05/27/2016	12	12
ERCLW	Ethan Allen	3	07/18/2015	12	8
IRC	Ethan Allen	2	08/23/2015	12	9
RCPC	Ethan Allen	1	04/29/2016	14	11
RCP	Ethan Allen	2	05/06/2016	14	12
RCP	Ethan Allen	3	05/13/2016	14	10
RCP	Ethan Allen	4	05/20/2016	14	7
Totals				445	417
Washington County					
BRC	Berlin	6	06/05/2015	11	11
BRC	Berlin	7	06/12/2015	11	11
BRC	Berlin	8	06/19/2015	11	11
BRC	Berlin	9	06/26/2015	11	11
BRC	Berlin	10	07/10/2015	11	11
BRC	Berlin	11	07/17/2015	11	10
BRC	Berlin	12	07/24/2015	11	11
BRC	Berlin	13	08/14/2015	11	11
BRC	Berlin	14	08/21/2015	11	11
BRC	Berlin	15	08/28/2015	11	8
BRC	Berlin	16	09/11/2015	11	11
BRC	Berlin	17	09/25/2015	11	10
BRC	Berlin	1	04/29/2016	11	11
BRC	Berlin	2	05/06/2016	11	11
BRC	Berlin	3	05/13/2016	11	11
ERCLW	Berlin	4	08/02/2015	11	10
ERCPL	Berlin	3	08/01/2015	11	8
ERCPL	Berlin	1	05/21/2016	11	11
Totals				198	189
Windham County					
BRC	Dummerston	6	06/12/2015	8	8
BRC	Dummerston	7	06/19/2015	8	8
BRC	Dummerston	8	06/26/2015	8	8
BRC	Dummerston	9	07/10/2015	8	8
BRC	Dummerston	10	07/24/2015	8	8

VREP COURSES June 2014 – May 2015					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Dummerston	11	08/21/2015	8	8
BRC	Dummerston	12	08/28/2015	8	8
BRC	Dummerston	13	09/11/2015	8	8
BRC	Dummerston	14	09/25/2015	8	8
BRC	Dummerston	1	04/29/2016	8	8
BRC	Dummerston	2	05/06/2016	9	9
BRC	Dummerston	3	05/20/2016	8	7
BRC	Dummerston	4	05/27/2016	8	8
IRC	Dummerston	1	08/08/2015	8	2
Totals				113	106
Franklin County					
BRC	Highgate	7	06/05/2015	12	12
BRC	Highgate	8	06/19/2015	12	10
BRC	Highgate	9	06/26/2015	12	12
BRC	Highgate	10	07/10/2015	12	12
BRC	Highgate	11	07/17/2015	13	13
BRC	Highgate	12	07/24/2015	12	10
BRC	Highgate	15	09/11/2015	12	7
BRC	Highgate	16	09/25/2015	12	10
BRC	Highgate	1	05/06/2016	12	11
BRC	Highgate	2	05/13/2016	12	0
BRC	Highgate	3	05/20/2016	12	12
ERCLW	Highgate	1	06/14/2015	12	9
Totals				145	118
Rutland County					
BRC	Pittsford	5	06/05/2015	12	12
BRC	Rutland	7	06/05/2015	12	10
BRC	Pittsford	6	06/10/2015	12	12
BRC	Pittsford	7	06/12/2015	12	10
BRC	Rutland	8	06/12/2015	12	12
BRC	Rutland	9	06/26/2015	12	12
BRC	Pittsford	8	07/10/2015	12	12
BRC	Rutland	10	07/10/2015	12	12
BRC	Pittsford	9	07/14/2015	12	9
BRC	Pittsford	10	07/17/2015	12	8
BRC	Rutland	11	07/17/2015	12	11
BRC	Rutland	12	07/24/2015	12	12
BRC	Pittsford	11	08/07/2015	12	8
BRC	Rutland	13	08/14/2015	12	11
BRC	Pittsford	12	08/17/2015	12	7
BRC	Rutland	14	08/28/2015	12	10
BRC	Pittsford	13	09/11/2015	12	6
BRC	Rutland	16	09/25/2015	12	7
BRC	Pittsford	1	04/29/2016	12	12

VREP COURSES June 2014 – May 2015					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Pittsford	2	05/06/2016	12	12
BRC	Rutland	1	05/06/2016	12	12
BRC	Pittsford	3	05/20/2016	12	12
BRC	Pittsford	4	05/23/2016	12	9
BRC	Rutland	2	05/27/2016	12	12
ERCLW	Pittsford	1	06/20/2015	12	6
ERCLW	Pittsford	2	05/15/2016	12	6
ERCPL	Pittsford	1	05/14/2016	12	10
Totals				324	272
Caledonia County					
BRC	SJ	4	06/05/2015	12	12
BRC	SJ	5	06/12/2015	12	11
BRC	SJ	6	06/26/2015	12	11
BRC	SJ	7	07/10/2015	12	12
BRC	SJ	8	07/17/2015	12	12
BRC	SJ	9	07/24/2015	12	10
BRC	SJ	10	08/07/2015	12	11
BRC	SJ	11	08/21/2015	12	8
BRC	SJ	1	05/06/2016	12	12
BRC	SJ	2	05/13/2016	12	12
BRC	SJ	3	05/20/2016	12	12
Totals				132	123

Data Source: VTrans, 2016

Summary by County

County	Attendees Allowed	Attendees Scheduled
Chittenden	445	417
Caledonia	132	123
Franklin	145	118
Rutland	324	272
Washington	198	189
Windham	113	106
Total	1,357	1,225

Data Source: VTrans, 2016

Course attendance information listed above is based on projections for courses with a starting date of 5/13/2016 and later. Estimates are based on information available on 5/16/2016.

Certified Instructors

The following is a list of the forty motorcycle rider training instructors who are certified by the designated state authority having jurisdiction over motorcyclist safety issues and the nationally recognized motorcycle safety organization MSF Rider Training Program.

VT RiderCoach and RiderCoach Trainer List - 5/16/2016					
MSF ID	First Name	Last Name	Status	Expiration	Ranking
124612	WILLIAM	MITCHELL	Active	5/21/2018	RiderCoach
138726	DALE	ROWELL	Active	6/20/2018	RiderCoach
124609	GARY	GILBERT	Active	6/23/2017	RiderCoach
124611	BRUCE	LIERMAN	Active	5/21/2018	RiderCoach
118443	PATRICK	MCMANAMON	Active	5/23/2018	RiderCoach
118449	LORETTA	GRANT	Active	5/23/2018	RiderCoach
116027	PETER	BOOTH	Active	10/5/2017	RiderCoach
116030	DAVID	EVANS	Active	5/8/2018	RiderCoach
116032	JUNE	KELLY	Active	5/1/2018	RiderCoach
116034	DAVID	DEGRASSE	Active	5/8/2018	RiderCoach
28729	MARK	LADUE	Active	5/1/2018	RiderCoach
110515	JOY	ELLIS	Active	7/20/2017	RiderCoach
106465	CAROL ANNE	HICKOK	Active	5/8/2018	RiderCoach
26824	DAVID	MICKEY	Active	5/8/2018	RiderCoach
26825	JUDY	MIRRO	Active	5/1/2018	RiderCoach
20343	PAUL	GRAVES	Active	2/11/2019	RiderCoach Trainer
28730	JAY	WHITNEY	Active	5/1/2018	RiderCoach
118450	LAWRENCE	GRANT	Active	5/23/2018	RiderCoach
121215	WILLIAM	JENKS	Active	5/22/2017	RiderCoach
138727	GARY	SAVARD	Active	6/20/2018	RiderCoach
138729	PATRICK	MCDONNELL	Active	6/20/2016	RiderCoach
130638	SETH	CHASE	Active	6/25/2017	RiderCoach
130262	ROBERT	MARTIN	Active	5/1/2018	RiderCoach
158878	NICK	ROCK	Active	6/24/2016	RiderCoach
158880	MICHAEL	AMBRISCO	Active	6/24/2016	RiderCoach
158881	CLAY	BRITCH	Active	6/24/2018	RiderCoach
158882	GABRIEL	COLE	Active	5/8/2018	RiderCoach
158883	JOEL	DAVIDSON	Active	6/24/2018	RiderCoach
158884	DAVID	DEFELICE	Active	6/24/2018	RiderCoach
158885	BRIAN	HOUGHTON	Active	6/24/2018	RiderCoach
158886	CHRISTIAN	JAQUITH	Active	6/24/2018	RiderCoach
136758	JAMES	AURIGEMMA	Active	6/28/2017	RiderCoach
136762	MICHAEL	LASPIA	Active	5/8/2018	RiderCoach
136764	GEORGE	RICE	Active	5/8/2018	RiderCoach
160897	MICHELLE	AMBRISCO	Active	6/23/2017	RiderCoach
160898	NICHOLAS	HATHAWAY	Active	6/23/2017	RiderCoach
160901	RICHARD	REDMOND	Active	6/23/2017	RiderCoach
162695	DANIEL	MASON	Active	5/8/2018	RiderCoach
162697	BARBARA	PINE	Active	5/1/2018	RiderCoach

Data Source: VTrans, 2016

Quality Control Procedures

Vermont Department of Motor Vehicles Education and Safety

Standard Operating Procedures

CATEGORY:	Education and Safety
POLICY DESCRIPTION:	Monitoring of Motorcycle Training Schools/Personnel

The Department shall perform Quality Assurance Visits (QAV) on motorcycle-training courses conducted by motorcycle training programs. Monitoring will be used to verify compliance with Department and Motorcycle Safety Foundation regulations and guidelines.

1. Quality Assurance Visit Personnel Requirements

- › VREP Program Coordinator or currently certified MSF and VREP RiderCoach or RiderCoach Trainer
- › Access to a computer and the Motorcycle Safety Foundation's website
 - For reporting on each QAV the Department uses a form developed by the Motorcycle Safety Foundation. The form must be completed on-line and is available to the MSF training community at www.retsorg.org
- › If the person conducting monitoring is a VREP RiderCoach:
 - Employed as an instructor by DMV for at least the past five training seasons
 - Has conducted a minimum of twenty (20) motorcycle training courses during the past five training seasons

2. Quality Assurance Visit Procedures

- › The Department will use the Motorcycle Safety Foundation's Online Quality Assurance Visit form or similar form to generate QAV report
- › The monitor shall be as unobtrusive as possible
 - When monitoring range portions of a course the monitor will position himself/herself off of the range, at a location which will allow observation of the instructor(s) being monitored and students path of travel
 - When monitoring classroom portions of a course the monitor will position himself/herself at a location in the classroom which will allow observation of the instructor(s) being monitored and any audio visual equipment being used
- › The monitor should not interfere with the instruction being presented
 - If safety related issues arise the monitor should try to resolve the problem by contacting the instructor(s) and give him/her the opportunity to fix the problem. Only if the instructor(s) do not correct the issue will the monitor step in to correct the problem

Vermont Governor's Highway Safety Program

- If incorrect information is given during the classroom portion, speak with the instructor(s), if at all possible during a break, and have him/her provide the students with the correct information
- > The individual monitoring the course shall be professionally attired
- > Primary Areas of Observation
 - Compliance with the RiderCoach Guide, RiderCoach Rules of Professional Conduct and BRC/ERC Range Cards
 - Student Safety
 - Safety Violations
 - Condition of motorcycles – pay particular attention to any issue that would compromise safety (bent forks, tires, rims, etc.)
 - Monitors may use the Motorcycle Safety Foundation's T-CLOCS procedure as an inspection guide. A copy of the procedure can be found on the MSF website (www.msf-usa.org)
 - Is the range area safe – is it a modified range (do Rider Coaches have a copy of the modifications), has the range been blocked off from outside traffic
 - Is range in good condition – note any range debris that may pose a safety hazard
 - Document safety hazards
- > Secondary Areas of Observation
 - Coaching
 - Honoring Basic Rider Course principles
 - S.A.M. – Safety, Adult Learning, Motor Skills
 - S.E.E Principles – (Safe, Effective, Efficient – prioritized in that order)

3. Quality Assurance Visit Write-Up

- > Provide details
- > Guidelines for the QAV report
 - Be sure all statements are factual and descriptive
 - Be wary of personal inferences or conclusions
 - Give context to your comments
 - In general, the exercises were run according to the range cards. However, ...
- > Describe what you saw – (Strengths and opportunities)
- > Refer back to materials – (RiderCoach Guide, Range Cards)
- > Have initial write-up completed within seven (7) days of completion of the course that was monitored and forward it to the VREP Program Coordinator
- > Coordinator shall review the report and contact the monitor if additional details or clarification is required

- > A copy of the final report should be forwarded to the instructor and training program within twenty-one (21) days of completion of the course that was monitored

4. The Department of Motor Vehicles may contact the motorcycle-training program’s instructors and/or students after completion of the course to clarify any issues or concerns. The Department of Motor Vehicles may also make recommendations to improve the training facility and instructor performance.

Criterion 2: Motorcyclist Awareness Program

Vermont is not applying under this criterion.

Criterion 3: Reduction of fatalities and Crashes Involving Motorcycles

Vermont is not applying under this criterion.

Criterion 4: Impaired Driving Program

Data

GHSP uses the following data to identify priorities for our impaired driving program. The counties (sheriffs), towns (local police departments) and state police may also obtain detailed maps showing data specific to their jurisdiction from Vermont’s Highway Research Unit.

Ranked Impaired Crashes for 2014 (All Vehicles)

County	Fatal	Injury	PDO	All
Chittenden	3	26	42	71
Windham	0	14	21	35
Windsor	0	12	21	33
Rutland	1	12	16	29
Bennington	1	16	11	28
Franklin	1	11	10	22
Lamoille	0	6	14	20
Addison	1	8	7	16
Orange	0	7	6	13
Caledonia	0	6	5	11
Washington	0	4	7	11
Orleans	1	4	3	8
Grand Isle	0	2	2	4
Essex	0	2	1	3
Totals	8	130	166	304

Data Source: VTrans, 2016

Ranked Impaired Motorcycle Crashes for 2014

County	Fatal	Injury	PDO	All
Chittenden	1	1	1	3
Windham	0	0	0	0
Windsor	0	0	0	0
Rutland	0	0	0	0
Bennington	0	0	0	0
Franklin	0	0	0	0
Lamoille	0	0	0	0
Addison	0	0	0	0
Orange	0	0	0	0
Caledonia	0	0	0	0
Washington	0	0	0	0
Orleans	1	0	0	1
Grand Isle	0	0	0	0
Essex	0	0	0	0
Totals	2	1	1	4

Data Source: VTrans, 2016

Motorcycle Fatalities

Year	Motorcyclist Fatalities	5-Year Average
2005	14	
2006	10	
2007	7	
2008	7	
2009	8	9.2
2010	6	7.6
2011	8	7.2
2012	11	8.0
2013	7	8.0
2014	7	7.8
2015	11	8.8
GOAL 2017		8.0

Data Source: VTrans, 2016

Legal Citations

Title 23: Motor Vehicles

Chapter 13: OPERATION OF VEHICLES

Sec. 3, 23 V.S.A. §1201. Operating vehicle under the influence of intoxicating liquor or other substance; criminal refusal

§ 1201. Operating vehicle under the influence of intoxicating liquor or other substance; criminal refusal; enhanced penalty for BAC of 0.16 or more

- (a) A person shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway:
 - (1) when the person's alcohol concentration is 0.08 or more, or 0.02 or more if the person is operating a school bus as defined in subdivision 4(34) of this title; or
 - (2) when the person is under the influence of intoxicating liquor; or
 - (3) when the person is under the influence of any other drug or under the combined influence of alcohol and any other drug to a degree which renders the person incapable of driving safely; or
 - (4) when the person's alcohol concentration is 0.04 or more if the person is operating a commercial motor vehicle as defined in subdivision 4103(4) of this title.
- (b) A person who has previously been convicted of a violation of this section shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway and refuse a law enforcement officer's reasonable request under the circumstances for an evidentiary test where the officer had reasonable grounds to believe the person was in violation of subsection (a) of this section.
- (c) A person shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway and be involved in an accident or collision resulting in serious bodily injury or death to another and refuse a law enforcement officer's reasonable request under the circumstances for an evidentiary test where the officer has reasonable grounds to believe the person has any amount of alcohol in the system.
- (d)(1) A person who is convicted of a second or subsequent violation of subsection (a), (b), or (c) of this section when the person's alcohol concentration is proven to be 0.16 or more shall not, for three years from the date of the conviction for which the person's alcohol concentration is 0.16 or more, operate, attempt to operate, or be in actual physical control of any vehicle on a highway when the person's alcohol concentration is 0.02 or more. The prohibition imposed by this subsection shall be in addition to any other penalties imposed by law.
- (2) A person shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway when the person's alcohol concentration is 0.02 or more if the person has previously been convicted of a second or subsequent violation of subsection (a), (b), or (c) of this section within the preceding three years and the person's alcohol concentration for the second or subsequent violation was proven to be 0.16 or greater. A violation of this subsection shall be considered a third or subsequent violation of this section and shall be subject to the penalties of subsection 1210(d) of this title.

- (e) The fact that a person charged with a violation of this section is or has been entitled to use a drug under the laws of this state shall not constitute a defense against any charge of violating this section.
- (f) A person may not be convicted of more than one violation of subsection (a) of this section arising out of the same incident.
- (g) For purposes of this section and section 1205 of this title, the defendant may assert as an affirmative defense that the person was not operating, attempting to operate, or in actual physical control of the vehicle because the person:
 - (1) had no intention of placing the vehicle in motion; and
 - (2) had not placed the vehicle in motion while under the influence. (Added 1969, No. 267 (Adj. Sess.), § 1; amended 1973, No. 16, § 1, eff. March 1, 1973; No. 79, § 1, eff. May 23, 1973; 1975, No. 10, § 2, eff. April 9, 1975; 1981, No. 103, §§ 2, 2a; 1983, No. 212 (Adj. Sess.), § 5; 1989, No. 68, § 2, eff. Dec. 1, 1989; 1991, No. 55, § 2; 1997, No. 56, § 1, eff. Aug. 1, 1997; 1999, No. 116 (Adj. Sess.), § 2; No. 160 (Adj. Sess.), § 15; 2001, No. 146 (Adj. Sess.), § 1; 2005, No. 37, § 1; 2007, No. 195 (Adj. Sess.), § 4; 2011, No. 56, § 3.)

Motorcycle Enforcement

The staff of the Vermont GHSP subscribes to a data driven approach to enhance all aspects of traffic safety. (Please refer to the previous section on Evidence Based Enforcement)

Historically, since the first Click It or Ticket (CIOT) in 2001, the state has delivered quality multi-level educational and enforcement activities, including participation in all four major NHTSA mobilizations each year:

- > Two DUI mobilizations, Thanksgiving/Christmas/New Year Holiday campaign and the Labor Day/Back-to-School DUI campaign.
- > Two occupant protection campaigns, the May Mobilization *Click It or Ticket (CIOT)* and the Thanksgiving *CIOT* campaign.

Motorcycle enforcement overlaps with these campaigns in May (Motorcycle Awareness Month) and the Labor Day campaign and includes other targeted events during the summer riding season (see below).

Historically, members of the DUI Task Force Team actively participate with agencies in periodic mobilizations in an effort to increase awareness of impaired operation at all hours of the day and night. Task Force member collaboration, multi-agency checkpoints and saturation patrols have combined to produce positive impact in the areas of focus. Deploying multi-agency DUI Task Forces is greatly facilitated by virtue of all Vermont law enforcement officers certified as police officers with statewide enforcement authority. Generally employing the high visibility model across the state, Task Force members conduct enforcement details outside of their geographic areas of employment. In past years, Task Force resources/personnel were drawn from five larger participating law enforcement agencies across the state. To provide increased visibility, teams deploy one of four Mobile Breath-Alcohol Testing Vehicles, or "BAT" mobiles that are equipped with radio and video recording systems.

There are many motorcycle events in 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. Motorcycle groups (clubs) travel north from the Hell's Angel's clubhouse in Pittsfield, Massachusetts into Bennington via U.S. Rt. 7 and then east on Vt. Rt. 9 to New Hampshire. 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 on for the next week. Some DUI and drug possession cases are generated and traffic offenses increased. Bennington Police, Wilmington Police, and Brattleboro Police 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 generally decreased, but remains heavy enough to warrant attention.

A second event is the Americade Ride-In in Lake George, New York, in close proximity to the Vermont border. During this event, the ride-in coordinators plan rides to sightseeing events in both Vermont and New York. Several groups of 25-50 motorcycles may move into the Rutland/Addison/Bennington area with an unpredictable schedule.

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

Franklin County in the northwest corner of the state and Orange County in the north-central part of the state continue to benefit from increased, coordinated enforcement efforts in response to impaired driving by motorcyclists. There has been 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 GHSP assists sheriffs' departments, municipal agencies and the Vermont State Police. These grants cover year-round enforcement and offer grantee agencies opportunities to target specific community events in addition to mobilizations.

Ranked DUI Grants for 2015

County	Grants Total \$
Vermont State Police (All Counties)	300,000
Chittenden (Shelburne SHARP County Wide)	232,600
Bennington	25,000
Rutland (County Wide Project)	180,000
Orange	25,000
Washington	40,000
Franklin	20,000
Windsor	20,000
Caledonia	6,100
Windham	10,000
Addison	20,000
Grand Isle	9,500
Lamoille	9,000
Orleans	4,000
Essex	5,100
Total	906,300

Criterion 5: Reduction of Fatalities and accidents involving impaired motorcyclists

Vermont is not applying under this criterion.

Criterion 6: Use of fees collected from motorcyclists for motorcycle programs.

Vermont is not applying under this criterion.

Project #	State Motorcycle Rider Education Program	Budget	Source
NH17405F-000	Vermont Department of Motor Vehicles	35,000	\$405(f)
NH17402-500		62,300	\$402
Total		97,300	

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Funding

Photo: Lt. Bob Perkins Brattleboro PD

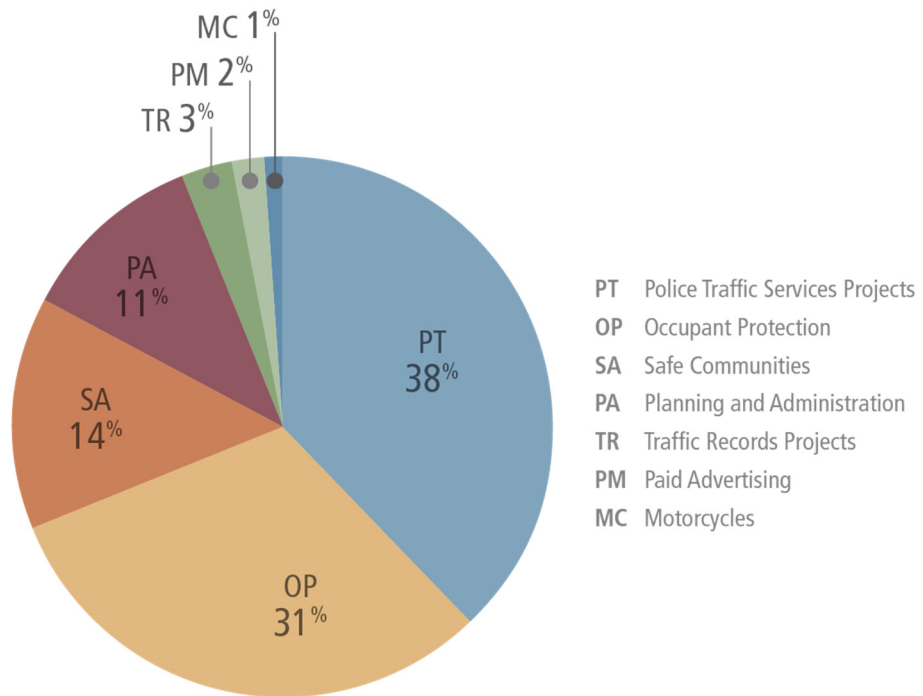
Vermont Governor's Highway Safety Program

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Financial Funding Charts

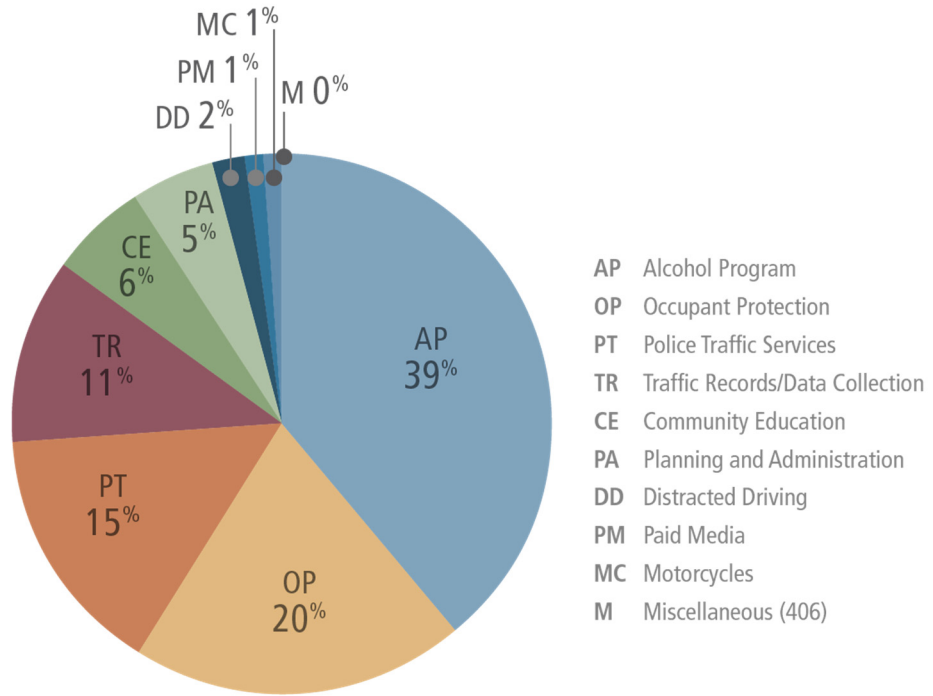
402 Program Areas	Program Costs
Planning and Administration	562,500
Occupant Protection	1,580,850
Police Traffic Services Projects	1,925,000
Traffic Records Projects	146,500
Safe Communities	710,788
Motorcycle	62,300
Paid Advertising	115,000
Total	5,102,938

402 Program Areas



Program Areas	Approved Program Costs
Alcohol Programs	4,908,773
Community Education	710,788
Traffic Records/Data Collection	1,351,873
Miscellaneous (406)	54,000
Motorcycles	97,300
Occupant Protection	2,491,071
Planning & Administration	615,559
Paid Media	115,000
Police Traffic Services	1,925,000
Distracted Driving	237,000
Total	12,506,364

2016 HSP Program Areas



Other Funding Sources

The following is a list of law enforcement entities and partners who contribute to the GHSP performance targets:

Performance Area	Partner(s)	Description	Budget
DUI, Belts, Speed, Distracted and Aggressive Driving Enforcement	Local Law Enforcement Agencies	20 LEAs participate in the four NHTSA national mobilizations at their department’s expense. 20 depts. x 28 hrs. x 4 mobs. x \$50/hr.	112,000
DUI Enforcement	Vermont State Police	The State of Vermont allocates Special DUI Funds to the VSP specifically for DUI enforcement. These funds were formerly called Act 117 funds.	1,544,857
Belts, Speed, Distracted and Aggressive Driving Enforcement	Vermont State Police	The VSP operates a Traffic Safety Unit dedicated to this performance area.	1,672,769
Motorcycle Safety	Vermont Department of Motor Vehicles	DMV receives state funds to operate its motorcycle training program.	395,000
Child Passenger restraint	Vermont Dept. of Health Emergency Medical Services	VDH EMS receives contributions into a dedicated child seat fund providing support for low-income seat access.	10,000

FFY 2017 VTrans Match Plan for GHSP

The GHSP has researched, evaluated and created approved methodologies for calculating match for each fund source. These estimates are derived from a variety of resources throughout the state and from our partners. All estimated Carry Forward/New FFY2017 funding ("STARS Expenses") has been multiplied by the required match percentage. All match will be properly documented and tracked as match funds are reported to GHSP.

FFY2017 Vtrans Estimated Match Plan for GHSP								
	402PA	402 Other	405C	405D	405B	405E	405F	Total Match
VTrans General Funds (Payroll)	\$ 338,000		\$ 103,184					\$ 441,184
Vtrans General Funds (EGMS)	\$ 57,015							\$ 57,015
DUI Processing Statewide Calc				\$ 1,820,233				\$ 1,820,233
DMV Match for Motorcycle							\$ 12,500	\$ 12,500
Local/Statewide 402 Calculation		\$ 260,699				\$ 59,250		\$ 319,949
SAS Court Calculation		\$ 1,428,316		\$ 1,609,332				\$ 3,037,648
HMC Added Value		\$ 15,000		\$ 83,000	\$ 35,500		\$ 6,723	\$ 140,223
DPS Match			\$ 87,500	\$ 400,000				\$ 487,500
VDH CPS					\$ 200,000			\$ 200,000
VDH SIREN			\$ 42,500					\$ 42,500
JTRaC			\$ 40,000					\$ 40,000
Local Motion		\$ 25,000						\$ 25,000
Youth Safety Council		\$ 20,000						\$ 20,000
Work Place Safety		\$ 25,000						\$ 25,000
VT Law School				\$ 20,750				\$ 20,750
VTrans Program Coordinators Match		\$ 80,000						\$ 80,000
LE Ed Grants		\$ 40,000						\$ 40,000
VTRANS Burden Rate (94.37 payroll load)	\$ 394,467	\$ 75,496						\$ 469,963
VTrans Staff Support	\$ 80,000							\$ 80,000
10% De Minimus X AOT MTDC	\$ 44,300	\$ 250,000	\$ 40,537	\$ 105,000	\$ 17,500		\$ 2,500	\$ 459,837
Non Grant Funded Belt Citations					\$ 30,000			\$ 30,000
Locals Equipment		\$ 50,000.00						\$ 50,000.00
STARS Expenses	\$ 562,500	\$ 4,540,438	\$ 1,205,373	\$ 3,341,673	\$ 910,221	\$ 237,000	\$ 35,000	\$ 10,832,205
Estimated Match Required	\$ 281,250	\$ 1,135,110	\$ 301,343	\$ 835,418	\$ 227,555	\$ 59,250	\$ 8,750	\$ 2,901,735
Burden Rate Match	\$ 394,467	\$ 75,496		\$ -	\$ -	\$ -	\$ -	\$ 469,963
Direct Match	\$ 913,781	\$ 2,219,511	\$ 313,721	\$ 4,038,315	\$ 283,000	\$ 59,250	\$ 21,723	\$ 7,849,302
Over/Under	\$ (632,531)	\$ (1,084,402)	\$ (12,378)	\$ (3,202,897)	\$ (55,445)	\$ -	\$ (12,973)	\$ (4,947,567)
Required Match	50%	25%	25%	25%	25%	25%	25%	

Highway Safety Program Cost Summary (HS-217)

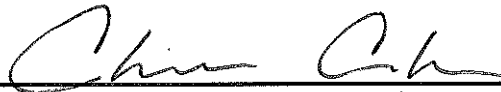
U.S. Department of Transportation National Highway Traffic Safety Administration Federal Highway Administration							
HIGHWAY SAFETY PROGRAM COST SUMMARY							
State: VERMONT				Number: Preliminary FFY 2017		HS-217	
Federally Funded Programs							
	Program Area	Approved Program Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
\$402							
	PA—Planning and Administration	562,500	562,500	263,854	298,646	562,500	-
	OP—Occupant Protection	1,587,536	396,884	822,543	755,307	1,572,850	1,312,536
	PT—Police Traffic Services Projects	1,925,000	481,250	410,358	1,514,642	1,925,000	790,000
	TR—Traffic Records Projects	148,000	37,000	132,500	15,500	148,000	-
	SA—Safe Communities	710,788	177,697	214,491	496,297	710,788	474,788
	MC—Motorcycle	62,300	15,575	-	62,300	62,300	-
	PM—Paid Advertising	115,000	28,750	100,000	15,000	115,000	-
	2017 \$402 Total	5,111,124	1,699,656	1,943,746	3,157,692	5,096,438	2,577,324
SAFETEA-LU							
	\$406 (K4PT)—Police Traffic Services Projects	54,000	-	-	54,000	54,000	-
	\$164 PA—Planning and Administration	53,059	-	32,500	20,559	53,059	-
	\$164 AL—Alcohol Projects	1,566,600	-	217,500	1,349,100	1,566,600	1,339,100
	2016 SAFETEA-LU Total	1,673,659	-	250,000	1,423,659	1,673,659	1,339,100
\$405 - MAP-21							
	\$405(b)—Occupant Protection Low (M2HVE)	910,221	227,555	341,271	568,950	910,221	-
	\$405(c)—Data Program (M3DA)	1,205,373	301,343	304,832	900,541	1,205,373	-
	\$405(d)—Impaired Driving Low (M6OT)	3,343,173	835,793	2,204,762	1,138,411	3,343,173	-
	\$405(E)—Distracted Driving	237,000	59,250	237,000	-	237,000	-
	\$405(f)—Motorcycle Training (M9MT)	35,000	8,750	33,874	1,126	35,000	-
	2017 \$405 Total	5,730,767	1,432,692	3,121,739	2,609,028	5,730,767	-
	NHTSA TOTALS	12,515,550	3,132,348	5,315,485	7,190,379	12,500,864	3,916,424

Signature: _____

Name: _____

Title: _____

Date: _____



Chris Cole, Secretary of Transportation

Governor's Representative

6/30/16

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				PA - PROGRAM ADMINISTRATION PROJECTS			
Federally Funded Programs							
NH17402(PA)	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
000	GHSP Chief (Davidson)	135,000	135,000	21,354	113,646	135,000	-
000	Grants Specialist (Record)	85,000	85,000		85,000	85,000	-
000	Financial Manager II (Laflamme)	100,000	100,000		100,000	100,000	-
000	Operating Expenses	45,000	45,000	45,000		45,000	-
000	Electronic Grant Management	175,000	175,000	175,000		175,000	
000	Temporary Employee	18,000	18,000	18,000		18,000	
000	GHSA Dues	4,500	4,500	4,500		4,500	-
	\$402 PA - TOTAL	562,500	562,500	263,854	298,646	562,500	-

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				OP - OCCUPANT PROTECTION			
Federally Funded Programs							
NH17402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	OP Enforcement						
101	Addison CSD	15,000	3,750	4,400	10,600	15,000	15,000
102	Barre Town Police Dept.	18,000	4,500		18,000	18,000	18,000
103	Bennington CSD	20,000	5,000		20,000	20,000	20,000
104	Bennington Police Dept.	50,000	12,500		50,000	50,000	50,000
105	Berlin Police Dept.	13,000	3,250		13,000	13,000	13,000
106	Brattleboro Police Dept.	11,000	2,750		11,000	11,000	11,000
107	Caledonia County Sheriff's Dept.	11,000	2,750		11,000	11,000	11,000
108	Essex County Sheriff's Dept. SHARP	4,200	1,050		4,200	4,200	4,200
109	Franklin County Sheriff's Dept.	46,000	11,500		46,000	46,000	46,000
110	Grand Isle County Sheriff's Dept.	16,000	4,000		16,000	16,000	16,000
111	Hardwick Police Dept.	8,700	2,175		8,700	8,700	8,700
112	Lamoille County Sheriff's Dept.	13,000	3,250		13,000	13,000	13,000
113	Ludlow Poice Dept.	3,000	750		3,000	3,000	3,000
114	Manchester Police Dept.	7,500	1,875		7,500	7,500	7,500
115	Middlebury Police Dept.	4,000	1,000		4,000	4,000	4,000
116	Morristown Police Dept.	5,000	1,250		5,000	5,000	5,000
117	Newport Police Dept.	8,000	2,000		8,000	8,000	8,000
118	Northfield Police Dept.	5,000	1,250		5,000	5,000	5,000
119	Orange County Sheriff's Dept.	25,000	6,250		25,000	25,000	25,000
120	Orleans County Sheriff's Dept.	15,000	3,750		15,000	15,000	15,000
121	Randolph Police Dept.	2,000	500		2,000	2,000	2,000
122	Royalton Police Dept.	6,000	1,500		6,000	6,000	6,000
123	Rutland County SHARP	180,000	45,000	82,118	97,882	180,000	180,000
124	Springfield Police Dept.	5,000	1,250		5,000	5,000	5,000
125	St. Albans Police Dept.	5,000	1,250	2,500	2,500	5,000	5,000
126	St. Johnsbury Police Dept.	10,000	2,500	5,000	5,000	10,000	10,000
127	Swanton Village Police Dept	2,000	500	1,000	1,000	2,000	2,000
128	Thetford Police Dept	1,250	313	625	625	1,250	1,250
129	Vergennes Police Dept.	30,000	7,500	15,000	15,000	30,000	30,000
130	Vermont State Police, Traffic Safety	200,000	50,000	110,000	90,000	200,000	-
131	Washington County Sheriff's Dept.	40,000	10,000	20,000	20,000	40,000	40,000
132	Weathersfield Police Dept.	6,600	1,650	3,300	3,300	6,600	6,600
133	Wilmington Police Dept.	10,000	2,500	5,000	5,000	10,000	10,000
134	Windham County Sheriff's Dept.	15,000	3,750	7,500	7,500	15,000	15,000
135	Windsor County Sheriff's Dept.	20,000	5,000	10,000	10,000	20,000	20,000
136	Winhall Police & Rescue	6,000	1,500	3,000	3,000	6,000	6,000
137	Woodstock Police Dept.	5,000	1,250	2,500	2,500	5,000	5,000
138	Shelburne SHARP	232,600	58,150	232,600	-	232,600	232,600
139	Franklin/Grand Isle County Wide Pilot	180,000	45,000		180,000	180,000	180,000
140	OP Mobile Task Force	318,000	79,500	318,000	-	318,000	243,000
141	Montpelier Police Dept.	5,000	1,250		5,000	5,000	5,000
142	Dover Police Department	2,536	634				2,536
143	Bristol Police Department	2,500	625				2,500
144	Bradford Police Department	2,000	500				2,000
145	Norwich Police Department	1,000	250				1,000
146	Waterbury Police Department	1,650	413				1,650
	\$402 OP - TOTAL	1,587,536	396,884	822,543	755,307	1,572,850	1,312,536

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				PT - POLICE TRAFFIC SERVICES PROJECTS			
Federally Funded Programs							
NH17402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
200	Mobilization Equipment Various LE Projects	1,390,000	347,500	20,358	1,369,642	1,390,000	665,000
201	Crash Reconstruction Support	20,000	5,000	20,000	-	20,000	-
202	LEL 1	60,000	15,000	45,000	15,000	60,000	-
203	LEL 2	60,000	15,000	45,000	15,000	60,000	-
204	VSP Speed OT Enforcement	50,000	12,500	50,000	-	50,000	-
205	VT Sherriff's Assoc. WZ Speed Enforcement	125,000	31,250	50,000	75,000	125,000	125,000
290	HS Program Coordinator (McFarlane)	100,000	25,000	75,000	25,000	100,000	-
290	HS Program Coordinator (Ross)	100,000	25,000	85,000	15,000	100,000	-
290	HS Program Assistant	20,000	5,000	20,000	-	20,000	-
402PT - Total		1,925,000	481,250	410,358	1,514,642	1,925,000	790,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				TR - TRAFFIC RECORDS PROJECTS			
Federally Funded Programs							
NH17402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
300	TRCC Program Coordinator (Baraw)	50,000	12,500	36,000	14,000	50,000	-
301	Attitude Survey	8,000	2,000	6,500	1,500	8,000	-
303	GIS Mapping - Curve Project	90,000	22,500	90,000	-	90,000	-
402 TR - TOTAL		148,000	14,500	132,500	15,500	148,000	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				SA - SAFE COMMUNITIES			
Federally Funded Programs							
NH17402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
400	CP - Program Coordinator (Baraw)	50,000	12,500	36,000	14,000	50,000	-
410	Essex County Sheriff's Dept.	3,900	975	3,500	400	3,900	3,900
411	Northfield Police Dept.	4,300	1,075	4,300	-	4,300	4,300
412	Orange County Sheriff's Dept.	7,800	1,950	5,000	2,800	7,800	7,800
413	Milton Police Department	3,000	750	3,000	-	3,000	3,000
414	Randolph Police Dept.	10,000	2,500	10,000	-	10,000	10,000
415	Shelburne Police Dept.	9,191	2,298	9,191	(0)	9,191	9,191
416	Local Motion	131,250	32,813	5,000	126,250	131,250	131,250
417	Teen Driver Educator Education Summit	5,000	1,250	5,000	-	5,000	5,000
418	*VSP Community Education	23,000	5,750	5,000	18,000	23,000	-
419	Workplace Safety - Project Road Safe AGCVT	116,185	29,046	47,500	68,685	116,185	116,185
420	Youth Safety Council	88,162	22,041	45,000	43,162	88,162	88,162
421	Lifesaver Awards	16,000	4,000	8,000	8,000	16,000	16,000
422	GHSP LE/State Partners Training	20,000	5,000		20,000	20,000	10,000
424	OP EMS Road Users Group - VDH	133,000	33,250		133,000	133,000	
425	Community Justice Network of Vermont	20,000	5,000	20,000	-	20,000	
426	Vermont Highway Safety Alliance	70,000	17,500	8,000	62,000	70,000	70,000
5402 SA - TOTAL		710,788	177,697	214,491	496,297	710,788	474,788

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§402MC - Motorcycle			
Federally Funded Programs							
NH17402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
500	DMV Motorcycle	62,300	15,575	-	62,300	62,300	-
	§406 - TOTAL	62,300	15,575	-	62,300	62,300	-
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				PM - PAID MEDIA			
Federally Funded Programs							
NH17402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
600	Paid Media: Speed Enforcement (Creative)	25,000	6,250	25,000		25,000	
601	Paid Media: Speed Enforcement (Media Buy)	25,000	6,250	25,000		25,000	
604	Paid Media: Bicycle Safety	50,000	12,500	50,000		50,000	
605	*PI&E	15,000	3,750		15,000	15,000	-
	§402 PM - TOTAL	115,000	28,750	100,000	15,000	115,000	-
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§406 - BELT USE PERFORMANCE GRANTS			
Federally Funded Programs							
NH17406	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
500	Program Support Materials - EGMS	54,000	-	-	54,000	54,000	-
	§406 - TOTAL	54,000	-	-	54,000	54,000	-

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§164 - ALCOHOL TRANSFER FUNDS PROJECTS			
Federally Funded Programs							
NH17164	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	P & A		-	-	-	-	-
000	Electronic Grant Management System	53,059		32,500	20,559	53,059	
	Total §164 PA	53,059		32,500	20,559	53,059	
NH17164	AL					-	
	Enforcement Grants to Locals					-	
101	Addison CDS	20,000			20,000	20,000	20,000
102	Barre Town Police Dept.	10,000			10,000	10,000	10,000
103	Bennington CSD	25,000			25,000	25,000	25,000
104	Bennington Police Dept.	20,000			20,000	20,000	20,000
105	Berlin Police Dept.	12,000			12,000	12,000	12,000
106	Brattleboro Police Dept.	8,000			8,000	8,000	8,000
107	Caledonia County Sheriff's Dept.	6,100			6,100	6,100	6,100
108	Essex County Sheriff's Dept.	5,100			5,100	5,100	5,100
109	Franklin County Sheriff's Dept.	20,000			20,000	20,000	20,000
110	Grand Isle County Sheriff's Dept.	9,500			9,500	9,500	9,500
111	Hardwick Police Dept.	5,180			5,180	5,180	5,180
112	Lamoille County Sheriff's Dept.	9,000			9,000	9,000	9,000
113	Ludlow Police Dept.	3,000			3,000	3,000	3,000
114	Manchester Police Dept.	5,000			5,000	5,000	5,000
115	Middlebury Police Dept.	4,000			4,000	4,000	4,000
116	Morristown Police Dept.	8,000			8,000	8,000	8,000
117	Newport Police Dept.	10,000			10,000	10,000	10,000
118	Northfield Police Dept.	10,000			10,000	10,000	10,000
119	Orange County Sheriff's Dept.	25,000			25,000	25,000	25,000
120	Orleans County Sheriff's Dept.	4,000			4,000	4,000	4,000
121	Randolph Police Dept.	2,000			2,000	2,000	2,000
122	Royalton Police Dept.	5,000			5,000	5,000	5,000
123	Rutland County SHARP Team	180,000			180,000	180,000	180,000
124	Springfield Police Dept.	5,000			5,000	5,000	5,000
125	St. Albans Police Dept.	5,000			5,000	5,000	5,000
126	St. Johnsbury Police Dept.	10,000			10,000	10,000	10,000
127	Swanton Village Police Dept.	3,000			3,000	3,000	3,000
128	Thetford Police Dept.	1,250			1,250	1,250	1,250
129	Vergennes Police Dept.	25,000			25,000	25,000	25,000
131	Washington County Sheriff's Dept.	40,000			40,000	40,000	40,000
132	Weathersfield Police Dept.	6,600			6,600	6,600	6,600
133	Wilmington Police Dept.	6,000			6,000	6,000	6,000
134	Windham County Sheriff's Dept.	10,000			10,000	10,000	10,000
135	Windsor County Sheriff's Dept.	20,000			20,000	20,000	20,000
136	Windsor Police Dept.	5,000			5,000	5,000	5,000
137	Winhall Police & Rescue	2,500			2,500	2,500	2,500
138	Woodstock Police Dept	7,500			7,500	7,500	7,500
139	Shelburne Police Dept. SHARP	232,600			232,600	232,600	232,600
140	DUI Mobile Task Force	549,270		217,500	331,770	549,270	361,770
141	Franklin/Grand Isle County Wide Pilot	180,000			180,000	180,000	180,000
142	SFST	40,000			40,000	40,000	
143	Montpelier Police Dept.	10,000			10,000	10,000	10,000
144	Rochester Constable	2,000			2,000	2,000	2,000
	§164 AL- TOTAL	1,566,600	-	217,500	1,349,100	1,566,600	1,339,100

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(b) - OCCUPANT PROTECTION			
Federally Funded Programs							
NH17405B	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
000	CPS Statewide Program - VDH	460,971	115,243	209,021	251,950	460,971	-
010	Paid Media CIOT Thanksgiving - Creative	37,000	9,250		37,000	37,000	-
011	Paid Media CIOT May	75,000	18,750	75,000		75,000	-
013	Paid Media CPS Radio Buy	50,000	12,500		50,000	50,000	
014	Belt Survey	60,000	15,000	30,000	30,000	60,000	-
015	VSP Community Education	11,250	2,813	11,250		11,250	-
016	PI&E OP 802 Project	15,000	3,750	8,000	7,000	15,000	-
017	PRAMS CPS Questions	8,000	2,000	8,000		8,000	
018	Paid Media CIOT Thanksgiving - Media Buy	78,000	19,500		78,000	78,000	
019	Paid Media CPS Creative	37,000	9,250		37,000	37,000	
020	Paid Media CPS Media Buy	78,000	19,500		78,000	78,000	
	§405(b) - TOTAL	910,221	177,305	341,271	568,950	910,221	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(c) - TRAFFIC RECORDS IMPROVEMENTS			
Federally Funded Programs							
NH17405C	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
700	AOT Crash Data Reporting System	203,000	50,750	100,000	103,000	203,000	-
701	SIREN	170,000	42,500	161,968	8,032	170,000	
702	Consultant	63,864	15,966	42,864	21,000	63,864	
703	DPS E-Citation Implementation	768,509	192,127		768,509	768,509	-
	§405(C) - TOTAL	1,205,373	301,343	304,832	900,541	1,205,373	-

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(d) - ALCOHOL COUNTERMEASURES			
Federally Funded Programs							
NH17405D	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
010	LEL #1	50,000	12,500	45,000	5,000	50,000	-
011	LEL #2	50,000	12,500	45,000	5,000	50,000	-
012	Impaired Driving Project Manager (Button)	100,000	25,000	50,000	50,000	100,000	-
013	VPA Impaired Driving Training Coordinator	75,000	18,750	75,000	-	75,000	-
014	Impaired Driving Training Programs (DRE, ARIDE, SFST)	180,000	45,000		180,000	180,000	-
015	Traffic Safety Resource Prosecutor(North and South)	210,303	52,576	80,000	130,303	210,303	-
017	Judicial Outreach Liaison	100,000	25,000	50,000	50,000	100,000	-
022	DRE Test Case	150,000	37,500	50,000	100,000	150,000	-
023	DRE NMS Lab Tests (NMS Only)/Blood Kits	65,000	16,250	65,000	-	65,000	-
024	DRE Outside Lab Tests (NON NMS)	10,000	2,500	10,000	-	10,000	-
025	DUI Court Coordinator Statewide - VT Law School	68,411	17,103		68,411	68,411	-
026	DUI Court - Windsor County	234,521	58,630		234,521	234,521	-
027	Forensic Laboratory Support Program	776,938	194,235	121,500	655,438	776,938	-
028	VSP Educational Program	10,000	2,500	7,000	3,000	10,000	-
029	Impaired Driving Summit	30,000	7,500	20,000	10,000	30,000	-
030	GHSP LE/State Partners Training	15,000	3,750	15,000	-	15,000	-
031	Attitude Survey	8,000	2,000	6,500	1,500	8,000	-
032	Vermont State Police	300,000	75,000		300,000	300,000	-
033	24/7 Sobriety Program	300,000	75,000	300,000			-
200	Paid Media Alcohol - Superbowl	30,000	7,500	30,000	-	30,000	-
201	Paid Media Alcohol - Holidays	50,000	12,500	50,000	-	50,000	-
202	Paid Media Alcohol - Labor Day (Creative)	37,000	9,250		37,000	37,000	-
203	Paid Media Alcohol - Labor Day (Media Buy)	73,000	18,250	75,000	(2,000)	73,000	-
204	Paid Media Alcohol - Sports Alliance (Creative)	65,000	16,250	18,710	46,290	65,000	-
205	Paid Media Alcohol - Sports Alliance (Media Buy)	100,000	25,000		100,000	100,000	-
206	Paid Media - Impaired Driving Marijuana	75,000	18,750		75,000	75,000	-
207	Paid Media Impaired Driving Prescription Drugs	75,000	18,750	6,063	68,937	75,000	-
208	PI&E Materials	8,000	2,000	8,000	-	8,000	-
209	Paid Media Strike Out	97,000	24,250		97,000	97,000	-
§405(d) - TOTAL		3,343,173	835,793	1,127,773	2,215,400	3,043,173	-
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(E) - Distracted Driving			
Federally Funded Programs							
NH17405E	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
000	Distracted Driving Education - DMV	50,000	12,500	50,000		50,000	-
001	Paid Media: Distracted Driving (Creative)	37,000	9,250	37,000		37,000	-
002	Paid Media: Distracted Driving (Media Buy)	150,000	37,500	150,000	-	150,000	-
§405(E) - TOTAL		237,000	59,250	237,000	-	237,000	-
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(F) - MOTORCYCLE SAFETY			
Federally Funded Programs							
NH17405F	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
000	DMV Motorcycle Program	35,000	8,750	33,874	1,126	35,000	-
§405(F) - TOTAL		35,000	8,750	33,874	1,126	35,000	-



Appendices

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**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Vermont

Fiscal Year: 2017

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), and **Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

- Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who

fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "Certification

Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation into the HVE Database;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

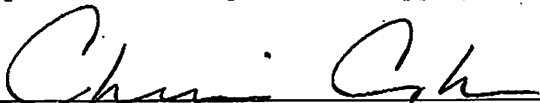
The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

6/30/16

Date

Chris Cole, Secretary of Transportation

Printed name of Governor's Representative for Highway Safety

**APPENDIX B TO PART 1300 –
APPLICATION REQUIREMENTS
FOR SECTION 405 AND SECTION 1906 GRANTS**

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

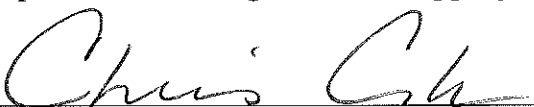
State: Vermont

Fiscal Year: 2017

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances –

- I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor's Representative for Highway Safety

4/30/16

Date

Chris Cole, Secretary of Transportation

Printed name of Governor's Representative for Highway Safety



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Governor's Highway Safety Program