



# Vermont

## Annual Grant Application

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# Acronym Guide

3HSP	Triennial Highway Safety Plan
AAA	American Automobile Association
AARP	American Association of Retired Persons
AOT	Agency of Transportation
ARIDE	Advanced Roadside Impaired Driving Enforcement
BAC	Blood Alcohol Concentration
B2B	Border to Border
CIOT	Click It or Ticket
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
CRT	Crash Reconstruction Team
DITEP	Drug Impairment Training for Educational Professionals
DMV	Department of Motor Vehicles
DMT	DataMaster Transportable
DLC	Department of Liquor Control
DRE	Drug Recognition Expert
DUI	Driving Under the Influence
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
FARS	Fatality Analysis Reporting System
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
GEARS	Grant Electronic Application and Reporting System
GHSA	Governor's Highway Safety Association
HSM	Highway Safety Manual
HSP	Highway Safety Plan
HVE	High-Visibility Enforcement

LEA	Law Enforcement Agency
LEL	Law Enforcement Liaison
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
OP	Occupant Protection
RFP	Request for Proposal
SBI	Serious Bodily Injury
SFST	Standardized Field Sobriety Testing
SHARP	Safe Highway Accident Reduction Program
SHSO	State Highway Safety Office
SHSP	Strategic Highway Safety Plan
SIREN	State Incident Reporting Network
SRTS	Safe Routes to School
SVI	Social Vulnerability Index
TBD	To Be Determined
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor
VCJC	Vermont Criminal Justice Council
VDH	Vermont Department of Health
VFL	Vermont Forensic Laboratory
VHSA	Vermont Highway Safety Alliance
VMT	Vehicle Miles Traveled
VPA	Vermont Principals Association
VSP	Vermont State Police
VTrans	Vermont Agency of Transportation

# 1

## Preamble

### Vermont Agency of Transportation Annual Grant Application Triennial Highway Safety Plan 2025-2027

#### ***Mission***

Through excellent customer service, provide for the safe and efficient movement of people and goods in a socially, economically, and environmentally sustainable manner.

#### ***Vision***

A safe, reliable, and environmentally sustainable multimodal transportation system that grows the economy, is affordable to use and operate, and serves vulnerable populations.

VTrans produces a Triennial Highway Safety Plan (3HSP) documenting the state's highway safety program that is data-driven in establishing performance targets and selecting countermeasure strategies, planned activities, and projects to meet performance targets.

The leading causes of fatalities and serious injury crashes in Vermont are unrestrained passenger vehicle occupants, impaired driving, speeding, and distracted and reckless driving. These critical emphasis areas are a focus of the Vermont Strategic Highway Safety Plan (SHSP), and the funding for the federal fiscal year's 3HSP (FFY25-FFY27) addresses those concerns. The SHSP 2022-2026 reviewed five years of state crash data (2016 through 2020) and assessed and evaluated trend lines and indicators. The data team analyzed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes, defined as those which result in either a fatality or serious injury, the analytic team was better able to identify areas as statistically relevant for programmatic focus. A description of the core data performance measures in this document includes analysis of trends in each area.

The SHSP multi-year comprehensive plan takes a holistic and integrated approach in establishing statewide goals by embracing the use of data and the five Es of highway safety as outlined by the Federal Highway Administration (FHWA): Education, Enforcement, Engineering, Emergency Services and Equity.

The updated 2022-2026 SHSP recognizes the value in the Safe System Approach and seeks to integrate this outlook and approach to the wider state safety program. The Operations and Safety Bureau within VTrans has a Safe Systems Team that includes the SHSO, bike and pedestrian micromobility engineers, and an HSIP engineer who now reside within the same unit and report to a Unit Supervisor who is a Safe System subject matter expert.

The 3HSP is devoted to providing education on and enforcement of occupant protection, impaired driving, speeding, aggressive driving, and distracted driving. VTrans acknowledges that accurate and timely traffic and crash data is key to problem identification. Vermont's SHSO planning process includes analysis of statewide data, setting realistic and achievable goals, implementation of data- driven countermeasures, use of relevant evaluation metrics, and use of projected outcomes.

Connecting and integrating each of these steps is an essential part of Vermont's pragmatic process for developing a successful statewide plan that reduces crashes, injuries, and fatalities on Vermont roadways. The 3HSP expands the data collection and resources to include the Youth Risk Behavior Survey and the Behavioral Risk Factor Surveillance System to monitor trends in younger populations and help tailor age-related strategies. In addition to the Fatality Analysis Reporting System (FARS), the Operations and Safety Bureau has access to multiple data resources due to a contract with data analytics company INRIX, the Regional Integrated Transportation Information System (RITIS) analytic tool from the UMD CATT Lab, and data obtained from the Eastern Transportation Coalition.

Vermont joined the RITIS community in May of 2023, and VTrans' Transportation Management Center (TMC) staff have been actively developing use cases to visualize traffic incident data and its impacts. This work aims to raise awareness of the TMC's role in traffic incident management leading to faster response times and improved efficiency on the state's highways. One of the first initiatives was to build out an operations dashboard with a series of real-time speed and travel time indicators for several key corridors throughout the state.

The SHSO conducts annual seat belt and distracted driving observational surveys, providing data sets which allow safety stakeholders to understand risks that may not be present in crash data.

Through Traffic Records Coordinating Committee (TRCC) grant activity, Vermont has collected federally mandated Model Inventory of Roadway Elements (MIRE) on State

highways over the past five years, and VTrans works collaboratively with regional planning commissions on the collection of fundamental data elements on paved local roads. These data elements support core safety analyses outlined in the Highway Safety Manual (HSM), as well as a systematic approach that focuses on risk rather than on historic crash hot spots alone.

The SHSO annually offers training on data and problem identification as a component of the annual grant application training. For FY26 the staff presented examples of how to use data to identify problem areas, prioritize critical problems, and use data to help form strategies, and evaluate outcomes. Emphasis on data is required to specify the project's location and the relationship to the identified high-risk areas. Education and TRCC Applicants who did not use data in their initial submission of their "Project Goals and Objectives" received their application back for required modifications.

Links and resources are shared to access data generated by VTrans and NHTSA for identifying crash trends in communities and overrepresented populations for fatalities and serious injuries to align with the SHSP. Applicants have access to interactive workbooks for 2019-2023 crash data that allows them to easily toggle criteria between counties and local jurisdictions for impaired driving, distracted driving, speeding, seat belt use, and crash factors. The workbook also allows for filtering of road type, who is crashing (age and sex), when they are crashing (month, day, and time), and how they are crashing (causal factors). Five-year rolling averages for fatalities, serious injuries, and all crashes including Property Damage Only are graphed with trend lines for applicants to measure the progress in crash reductions or increases over time by location and causal factor.

Although Vermont saw progress over the past five years in its goal to reduce fatalities and suspected serious injuries toward zero, the State has challenges to overcome with many performance targets not meeting the objectives identified in the last HSP. The COVID-19 Pandemic presented a challenge for implementing highway safety activities in Vermont and nationally in 2020 and 2021. Since 2020, many states have experienced sharp increases in fatalities and serious injuries on public roads. The implementation of highway safety activities is crucial to reversing this emerging trend during the 2025-2027 period.

# 2

## Updates to the Triennial HSP

Chapter 2 describes changes made to Vermont's countermeasure strategy through new, modified, and removed programs. A summary table of all adjustments is provided, followed by details about the updates being introduced to programs for each emphasis area. Programs that are not being modified or removed have been effective and will be continued in their current form.

Table 1

Adjustments to countermeasure strategies.

MEASURE	EMPHASIS AREA	TARGET MET?	NEW	MODIFIED	REMOVED	SAFE SYSTEM OBJECTIVE
C-1	Total Fatalities	N	3	3	0	Post-Crash Care, Safer People
C-2	Total Serious Injuries	N	2	1	0	Post-Crash Care, Safer People
C-3	Fatalities per 100 Million VMT	N	0	1	0	Safer People
C-3	Unrestrained Fatalities	Y	2	0	0	Safer People, Safer Vehicles
C-5	Alcohol-Involved Fatalities	N	1	2	0	Safer People
C-6	Speed-Related Fatalities	N	1	0	0	Safer People
C-7	Motorcyclist Fatalities	N	1	1	0	Safer People
C-8	Un-helmeted Motorcyclist Fatalities	N	1	0	0	Safer People
C-9	Fatalities Involving a Younger Driver	N	4	0	0	Safer People, Safer Speeds
C-10	Pedestrian Fatalities	N	0	2	0	Safer People
C-11	Bicycle Fatalities	N	0	1	0	Safer People
C-12	Distracted Driving SBI Crashes	Y	0	2	0	Safer People
C-13	Impaired (Drugs and/or Alcohol) Fatalities	N	5	0	0	Post-Crash Care, Safer People
B-1	Seat Belt Use Rate	N	1	0	0	Safer People
TR-1	Citation Uniformity	Y	0	0	0	
TR-2	Electronic Citation Usage	Y	0	0	0	
TR-3	Evidence Based Race Data Enforcement Reporting	N	0	0	0	

## **C-1: Total Fatalities**

### *New Projects*

Name: Enforcement/Equipment – Digital Alert Technology System Statewide

Description: If awarded funding for 405(H) Preventing Roadside Deaths, a contractor will be sought after by RFP to install Digital Alert Systems into law enforcement grantees' first responder vehicles. This will support and enhance the safety of first responders and those involved in the emergency. Vermont state law requires drivers approaching a stationary law enforcement vehicle, ambulance, fire fighting vehicle, a vehicle used in rescue operations, or a towing and repair vehicle displaying signal lamps, and traveling in the same direction, to reduce speed and, if safe to do so, vacate the lane closest to the stationary vehicles.

Name: Enforcement/Equipment – Post Crash Care for City of Montpelier Fire Department Pilot

Description: Digital Alert System distributed to law enforcement grantees to notify First Responders and the general public for roadside safety in support of Vermont's Move-Over law. This pilot project would be funded out of 402-HI funding.

Name: DRE Workplace Training

Description: The DRE program will be implementing a new Employer Drug Impairment Training at a variety of workplaces across the state. The training course for citizens will be conducted by DREs and will be similar to the DITEP model.

### *Modified Projects*

Name: Law Enforcement Roundtable

Description: The SHSO will coordinate and implement a law enforcement roundtable event for idea and strategy sharing between law enforcement partners with the goal of increasing participation and including discussion of the BIL requirements.

Name: DITEP

Description: Expansion of Drug Impairment Training for Educational Professionals (DITEP)

Name: Drive Well Vermont

Description: Sustained Drive Well Vermont media campaign for impaired driving, seatbelts, distracted driving, motorcycle safety, teen safety, speeding, and digital alert systems. Translation of Drive Well Vermont media material to additional languages made available to all partners for distribution.

*Removed Projects*

No removed projects.

**C-2: Total Serious Injuries***New Projects*

Name: Collection of Roadway Roadside Feature Data Elements for Safety Analysis

Description: In order for VTrans to better characterize and identify primary and high priority locations where lane departure crashes are likely, and since run off road crashes and fixed object crashes represent large proportions of the lane departure crashes, additional roadside risk-factors known to be correlated with run off road crashes must be included in the screening analysis process. Roadside feature elements pertaining to rigid obstacles (distance), side slopes (steepness) and clear zone (width) are known to be correlated with run off road crash and severity rates. These elements are currently missing from the VTrans roadway data file but will be collected and catalogued by a consultant.

Name: Workflow Development for the Automated Capture of Horizontal Curve Data Elements from DGN Files

Description: The project will develop, for the state highway system, an automated process to pull data from VTrans digital project plans in DGN format and post the curve and tangent data into the roadway database with the appropriate linear reference coding. A consultant will be hired to develop this process and VTrans will be able to run this process internally in the future to build out the curve and tangent data.

*Modified Projects*

Name: SHSO Grant Application

Description: The SHSO has modified grant application criteria to allow all LEAs the possibility to apply for funding to train an officer in crash reconstruction. Currently, most jurisdictions in Vermont rely heavily on the Vermont State Police (VSP) Crash Reconstruction Team (CRT) to reconstruct major/fatal crashes. However, due to staffing issues the VSP currently has a limited CRT. Courses are hosted by the Institute of Police Training and Management (IPTM) or other certified course curriculum.

*Removed Projects*

No removed projects.

**C-3: Fatalities per 100 Million Vehicle Miles Traveled***New Projects*

No new projects.

*Modified Projects*

Name: Drive Well Vermont

Description: Creation and deployment of additional Drive Well Vermont media campaigns to target leading contributing factors to fatal crashes, heat stroke awareness, older driver safety, and Slow Down Move Over campaigns.

*Removed Projects*

No removed projects.

**C-4: Unrestrained Fatalities***New Projects*

Name: Occupant Protection Brochures

Description: Creation and distribution of OP brochures in multiple languages.

Name: Occupant Protection Assessment

Description: The State of Vermont must conduct an OP Assessment in FFY2026 in order to be eligible for future 405(B) funding. The SHSO has been communicating with the NHTSA staff and has scheduled a January 2026 virtual assessment. The outcomes of this assessment will be reviewed for future implementation.

*Modified Projects*

No modified projects.

*Removed Projects*

No removed projects.

**C-5: Alcohol-Involved Fatalities***New Projects*

Name: DRE Assessment

Description: In partnership with the SHSO, the Vermont Criminal Justice Council (VCJC) hosted Drug Recognition Expert (DRE) Assessment in June 2025 facilitated by NHTSA. The State is waiting to receive the final report and will begin implementing some of those recommendations in FFY2026 through the VCJC grant agreement as well as through the SHSO.

*Modified Projects*

Name: Cannabis Goggles

Description: Cannabis Goggles will support the education and community outreach by Law Enforcement to address noted public misconceptions about cannabis use and driving.

Name: DRE Workplace Training

Description: The DRE program will be implementing a new Employer Drug Impairment Training (EDIT) at a variety of workplaces across the state. The training course for citizens will be conducted by DREs and will be similar to the DITEP model.

*Removed Projects*

No removed projects.

## **C-6: Speed-Related Fatalities**

*New Projects*

Name: TrypScore Safe Roads Challenge

Description: Involvement of stakeholders and partners in the use of the TrypScore App to promote safe driving with the goal of collecting and using data from Vermont road users.

*Modified Projects*

No modified projects.

*Removed Projects*

No removed projects.

## **C-7: Motorcyclist Fatalities**

*New Projects*

Name: Rider Education Program and Share the Road PSA Deployment

Description: Creation of two PSAs advertising the Road Safe program for motorcycle safety classes to run in DMV waiting rooms.

*Modified Projects*

Name: Rider Education Program

Description: Attend events for public outreach to provide the community with information about the program and attract new Rider Coaches.

*Removed Projects*

No removed projects.

## **C-8: Un-Helmeted Motorcyclist Fatalities**

*New Projects*

Name: Drive Well Vermont

Description: Motorcycle Safety Gear campaign.

*Modified Projects*

No modified projects.

*Removed Projects*

No removed projects.

**C-9: Fatalities Involving a Younger ( $\leq 20$  Years Old) Driver***New Projects*

Name: Driver's Ed Translation Services

Description: Meet the recent requests and need for interpreters to attend driver's education classes to help new Americans understand the content.

Name: Brattleboro Area Adult Driving Academy (BAADA)

Description: Pilot a comprehensive educational initiative between the Windham County Sheriff's Enhanced Driver Safety Program (EDSP) and the Brattleboro Area Adult Driving Academy / Brattleboro Area Immigrant Driving Academy (BAADA / BAIDA). BAADA/BAIDA is a not-for-profit educational institution committed to providing underserved adult clients with driver safety lessons, simulator training, behind-the-wheel training, and a baseline of highway safety knowledge and driving skills that will support the pursuit of obtaining a Vermont Driver's License.

Name: Rutland County Highway Safety Education

Description: Use virtual driver training equipment to address young drivers who are identified as overrepresented in crash data. Training will additionally be focused on fleet car drivers and first responders. A pedal cart and polydrug use goggles will be purchased for education on impaired driving.

Name: Driver Education Committee

Description: Formation of a driver education committee to address the critical areas from the DE assessment. The committee includes the SHSO, Department of Education, driver's education instructors, and the DMV unit for driver's education.

*Modified Projects*

No modified projects.

*Removed Projects*

No removed projects.

**C-10: Pedestrian Fatalities***New Projects*

No new projects.

*Modified Projects*

Name: Safe Systems Unit

Description: A restructuring of the VTrans SHSO under the umbrella of a Safe Systems Unit. A new manager has been appointed as the Safe Systems manager to include the SHSO, bike and pedestrian unit, and an HSIP engineer.

Name: Pedestrian Safety Education

Description: Local Motion will address pedestrian safety throughout Vermont by educating young Vermonters on how to walk safely on roadways and distributing reflective safety items to enhance the conspicuity of all Vermonters while walking.

*Removed Projects*

No removed projects.

### **C-11: Bicycle Fatalities**

*New Projects*

No new projects.

*Modified Projects*

Name: Safe Systems Unit

Description: A restructuring of the VTrans SHSO under the umbrella of a Safe Systems Unit. A new manager has been appointed as the Safe Systems manager to include the SHSO, bike and pedestrian unit, and an HSIP engineer.

*Removed Projects*

No removed projects.

### **C-12: Distracted Driving Serious Bodily Injury (SBI) Crashes**

*New Projects*

No new projects.

*Modified Projects*

Name: Milton Golf Cart DD Training

Description: This year's grant will add a Golf Cart to the program for use in demonstrations on impaired and distracted driving on a controlled course for community outreach events.

Name: Rutland County Highway Safety Education

Description: Use virtual driver training equipment to address young drivers who are identified as overrepresented in crash data. Training will additionally be focused on fleet car drivers and first responders. In addition, pedal cart will be purchased along with polydrug use goggles for education on impairment and distracted driving.

*Removed Projects*

No removed projects.

**C-13: Impaired (Drugs and/or Alcohol) Fatalities***New Projects*

Name: Impaired Driving Conference – September 2025

Description: Annual conference with speakers including national and regional experts from law enforcement, prosecution, toxicology, public health and traffic safety sharing expertise and best practices to address critical issues around impaired driving.

Name: DRE Assessment

Description: In partnership with the SHSO, the Vermont Criminal Justice Council (VCJC) hosted Drug Recognition Expert (DRE) Assessment in June 2025 facilitated by NHTSA. The State is waiting to receive the final report and will begin implementing some of those recommendations in FFY2026 through the VCJC grant agreement as well as through the SHSO.

Name: DRE Workplace Training

Description: The DRE program will be implementing a new Employer Drug Impairment Training at a variety of workplaces across the state. The training course for citizens will be conducted by DREs and will be similar to the DITEP model.

Name: Rutland County Highway Safety Education

Description: Use virtual driver training equipment to address young drivers who are identified as overrepresented in crash data. Training will additionally be focused on fleet car drivers and first responders. In addition, pedal cart will be purchased along with polydrug use goggles for education on impairment. The Rutland County Sheriff's Department is working with the Department of Liquor Control to develop a training for officers on safely using fatal vision goggles during education and outreach events.

Name: Rutland County Sheriff's Department Regional SHARP Enforcement

Description: Adding a pilot project to hire one full time Impaired Driving Police Officer to conduct 100% data driven enforcement.

*Modified Projects*

No modified projects.

*Removed Projects*

No removed projects.

***B-1: Seat Belt Use Rate******New Projects***

Name: Pick Up Truck Roll Over Vehicle (Chittenden SHARP Education Project)

Description: An additional roll over vehicle outfitted with a truck to address the demographic of younger males who are overrepresented in un-belted crashes.

***Modified Projects***

No modified projects.

***Removed Projects***

No removed projects.

# 3

## Project and Subrecipient Information

Chapter 3 details what activities will take place in FFY 2026 by program area. Each section describes how the activity will address a specific road safety issue, whether local or statewide, in a way that is tailored to Vermont.

### 3.1 Police Enforcement Services

#### 3.1.1 Activity Name: Crash Reconstruction Team (CRT) Support

Project Agreement No.: NH26402-700

Subrecipient: Department of Public Safety

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategies: Motor Vehicle Crash Investigation and Incident Reporting

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402AI	Crash Investigation	\$110,909	\$27,727	

#### Description

The Vermont State Police (VSP) Crash Reconstruction Team (CRT) responds to fatal and other major crashes throughout the state. Crash reconstructionists utilize

their technical expertise to document evidence and collect data at crash scenes and analyze this information to create thorough reports used in courtroom proceedings and to inform state and federal legislation. In 2024, the CRT had one full-time member and 11 part-time members. Nine of these members are fully trained, and two have completed two of the three reconstruction courses, consisting of At-Scene Traffic Crash Investigation, Advanced Traffic Crash Investigation, and Traffic Crash Reconstruction. This training encompasses both the science of crash investigation and how to use equipment that is essential for performing crash reconstruction, including unmanned aerial systems, total stations, global navigation satellite systems, and crash data retrieval tools.

In addition to the three core courses, reconstructionists complete specialized training on topics such as pedestrian, bicycle, motorcycle, or commercial vehicle crashes, and Event Data Recorder (EDR) training. Several CRT members also teach classes at the Vermont Police Academy to educate new and tenured police officers across the state on crash investigation, increasing preparedness for crashes of any severity and improving the accuracy of crash reports.

This funding allows VSP CRT to complete and continue members' training to further develop team members' expertise. In addition to training, members attend conferences and seminars on topics such as occupant protection or emerging data collection techniques to stay apprised of developments in automotive technology and trends. Grant funding is also used to purchase and maintain the equipment used for crash reconstruction and ensure the CRT has access to the most effective and reliable technologies.

**Project Costs:** Project costs will include supplies, travel expenses, equipment, and other operating expenses. Equipment includes cameras, GNSS rover units, and crash reconstruction software. Funding will also help pay for online and in-person trainings and conferences.

**Geographic Areas to be Served:** This activity will serve statewide.

### 3.1.2 Activity Name: Highway Safety Office Program Coordinator – Law Enforcement

Project Agreement No.: NH26402-290

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$115,000	\$28,750	

### Description

Program coordination is provided by staff members who ensure SHSO policies are adhered to, enforcement strategies are effective, and awardees are compliant with federal, state and NHTSA regulations. The SHSO in-house staff provide the specific subject matter areas of expertise to include Occupant Protection, Distracted Driving, Impaired Driving, Law Enforcement (DUI), and Education Outreach programs. The program coordinators review grant documents and ensure that financial transactions are properly filed, documented, and accurately reported. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub- awards, financial invoices, progress reports, and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development, and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in-office, by telephone, and through site visits.

*Project Costs:* Funding includes salaries, benefits, fringe, travel, and training expenses.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.1.3 Activity Name: Law Enforcement Liaison

Project Agreement No.: NH26402–202, –204; NH26405D–010, –012; NH26405E–102, –103

Subrecipient: Law Enforcement Liaisons

Subrecipient Type: Private Firms

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$55,000	\$13,750	

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT		\$55,000	\$13,750	
Section 405D	Impaired Driving Countermeasures	\$55,000	\$13,750	
Section 405D		\$55,000	\$13,750	
Section 405E	Distracted Driving – Law Enforcement	\$55,000	\$13,750	
Section 405E		\$55,000	\$13,750	

### **Description**

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

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

**Occupant Protection and Impaired Driving:** The LELs continue to develop and retain the Regional Highway Safety Task Forces. These Task Forces are run by dedicated Task Force Coordinators, and they have the flexibility to organize enforcement details focusing on both occupant protection and impaired driving. Both the LELs and Regional Coordinators partner with the VHSA. In addition, the LELs are responsible for tracking and reporting participation in the national mobilizations, which includes organizing participation and data gathering.

**Distracted Driving:** The LELs support efforts to curb distracted driving and promote and collect data for the Distracted Driving Campaign and its associated media kick-off event. This national campaign is a High Visibility Enforcement Campaign that focuses on reducing the use of hand-held electronic devices while driving a motor vehicle. In addition, the SHSO will issue Distracted Driving Enforcement grant funds to LEAs statewide, and the LELs will assist with coordinating those efforts.

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

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

**Traffic Law:** The LELs are subject matter experts in traffic law and are a valuable resource to VTrans. The LELs assist the SHSO Administrator and staff with legislative bill reviews, traffic inquiries by the public, and provide guidance to all members of the SHSO on programmatic questions, procedures, and processes as they pertain to police matters.

***Project Costs:*** Funding includes contracted services.

***Geographic Areas to be Served:*** This activity will serve statewide.

### 3.1.4 Activity Name: Rutland/Windsor Regional Enforcement & Equipment (SHARP)

Project Agreement No.: NH26402-109, NH26164-108, NH26405E-111

Subrecipient: Rutland County Sheriff's Department

Subrecipient Type: County Sheriffs and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402OP	Occupant Protection	\$241,575	\$60,394	\$241,575
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$329,187		\$329,187
Section 405E	Distracted Driving Law Enforcement	\$185,725	\$46,431	

### ***Description***

#### **Occupant Protection**

There were 33 fatalities in Rutland and Windsor Counties between 2019 and 2023 related to unrestrained drivers and occupants. An additional 84 crashes resulted in serious injuries. There were a total of 382 crashes where the driver or occupants were not restrained, including 117 resulting in fatalities or serious injuries. The 25 to 34-year-old age group had the highest rates of unrestrained crashes, with 22 females and 20 males not restrained. After reaching a low of 63 unrestrained crashes throughout Rutland and Windsor counties in 2021, the number increased to 80 in 2022 and 95 in 2023, a worrying trend.

To address this issue, specific areas and corridors identified as having low seat belt use rates in annual surveys will be targeted for sustained enforcement. High visibility enforcement will be conducted during statewide Buckle Up campaigns, and officers will continue to support the Buckle Up message and spread awareness of the importance of seat belt and child seat use.

Every car stop is a chance to educate the driver on child passenger safety when a child is present. If a child safety seat is incorrectly installed, the officer notifies a Child Passenger Seat Technician and decides if the operator can continue on their way. Frequently a ticket is issued with instructions to return to our department for a technician to correctly install the child seat, at which point the ticket is voided once the seat is installed correctly.

#### **Impaired Driving**

There were a total of 409 crashes involving impaired drivers between 2019 and 2023 in Rutland and Windsor Counties; this included 37 fatal crashes and 70 serious injury crashes. The 25 to 34-year-old age group again had the highest rates of impaired crashes, with 11 females and 24 males driving while impaired. Impaired driving occurred most frequently on weekend afternoons and evenings, typically in

high speed (50+ mph) zones. While the number of impaired crashes in Rutland and Windsor counties increased from 2019 to 2022, 2023 saw a significant drop (from 93 in 2022 to 83 in 2023).

To continue this downward trend, the Rutland City Police Department will use grant funding for a full-time officer dedicated to DUI enforcement activities, with the goal of stopping impaired drivers before a crash occurs. Several areas throughout Rutland and Windsor Counties have been identified as high-risk locations for impaired driving crashes, and these locations will be the focus of impaired driving enforcement efforts.

### **Distracted Driving**

There were 53 fatal and serious injury crashes from 2019 to 2023 involving distracted driving. Males in the 25 to 34 age group and females in the 55 to 64 age group had the highest rates of distracted driving. Annual distracted driving crashes have steadily decreased between 2021 and 2023 (from 256 to 222).

The Rutland and Windsor Team will increase enforcement, focusing on problem roadways, and raise awareness of the importance of distraction-free driving.

***Project Costs:*** Funding for this activity includes enforcement, mileage, dispatch costs, travel, and training. Supplies will include radar and LIDAR units, camera systems, a speed radar trailer, e-citation printers, flashlights, and traffic cones.

***Geographic Areas to be Served:*** This activity will serve high risk locations throughout Rutland and Windsor counties.

### **3.1.5 Activity Name: Rutland/Windsor Regional Community Education Program (SHARP)**

Project Agreement No.: NH26402-208

Subrecipient: Rutland County Sheriff's Department

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$53,400	\$13,350	\$53,400

## Description

From 2019 to 2023, 19 operators under the age of 20 were involved in fatal driving crashes, and 22 operators and passengers were not wearing restraints during a crash. Data also shows that 14 operators under 20 years old were involved in speed-related crashes during the same period, and one operator was involved in a distracted driving crash. All of these values represent increases from the 2018-2022 period.

The Rutland County Sheriff's office and sub grantees will focus on the following areas this year: working with driver's ed classes in the areas of OP, DUI, and distracted driving, safe biking for elementary school children, and child seat safety in the general community. During this grant period, the grantees will engage with local high schools and give presentations involving the 'roll over car' and fatal vision goggles. Additional public education on driver and passenger safety will be distributed through partnerships with local media, day care centers, and car dealerships. Working with local recreation departments, children and families will be educated in safe bicycling and pedestrian practices.

Outreach to Rutland High School and other local schools involves training school educators, having a presence at safety events throughout the school year, and holding seasonal bike and pedestrian activities. Training for school professionals includes an evaluation and detection program to identify those who may be under the influence of drugs to encourage early detection and reduce drug use in schools. Education of drivers ed students is focused on helping inexperienced drivers make safer decisions, whether as an operator or passenger, and specifically addresses the dangers of texting while driving, driving under the influence, and improper restraint use.

The Rutland County Sheriff's Department is partnering with the Department of Liquor Control to develop a training for officers on safely using fatal vision goggles during education and outreach events.

Between 2019 and 2023, 83 drivers over 65 were involved in fatal crashes, representing the second highest rate of crash fatalities. To address this issue, officers will connect with groups such as senior housing residents and church groups to hold speaking engagements on safe driving for seniors.

Rutland County Sheriff's Department continues to work with local legal refugees through the New Americans program of the Child Passenger Safety Program. Working with car dealerships, daycares, and local media provides further opportunities for public education on the proper use of child seats.

**Project Costs:** Funding will cover salaries, supplies, travel, equipment, interpreters, and other operating expenses related to community education at schools and local

community events. Supplies include a pedal cart and traffic cones for impaired driver trainings.

*Geographic Areas to be Served:* This activity will be focused on Rutland and Windsor County high schools and community events.

### 3.1.6 Activity Name: Rutland/Windsor Regional Highway Safety Director (SHARP)

Project Agreement No.: NH26402-126, NH26164-125, NH26405E-128

Subrecipient: Rutland County Sheriff's Department

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402OP	Occupant Protection	\$100,000	\$25,000	\$100,000
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$15,000		\$15,000
Section 405E	Distracted Driving Public Education	\$41,805	\$10,451	

#### Description

Work performed under this grant will prioritize communities that are underserved and overrepresented in crash data. Rutland City and Rutland County were identified as vulnerable communities in the 3HSP, and young drivers have been overrepresented in crash data. Male drivers were involved in over twice as many DUI-related crashes as female drivers within the past five years and are another priority for education and outreach as drug-involved fatalities continue to rise.

In Rutland and Windsor Counties between 2019 and 2023, there were 382 unrestrained crashes and 930 crashes involving speed. These factors, which frequently contribute to fatalities and serious injuries, are priorities for public education, as well as distracted driving, which is generally underrepresented in crash data.

The following key activities will be performed under this grant:

## Enforcement

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

## Education, Outreach, and Media

- › Education outreach efforts with schools, alliances, and community organizations
- › Evaluation of community events and outreach with evaluation forms and summary progress reports
- › Coordination of Traffic Safety and Media PSAs and Press Releases
- › Participation in road safety audits administered by VTrans
- › Attendance of meetings with the VHSA, Vermont Police Association and FBI National Academy
- › Coordination of ARIDE and other traffic safety training for law enforcement officers in Rutland and Windsor County
- › Liaising with SHSO
- › Liaising with Rutland and Windsor County LEAs

## Administration – Key Activities

- › Inventory assessment of current activities
- › Issuing of sub-awards to recipients in Rutland County
- › Understanding of the 2 CFR 200 and NHTSA Regulations
- › Monthly preparation and submission of financial forms and activity sheets for each agency
- › Monthly reimbursements and payments to sub-grantees
- › Preparation and submission of monthly progress reports
- › Administrative support to participating county LEAs
- › Preparation and submission of final report and close out
- › Monitoring of budget and equipment

- › Onsite monitoring of sub-grantees once every three years to ensure they are abiding by NHTSA guidelines

**Project Costs:** Funding will include salaries, supplies, travel, interpreters, and other operating expenses. Supplies include a radar, lidar and DUI Trailer. Equipment includes a combination vehicle/body camera. Funding will also pay for conference attendance.

**Geographic Areas to be Served:** This activity will serve Rutland and Windsor counties.

### 3.1.7 Activity Name: Addison Regional Enforcement & Equipment (SHARP)

Project Agreement No.: NH26402–105, NH26164–105 NH26405E–108

Subrecipient: City of Vergennes

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402OP	Occupant Protection	\$40,000	\$10,000	\$40,000
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$39,000		\$39,000
Section 405E	Distracted Driving Law Enforcement	\$33,500	\$8,375	

#### Description

The Addison County area experiences high traffic density, made up of both transient and residential motor vehicle traffic. The major highways in Addison County include US Route 7, Vermont Route 22A, Vermont Route 116, Vermont Route 30, Vermont Route 125, and Vermont Route 73. The majority of serious crashes in the county occur on these highways; in addition to being high speed zones (50 mph speed limit), excessive speeding over the limit is a consistent issue that often contributes to the severity of distracted, impaired, and unrestrained

crashes. Speed enforcement will be a significant component of addressing and preventing these crashes.

### **Occupant Protection**

From 2019 to 2023, there were 10 fatalities and 33 serious injuries resulting from the failure to use occupant protection devices in Addison County. These included four fatalities and eight serious injuries in 2023, up from two and three, respectively, in 2022. The 35- to 44-year-old age group had the highest rates of unrestrained crashes, followed by individuals aged 65+. Speed zones of 50 mph, which make up the majority of Addison County's highways, see the highest unrestrained crash rates.

US Route 7 and Vermont Route 22A remain the primary enforcement areas, along with secondary roadways throughout the county, specifically in and around Middlebury, Vergennes, and Bristol, where the highest densities of the population reside and the greatest amount of traffic passes through. Collaborative strategies involving all Addison County law enforcement agencies will be utilized, to include enforcement along with public awareness and educational efforts promoting the importance of using occupant protection systems, discussed in Activity 3.1.8 below.

### **Impaired Driving**

Addison County experienced 11 highway fatalities, and 19 serious injuries related to impaired driving crashes from 2019 to 2023. Male drivers between 30 and 49 years old had the highest rates. Most fatalities occurred on highways, including over a third on US Route 7 alone.

The US Route 7 corridor in and around Middlebury and Vergennes represented the greatest number of incidents for impaired driving in 2023. Both municipalities have several establishments that serve alcohol, and Middlebury, the most populated municipality, also has a college located within its borders. Both municipalities host several annual events during which copious amounts of alcohol are served. Law enforcement efforts will be centered around these areas during these time periods and events. Collaborative strategies will be employed during law enforcement, public education, and public awareness efforts.

### **Distracted Driving**

Between 2019 and 2023, Addison County saw two fatalities attributable to distracted driving, 15 serious injuries, and 409 total crashes. Operators 65 and older were involved in the highest number of distracted driving crashes resulting in fatalities or serious injuries. Although the largest numbers of crashes were recorded in 50 mph speed zones, distracted driving enforcement efforts will be equally divided between urban areas, where it is easier to detect due to lower vehicle speeds and greater numbers, and rural locations comprised of mostly 50 mph

zones. Proactive and data-driven enforcement, coupled with general education and awareness, will be the overall strategy during collaborative efforts between LEAs, educational facilities, and civic organizations.

**Project Costs:** Funding for this activity includes salaries, supplies, and travel expenses related to enforcement. Equipment will include a speed feedback system.

**Geographic Areas to be Served:** This activity will serve Addison County.

### 3.1.8 Activity Name: Addison Regional Highway Safety Director (SHARP)

Project Agreement No.: NH26402–127, NH26164–127, NH26405E–126

Subrecipient: City of Vergennes

Subrecipient Type: Municipal Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402OP	Occupant Protection	\$100,000	\$25,000	\$100,000
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$15,000		\$15,000
Section 405E	Distracted Driving Public Education	\$23,250	\$5,813	

#### Description

In 2024, motor vehicle offences in Addison County increased in frequency, specifically DUIs, speeding, and occupant protection. Enforcement continues to be hampered by short staffing, and motor vehicle offenses increased in frequency, particularly DUI, OP, and speeding offenses. Data-driven, focused, coordinated enforcement is needed to address these problems, in addition to robust public awareness and education campaigns.

All Addison County LEAs will collaborate on enforcement, public awareness, and education strategies, facilitated by the Addison County Traffic Safety Director and informed by the most current Addison County traffic data received from VTrans. A

county-wide enforcement planning meeting will be held to discuss a comprehensive yearly plan.

Targeted, data driven, high intensity enforcement activities will be utilized to address impaired driving, the leading cause of highway fatalities and serious injuries in Addison County. Sobriety checkpoints and public awareness campaigns using local news agencies, social media, and television will be utilized, along with compliance checks by the Vermont Department of Liquor Control (DLC) on alcohol serving establishments which have been identified as origins of DUI offenders. Frequent bar checks by law enforcement will also be utilized to help lessen or prevent this problem. Over the past six years, Vergennes PD has been directly involved in the State of Vermont Safe Drivers Course for Offenders, supported by the State Highway Safety Office (SHSO).

The second most common cause of fatal or serious injury crashes is an individual's failure to utilize occupant protection. Strong focus on this issue by law enforcement during traffic stops, as well as robust public awareness and education campaigns, specifically targeting the 35 to 44 age group, will be utilized to help reduce the number of fatalities and injuries.

Distracted driving was the fourth greatest cause of fatalities and serious injury (with "other" causes making up the third highest category). A data-driven and collaborative approach will be utilized at major traffic chokepoints to identify and ticket distracted drivers. Frequent enforcement activity and robust public awareness and education will constitute the main strategies utilized to address this highway safety issue.

In addition to biweekly safe driver tips and radio interviews throughout the year, the following activities are planned for 2025-2026:

- › National Teen Drivers Week
- › School Bus Safety Week
- › Halloween Impaired Driving Campaign
- › Thanksgiving Impaired Driving Holiday Weekend Campaign
- › Pre-Holiday Winter Campaign
- › Winter Holiday Impaired Driving Campaign
- › Super Bowl Sunday Check Point
- › April Distracted Driving Campaign
- › May Buckle Up Campaign
- › Walk and Bike to School Events
- › Safe Driver Classes for Offenders

- › July 4th Holiday Weekend Campaign
- › July Speeding Campaign
- › Labor Day Drive Sober Campaign

All efforts will be followed up with a collaborative after-action review to determine effectiveness and if redirection is needed. The Addison County Project Director and Vergennes Chief of Police will meet monthly to discuss and plan upcoming events, as well as quarterly (at a minimum) with other law enforcement partners to review performance, as well as the most recent traffic data.

*Project Costs:* Funding includes salary, travel expenses, and supplies including a hand-held radar and cell phone.

*Geographic Areas to be Served:* This activity will serve Addison County.

### 3.1.9 Activity Name: Chittenden Regional Enforcement & Equipment (SHARP)

Project Agreement No.: NH26402–102, NH26164–102, NH26405E–105

Subrecipient: Chittenden County Sheriff's Department

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402OP	Occupant Protection	\$209,650	\$52,413	\$209,650
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$175,000	\$26,250	\$175,000
Section 405E	Distracted Driving Law Enforcement	\$297,160	\$74,290	

#### Description

This regional Safe Highway Accident Reduction Program (SHARP) effort is a collaboration of five counties: Chittenden, Franklin, Grand Isle, Lamoille, and Orleans. Each county has a mix of urban/suburban and rural areas, as well as

unique attractions, institutions, and characteristics that affect its traffic patterns. To address the varied safety issues in each county, enforcement and education efforts are led by local LEAs and informed by crash data. LEAs work in conjunction with other local agencies to engage communities in their area that are underserved or overrepresented in crash data. Quarterly meetings between regional partners are held to schedule enforcement efforts and identify specific areas, dates, or projects that need additional attention. In addition to the Chittenden County Sheriff's Department, the following agencies will participate in this activity:

› Hinesburg PD	› Burlington PD	› Franklin CSD
› Shelburne PD	› South Burlington PD	› Grand Isle CSD
› Burlington PD	› Winooski PD	› Lyndonville PD
› South Burlington PD	› Colchester PD	› Orlean CSD
› Winooski PD	› Essex PD	› Newport City PD
› Colchester PD	› Williston PD	› Lamoille CSD
› Hinesburg PD	› Swanton PD	› Stowe PD
› Shelburne PD	› St Albans PD	› Richmond PD

Between 2019 and 2023, the total number of crashes in the five counties has declined, though the number of serious (fatal and serious injury) crashes has increased. This may in part be due to the staffing shortages faced by Vermont LEAs creating a necessary shift in policing that has resulted in an underreporting of non-injury crashes, which in the past would have been filed with the police but are now going undocumented. Most serious crashes involve some combination of speeding, distracted driving, impaired driving, and improper or no restraint use.

### **Occupant Protection**

The child seat misuse rate remains above 50 percent in Vermont. The Chittenden County Sheriff's Office is one of the busiest law enforcement Child Passenger Safety fitting stations in terms of car seats check and public outreach performed. In the past year, a new CPS instructor was trained, becoming one of nine in the state. The Chittenden County Sheriff's Office plans to continue working with the VDH in the coming grant cycle and make their services more widely available by training and certifying more CPS technicians and encouraging other LEAs to become CPS fitting stations.

### **Impaired Driving**

Similar to the trends seen in overall crashes in the five counties, total DUI crashes decreased in 2023 while serious DUI crashes saw an increase. Between 2019 and

2023, the majority of impaired driving crashes occurred in the afternoon and evening on Fridays and Saturdays, most frequently between 6 PM and 10 PM. They were also more likely to occur in the summer, with males between 25 and 34-years-old having the highest rates of impaired crashes. In addition to saturation patrols and high visibility enforcement campaigns, DUI checkpoints are planned to increase in the coming grant cycle.

### **Distracted Driving**

Distracted driving crashes frequently involve speeding as a second contributing factor. Between 2019 and 2023, they occurred most frequently in the summer during the afternoon commuting hours. They were also most likely to occur in speed zones of 50 mph or higher. Serious distracted driving and speeding crashes were most common among drivers between 20 and 34. These times and demographics will be used to guide enforcement and education, with each LEA tailoring efforts to more specific trends within their localities.

***Project Costs:*** Funding for this project includes salaries and mileage related to enforcement. Supplies include a radar unit, e-ticket printers and installation, stop sticks, LIDAR, and speed feedback signs.

***Geographic Areas to be Served:*** This activity will serve Chittenden, Franklin, Grand Isle, Lamoille, and Orleans counties.

### **3.1.10 Activity Name: Chittenden Regional Highway Safety Director (SHARP)**

Project Agreement No.: NH26402–125, NH26164–124, NH26405E–129

Subrecipient: Chittenden County Sheriff's Department

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402OP	Occupant Protection	\$125,000	\$31,250	\$125,000
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$15,000	\$2,250	\$15,000
Section 405E	Distracted Driving Public Education	\$38,350	\$9,645	

### **Description**

There were 662 crashes resulting in fatalities and serious injuries in the five-year period from 2019 to 2023 in Chittenden, Grand Isle, Lamoille, Orleans, Caledonia, and Franklin Counties. Of these, 15 were related to distracted driving and unrestrained drivers or occupants, 53 were related to impaired driving, 25 were related to speed, and 57 were related to improper occupant protection.

To address these safety issues, a regional Director is needed for the planning and coordination of the multi-agency efforts described above in Activity 3.1.9. These efforts include ongoing enforcement and education, as well as the administration of highway safety grants, and the necessary data collection, evaluation, and reporting on these efforts. The role of the Regional Director for the five county SHARP program is to lead efforts to improve occupant protection and compliance, along with sustained enforcement of impaired driving, distracted driving, and speeding. The Regional Director will perform the following key activities and duties:

### **Enforcement**

- › Planning and coordination of multi-agency ongoing enforcement activities
- › Planning and organization of HVE campaigns and NHTSA events
- › Data collection and reporting of enforcement activity
- › Monitoring and evaluation of enforcement
- › Promotion of evidence-based practices
- › Promotion of CPS within the law enforcement community

### **Education, Outreach, and Media**

- › Education outreach efforts with schools and alliances
- › Coordination, planning and participation of/in community events and outreach with evaluation forms and summary progress reports for events

- › Education with CPS including training and support for Be Seat Smart
- › Coordination of Traffic Safety and Media PSAs and Press Releases
- › Participation in road safety audits administered by VTrans
- › Attendance of meetings of the VHSA
- › Liaising with SHSO staff and LEIs
- › Liaising with all Chittenden and Franklin County LEAs

### **Administration**

- › Coordination of grants and grant application
- › Inventory/needs assessment of current activities
- › Issuance of sub-awards to recipients in Chittenden and Franklin counties
- › Understanding of the 2 CFR 200 and NHTSA Regulations
- › Monthly preparation and submission of financial forms and activity sheets for each agency
- › Monthly reimbursements and payments to sub-grantees
- › Preparation and submission of monthly progress reports
- › Administrative support to participating county LEAs
- › Preparation and submission of final report and close out
- › Tracking and monitoring of budget and equipment

### **Community Outreach and Engagement**

Public education and engagement in the five counties will focus on bicycle and pedestrian safety, child passenger safety, and occupant protection in addition to driver safety. Populations for targeted engagement include new drivers, vulnerable users, legal migrants and refugees, and underserved communities including those who may be unfamiliar with safe practices, unaware of the services available, or have other barriers preventing them from seeking assistance such as language, customs, or a distrust of law enforcement.

In addition to continued work with the New Americans program, the Chittenden County Sheriff's Department (CCSD) has communicated with the US Committee for Refugees and Immigrants and has identified two individuals that speak at least five languages to assist in communicating with these groups. The CCSD has further worked with a subgrantee to provide multi-language traffic safety videos as part of a continuing endeavor to enhance and expand outreach efforts.

To address the recent increase in crashes involving young drivers, the CCSD will continue to work with driver's education classes and non-profit organizations that provide services to teens, young adults, and their families.

Various saturation patrols, HVE events, equipment and DUI checkpoints, and outreach/press events are currently planned for the grant year, including:

- › Super Bowl Weekend
- › St Patrick's Day
- › April Distracted Driving Campaign
- › May Buckle Up Campaign
- › 4<sup>th</sup> of July
- › CPS Safety Week (September)
- › November Buckle Up Campaign
- › Winter Holiday DUI Campaign

Throughout the grant year, the Regional Director will track and review subgrantee participation and funding, monitor crash trends, and document community outreach events, media engagement, and presentations. The Director will also ensure that the CPS Technician classes continue to meet the Safe Kids Worldwide certification standards.

**Project Costs:** Funding for this activity includes salary, supplies, travel expenses, equipment, and other operating expenses. Supplies include a cell phone and e-ticket hardware.

**Geographic Areas to be Served:** This activity will serve Chittenden, Franklin, Grand Isle, Lamoille, Caledonia, and Orleans counties.

### 3.1.11 Activity Name: Chittenden Regional Community Education (SHARP)

Project Agreement No.: NH26402–205

Subrecipient: Chittenden County Sheriff's Department

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$96,500	\$24,125	\$96,500

## **Description**

The goal of this activity is to reduce serious crashes in the five-county region through education and community engagement on a variety of topics related to highway safety. This education may be provided by any employee of the grantee police departments or sheriff offices that are knowledgeable in the subject area. These events may include, but are not limited to, the following:

### **Driver Education**

Trained Police Department and Sheriff's Office employees will work with driver's ed teachers for the purpose of providing young, inexperienced drivers with the education needed to make better decisions in a motor vehicle, either as an operator or as a passenger. Classes will address the dangers of texting while driving and driving under the influence of alcohol or other drugs, and the importance of proper seat belt use.

### **Bike Safety**

LEAs will work with partners such as local recreation departments, schools, and nonprofits to educate young adults on safe bicycling and pedestrian practices. Events such as discussions, presentations, and bike rodeos will be held.

### **Child Passenger Safety**

LEAs will continue to partner with the Vermont Department of Health to promote child passenger safety through seat check events, fitting stations, and other education. These events are designed to empower parents and caregivers to properly install a child car seat through education and active participation in the installation. It is a goal of the Chittenden CSD to make these services more readily available by offering more trainings to potential CPS Technicians and encouraging more agencies to become CPS fitting stations.

### **Public Education**

LEAs increase their presence at community events with a focus on traffic safety through a partnership with the VHSA. Presentations at previous events have included demonstrations of the roll over car for seat belt safety education, and use of fatal vision goggles to simulate drug and alcohol impairment. The goal of this grant cycle is to provide education at schools, daycares, car dealerships, local fairs, barbecues, and other data identified venues.

### **Community Outreach**

The Chittenden CSD continues to work with subgrantees to provide multilingual traffic safety videos and other media to reach more Vermonters.

**Project Costs:** Funding for this activity includes salaries, mileage and travel expenses.

**Geographic Areas to be Served:** This activity will serve Chittenden, Franklin, Grand Isle, Lamoille, Caledonia, and Orleans counties.

### 3.1.12 Activity Name: Windham Regional Enforcement & Equipment (SHARP)

Project Agreement No.: NH26402–123, NH26164–122, NH26405E–124

Subrecipient: Windham County Sheriff's Department

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402OP	Occupant Protection	\$78,200	\$19,550	\$78,200
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$45,000		\$45,000
Section 405E	Distracted Driving Law Enforcement	\$35,075	\$8,769	

#### Description

Between 2019 and 2023 in Windham County, there were 41 serious crashes involving impaired drivers, 39 involving unrestrained operators/passengers, 31 involving speeding or aggressive driving, and 26 involving distracted driving. Strategies employed by the Windham CSD to address each behavior are discussed below.

#### Impaired Driving

Male drivers had the highest rates of impaired driving, with crashes occurring most frequently on Friday, Saturday, and Sunday afternoons and evenings. Various

major highways and local roads within Windham County have been identified as high-risk areas for these crashes based on previous crash locations. Strategies include:

- › Conduct the Drive Sober high visibility enforcement campaign through activation of the DUI Task Force with saturation patrols and DUI checkpoints, with county-wide coordination of efforts.
- › Conduct monthly enforcement during weekends, evening and nighttime areas in the identified problem locations.
- › Activate the DUI Task Force as needed or as requested by Windham County LEAs and during major holidays and events.
- › Increase sustained overtime DUI enforcement throughout the Windham CSD jurisdiction.

### **Occupant Protection**

Male drivers between 25 and 34 had the highest rates of unrestrained crashes, and of crashes involving speeding or aggressive driving. Under this grant, task force members will enforce violations involving vulnerable users, failing to yield to emergency vehicles, and work zone safety in addition to occupant protection. Strategies include:

- › Conduct CIOT/Buckle Up high visibility enforcement campaigns, including in low-use areas specified in annual seat belt surveys.
- › Conduct monthly enforcement during evening and nighttime hours in low-use areas specified in annual seat belt surveys.
- › Increase sustained overtime OP enforcement throughout the Windham CSD jurisdiction in low-use areas specified in annual seat belt surveys.
- › Increase sustained overtime speeding and aggressive driving enforcement throughout the Windham CSD jurisdiction in problem areas and work zones.
- › Support the message of the National CIOT campaign and distribute printed educational materials to the public during CIOT mobilizations.
- › Participate in a local child passenger safety inspection station and/or clinic.

### **Distracted Driving**

- › Similar numbers of male and female drivers across age groups are involved in distracted driving crashes, with male drivers having only a slightly higher rate. Strategies include:
  - › Aggressively and actively use social media to reach target audiences.
  - › Use unmarked vehicles to detect those using handheld devices.

- › Use plain clothes officers stationed in areas where evidence-based policing indicates people are texting/using their handheld devices.
- › Station officers near high schools where handheld device violations are frequent.
- › Conduct stoplight/sign enforcement for cell phone violations.
- › Monitor work zones for distracted drivers.

Subgrantees involved in this activity include:

- › Bellows Falls PD
- › Brattleboro PD
- › Dover PD

*Project Costs:* Funding for this activity includes salaries and mileage. Supplies include radar and LIDAR units, flashlights, and portable barricades.

*Geographic Areas to be Served:* This activity will serve Windham County.

### 3.1.13 Activity Name: Windham Regional Highway Safety Director (SHARP)

Project Agreement No.: NH26402-128, NH26164-126, NH26405E-127

Subrecipient: Windham County Sheriff's Department

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402OP	Occupant Protection	\$125,000	\$31,250	\$125,000
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$15,000		\$15,000
Section 405E	Distracted Driving Public Education	\$24,207	\$6,052	

#### *Description*

In Windham County between 2019 and 2023, there were a total of 4,892 crashes, of which 136 resulted in fatalities or serious injuries, leading to 23 fatalities over the

five-year period. While serious crashes decreased between 2019 and 2022, from 34 to 20, they rose in 2023 to 32, a concerning increase that Windham CSD plans to address with enhanced patrols from partner agencies.

Experience has shown that routine and sustained traffic enforcement for seat belt compliance, impaired driving, excessive speed, and distracted driving have been most successful when teams of officers from multiple agencies participate in joint operations. This grant funding allows the smaller Windham agencies to authorize their officers to work in the planned overtime details without sacrificing the day-to-day calls for service at their home agency. The coordination of high visibility enforcement campaigns and the efforts of Windham Regional Highway Safety Task Force operations for CIOT and DUI enforcement are examples of successes using the regional approach.

Windham County LEAs, particularly smaller agencies, are limited by time and staffing constraints. The Brattleboro PD, the largest of the LEAs in Windham County, has an authorized strength of 27 officers but currently is staffed with only 17. These staffing shortages can make it difficult for individual agencies to manage applications, reporting, and other documentation for grant and fund oversight, making the Regional Director position crucial to supporting these tasks so local PDs can maintain their other services to the public, including enforcement and education.

Activities performed in the coming grant cycle will include the following

- › Develop, implement, and maintain regional high visibility enforcement efforts, media outreach, and education.
- › Prioritize and identify critical target areas so officers and resources can be deployed to areas most in need of enforcement with a cohesive strategy and consistent oversight.
- › Provide continual leadership and direction to participating subgrantees to address local issues effectively and efficiently with localized strategies and countermeasures. Set goals and response based on state and local data to address traffic safety concerns.
- › Coordinate multi-jurisdictional task force teams for saturation patrols and high visibility enforcement. Track and assess productivity, crash data, and progress towards defined goals and outcomes as stated in the Highway Safety Plan. Initiate modifications or other changes in the strategies that are appropriate and necessary to achieve goals.

- › Consolidate duties for administering the OP, DUI and DD grants to reduce the time needed for the application process, monthly financial invoicing, data, officer activity reporting, and monitoring, close-out and match documentation.
- › Promote data-driven earned media messaging and public outreach to increase impact and improve effectiveness of enforcement. Use statewide and local data to identify the appropriate target audience demographics.
- › Focus education efforts and activities to strengthen relationships with young drivers. Use national data and statistics showing that new drivers are at greater risk of being involved in crashes, mainly due to inexperience, to develop a targeted educational strategy. Collaborate with the Enhanced Driver Safety Program (EDSP) to bring "enhanced" training to teens and young adults.
- › Address the recent data indicating that more DUI crashes and DUI arrests involve people who are impaired by drugs rather than alcohol by facilitating ongoing and updated training for regional law enforcement officers in ARIDE, SFST, and DRE certification.

To implement the high visibility enforcement and education necessary to change driving behavior, the Regional Director will organize and promote earned media county-wide to complement the enforcement initiatives outlined above. The Project Director will engage in local outreach and publicity for this project to include media (television and radio), print media such as local newspapers and publications, print ads, press releases, posters and flyers. The Director will continue to update social media sites with current activities, statistics and safety reminders, along with product recalls, and will encourage posts and links from the other law enforcement stakeholders' websites to the Windham County Highway Safety pages. The Director will continue to work with the EDSP and driver's education instructors to focus on producing data-informed instruction for teens and young adults and in turn building better relationships with these communities. This is being accomplished by expanding what was once the Enhanced Teen Driver Safety Program (ETDSP) into the new Enhanced Driver Safety Program (EDSP) that will continue to provide training to teens and young adults. The Director will plan and conduct child safety seat events to help spread the word on proper use of child seats.

The following events and activities are currently planned within the Windham region:

- › Halloween Impaired Driving Campaign
- › Thanksgiving Impaired Driving Campaign
- › Pre-Holiday Impaired Driving Campaign
- › Holiday Impaired Driving Campaign
- › Super Bowl Impaired Driving Campaign

- › Distracted Driving Month Campaign
- › 4/20 Impaired Driving Campaign
- › CIOT (Buckle Up) Campaign
- › 4<sup>th</sup> of July Impaired Driving Campaign
- › Labor Day Impaired Driving Campaign
- › Champlain Valley Exposition
- › Driver's Education Parents' Nights

**Project Costs:** Funding for this activity will include salary, supplies, travel expenses, training and conference attendance, and other operating expenses such as presentation materials.

**Geographic Areas to be Served:** This activity will serve Windham County.

### 3.1.14 Activity Name: Safe Streets

Project Agreement No.: NH26402–206

Subrecipient: Town of Milton

Subrecipient Type: Municipal Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$46,060	\$11,515	\$46,060

#### Description

From 2022 to the spring of 2025, Milton has experienced 527 crashes, including 6 fatal crashes and 26 serious injury crashes. Most of these occurred on US Route 7, particularly in the pedestrian-heavy downtown and residential area between Main Street and Forbes Road. Two- thirds of the fatal crashes involved drivers under the influence of alcohol and/or drugs, making impaired driving a priority focus for grant work in the coming year. Although rates of serious bicycle and pedestrian-involved crashes are low, preventable crashes still occur.

- › Tackling the problem of impaired/distracted/aggressive driving and occupant protection in high school driver education classes through multiple different

types of classroom programs, presentations, speakers, and firsthand practical educational training involving an impaired/distracted pedal cart course.

- › Continuing public education on proper bike safety, helmet use, and roadway safety during the annual bike rodeo event. This all-ages event shows the safety properties of helmets and proper bike operation.
- › Raising awareness of school zone safety and the dangers of passing school buses loading and unloading children at the annual "Red light flashing means no passing" press conference and barbecue event. This event involves the local school bus company, the schools, other highway safety partners, and the news media.
- › Bringing attention to the dangers of impaired and distracted driving, importance of occupant protection, bike safety, etc. at the annual National Night Out event, which is the town's biggest public education event. Held every August, this event provides opportunities for connecting with the public and bringing awareness to these critical areas. This multi-agency event is community based and free to attend.
- › Emphasizing the danger of impaired driving during the May prom/graduation season with the mock DUI fatal crash event. This event occurs at the high school for students to watch, and the role players involved are actual students from the school.
- › Continuing to work with the national and statewide educational campaigns promoting safety on the roadways throughout the grant period. During each grant term, two to three public relations events with other communities and agencies are usually held as a multi-agency approach. These events include child safety seat check events, press events, the Champlain Valley Fair, etc.
- › Holding at least two Child Passenger Safety Seat check events and participating
- › Educating police officers on detecting dangerous driving behaviors prior to a crash occurring. This includes sending officers to advanced out-of-state training, such as the Maine DUI conference, that will better sharpen their ability to observe and detect these violations, ultimately preventing serious crashes from occurring. These trainings will also help the officers be better at teaching the dangers of impaired driving.
- › Creating new public activities during the National Impaired Driving Month and Distracted Driving Month to further connect with and educate the public.

**Project Costs:** Funding includes salaries, travel expenses, survey contract services, and public education materials. Supplies include a digital sign board, container unit for storing training carts, and event banners.

**Geographic Areas to be Served:** This activity will serve the town of Milton.

### 3.1.15 Activity Name: Motor Vehicle Safety Education, Bike Safety Education, and Child Safety Seat Education

Project Agreement No.: NH26402-207

Subrecipient: Town of Randolph

Subrecipient Type: Municipal Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$16,400	\$4,100	\$16,400

#### **Description**

Most towns, villages, and schools in Orange County are in rural areas, and many do not have programs for driver's education, bicycle safety, or child car seat safety.

The Randolph Police Department will continue partnering with other departments to provide education to young motorists on the dangers of distracted operation, impaired operation, occupant protection, and the rules and consequences of violating traffic laws, in addition to educating young cyclists in safe biking and use of helmets and safety gear. Education and instruction for parents in the safe installation of child safety seats and occupant protection are also provided.

The project will continue to grow through the following efforts:

- › Reaching out to other departments and agencies to assist them in implementing programs in their own communities.
- › Getting parents/caregivers involved in driver's education and occupant protection programs.
- › Increasing awareness of the dangers of distracted operation, impaired operation, occupant safety, crash dynamics, and rules of the roadway, including through the utilization of fatal vision goggles demonstrating the dangers of impaired operation.
- › Conducting two bike rodeos teaching young cyclists about rules and safe bike handling and providing bike safety information to both children and parents.

- › Holding community events instructing parents in the proper and safe installation of child safety seats and the different levels of safety seats.

Over 100 driver's education classes will be conducted with schools in and around Orange County, and three community safety seat events will be held. An additional car seat technician and instructor will be trained and certified to support these events.

**Project Costs:** Funding includes salaries, travel expenses, event supplies, and other operating expenses for presentations and training. Supplies will include fatal vision goggles.

**Geographic Areas to be Served:** This activity will serve the town of Randolph.

### 3.1.16 Activity Name: Enhanced Driver Safety Program

Project Agreement No.: NH26402–209

Subrecipient: Windham County Sheriff's Department

Subrecipient Type: Municipal Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$65,745	\$16,436	\$65,745

#### Description

The Enhanced Driver Safety Program (EDSP) addresses the unique challenges posed by young drivers (under 25 years old) in Windham County. Windham reported 233 crashes involving young drivers in 2019, which has decreased to 152 in 2023. This program teaches teen drivers in several high schools throughout the county and state and has resulted in students who attend these classes showing lower tendencies to engage in risky driving behavior.

Driver's education instructors have consistently reported that students enter classes with diminished driving skills, less driving experience, and reduced highway safety knowledge, leading to instructors spending more time on the basics of operating a car. The EDSP offers driving practice with a simulator, as well as classroom

instruction on a variety of topics, including defensive driving, driving in inclement weather, road rage/emotionally compromised driving, and intersection negotiation. These classes are also provided to legal refugees with interpreters and multi-language course materials.

Graduating seniors are surveyed on the driver's education they received, and their personal driving record, which helps identify trends year-to-year and informs future curriculum. Currently, EDSP enrolls more than 500 students per year, and connects with several hundred additional community members at parent conferences.

A partnership with HireAbility Vermont, a division of the Department of Aging and Independent Living, has enabled the EDSP to provide instruction to older drivers and those with disabilities. Engagement with local refugee populations is also conducted to educate these communities on Vermont traffic laws and safe vehicle operation.

Funding from this grant also goes towards child passenger safety events conducted by civilian and sworn CPSTs.

***Project Costs:*** Funding includes salaries, travel, supplies, and other operating and indirect costs associated with operating the simulators, giving presentations, and training instructors.

***Geographic Areas to be Served:*** This activity will serve Windham County.

### 3.1.17 **Activity Name: HAAS Alert System – Fire Department Pilot**

Project Agreement No.: NH26402-800

Subrecipient: City of Montpelier

Subrecipient Type: Municipal Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Deploy digital alert technology to provide electronic notification to drivers about first responder vehicles roadside ahead.

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402HI	Highway Incidences	\$2,500	\$625	\$2,000

**Description:**

The City of Montpelier is proposing the deployment of HAAS Alert Safety Cloud technology in their emergency response vehicles. This system broadcasts a digital alert to nearby drivers when emergency vehicles activate their lights while enroute or on scene. These alerts are delivered in real time to commonly used navigation apps like Waze, Google Maps, and compatible dashboard systems. By reaching drivers directly and instantly, the system improves situational awareness, slows traffic, and reduces the risk of secondary incidents.

LEAs supported through this activity include:

- › Washington CSD
- › Berlin PD
- › Barre City PD
- › Barre Town PD
- › Montpelier PD
- › Orange CSD

**Project Costs:** Costs include supplies related to the purchase, installation and deployment of HAAS alert hardware and software.

**Geographic Areas to Be Served:** This activity will serve Washington County.

### 3.1.18 Activity Name: Digital Alert System – Statewide Contractor

Project Agreement No.: NH26405H-000, NH26405\*E\*-206

Subrecipient: TBD

Subrecipient Type: Vendor

Promised Project?: No

Planning and Administration: No

**Associated Countermeasure Strategy:** Deploy digital alert technology to provide electronic notification to drivers about first responder vehicles roadside ahead.

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405H	Increased Visibility	\$40,000	\$10,000	

Section 405*E*	Management of Highway Incidents	\$300,000	\$75,000	
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***Description:***

VTrans will contract out to a vendor to equip law enforcement vehicles with vehicle-to-everything (V2X) technology to improve roadway safety for first responders, increase the safety of the patients and EMS clinicians rendering post-crash care, and create safer roadways for motorists and passengers traveling near and around emergency vehicles. Vermont is a rural state and every second counts when responding to a rural crash and transporting patients to appropriate medical institutions. Having the ability to alert drivers that ambulances and other first responder vehicles are roadside or enroute will allow faster and safer access to post-crash care.

This project will continue to support the outfitting of partner LE vehicles throughout the State of Vermont with a digital alerting transponder that will activate when emergency lighting is activated on EMS vehicles. When the emergency vehicle is in motion traveling through traffic with its emergency lights activated or stopped on a roadway with its lighting active, it will notify approaching motorists of the hazard ahead. Additionally, this project will include outfitting each of the ambulances with high-speed internet connectivity; doing so will enable the alerting technology to transmit this data to the Vermont Agency of Transportation for messaging on existing roadway signage and infrastructure. This will allow communication with motorists who do not utilize mapping apps (e.g., Waze, Apple Maps, Google Maps, etc.) and do not have a vehicle with native V2V functionality. This project will be implemented and used statewide with an initial emphasis on underserved rural communities. All affected communities are included.

***Project Costs:*** Costs include supplies related to the purchase, installation and deployment of hardware and software for a designated digital alert system.

***Geographic Areas to Be Served:*** Statewide law enforcement with priority given to outfit partner patrol vehicles in underserved and overrepresented in the crash data areas.

## 3.2 Impaired Driving

### 3.2.1 Activity Name: High Visibility Enforcement

Project Agreement No.: NH26164–101-123, –TBD, NH2645D–013, –024

Subrecipient: State, County, and Local Law Enforcement

Subrecipient Type: State, County, and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 164AL	Drug and Alcohol Countermeasures – High Visibility Alcohol Enforcement	\$872,181	\$87,053	\$765,318
Section 405D	Impaired Driving Countermeasures – High Visibility Enforcement	\$217,700	\$54,425	

#### Description

More than 80 LEAs serve Vermont, including 55 municipal police departments, 14 county sheriff's departments, the VSP, the DMV Commercial Vehicle Enforcement Unit, and the DLC. The enforcement of drug and alcohol-impaired driving is a high priority for LEAs throughout the state.

There were 429 crashes involving drug and/or alcohol impairment in 2024 including 220 resulting in injuries or fatalities. This is an increase from 2023 for total impaired driving crashes, which had 409 crashes involving impairment, but a decrease of impaired driving injury crashes. This reflects the need for further enforcement to continue driving that number down.

Low staffing levels continue to impact agencies' ability to participate in traffic safety mobilizations and sustained enforcement, and the VSP and DMV assist towns without full-time police departments.

The enforcement model consists of a two-pronged approach:

1. During national mobilizations, participating agencies work cooperatively with nearby agencies to conduct sobriety checkpoints and saturation patrols. At times, two to three checkpoints are utilized during mobilizations of longer duration.

2. Impaired Driving grantee agencies use their appropriation for DUI enforcement and directed patrols within their jurisdictions. They use their crash and DUI arrest data to determine locations for increased enforcement.

All partner agencies can apply for traffic safety equipment items directly related to improving the efficiency and effectiveness of Impaired Driving enforcement projects. This equipment includes preliminary breath testing equipment, safety checkpoint lighting and sign packages, traffic cones, and scene lighting.

The SHSO partners with LEAs around the state to increase patrols focused on impaired driving. This includes promoting NHTSA's Drive Sober or Get Pulled Over HVE campaigns in August and December. This HVE campaign includes apprehending motorcycle operators who are riding while impaired. Table 2 below shows motorcycle crashes involving an impaired operator in Vermont in 2024 by county.

**Table 2** **Vermont motorcycle crashes in 2024.**

County	Crashes
Addison	0
Bennington	1
Caledonia	0
Chittenden	5
Essex	0
Franklin	3
Grand Isle	0
Lamoille	0
Orange	2
Orleans	0
Rutland	0
Washington	1
Windham	1
Windsor	0
<i>Total</i>	13

This activity will provide additional focus towards counties with a history of impaired motorcycle crashes during the FY26 grant period.

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

**Project Costs:** Funding includes salaries, benefits, training, mileage, and supplies.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.2.2 Activity Name: DRE Call-Out Pay

Project Agreement No.: NH26405D-014-018. -027

Subrecipients:

- › Chittenden County Sheriff's Department
- › Rutland County Sheriff's Department
- › Town of Morristown
- › VT Department of Motor Vehicles
- › VT Department of Liquor Control
- › VT Department of Public Safety

Subrecipient Type: State, County, and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405D	Impaired Driving Countermeasures	\$446,912	\$111,728	

#### *Description*

The Drug Recognition Expert (DRE) program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers, requiring a minimum of eight hours of training annually for certification. Vermont's DRE program is constantly looking to grow and expand its coverage throughout the state, and over the past year the number of trained DREs in the state has risen from 38 to 49, representing 24 agencies. A total of 381 DRE evaluations were performed in 2024, compared to 386 in 2023, 405 in 2022, and 313 in 2021. Despite the steady increase in DRE certifications over the past several years, non-DRE officers who make DUI arrests are sometimes unable to get a DRE to respond due to unavailability, with a non-response rate generally greater than 20 percent. With impaired drivers involved in more than half of traffic fatalities in 2024, DREs provide a crucial service that is most effective when it can be performed before a crash occurs.

In addition to performing drug influence evaluations, DREs also provide Drug Impairment Training for Education Professionals (DITEP), a 16-hour training course for identifying those that may be under the influence to enable early intervention. In

2024, 15 DITEP classes were held, providing training to 143 professionals. DREs will also be implementing the new Employer Drug Impairment Training at a variety of workplaces across the state. This training course for civilians will be conducted by DREs and will be similar to the DITEP model.

DRE funding assists with overtime pay for responses outside of normal shift times, mileage, training and certification for new DREs, and in-service learning opportunities for existing DREs.

**Project Costs:** Funding includes salaries, benefits, mileage, software upgrades, and supplies including tablets.

**Geographic Areas to be Served:** This activity will serve statewide.

### 3.2.3 Activity Name: Vermont Police Academy Highway Safety Training Coordinator

Project Agreement No.: NH26405D-019

Subrecipient: Vermont Criminal Justice Council

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management and Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405D	Impaired Driving Countermeasures – Low Information System	\$614,200	\$153,550	

#### Description

Statewide data from 2019 to 2023 has shown that the number of fatal crashes involving impaired drivers continues to increase. There is a great need for more resources, officer trainings, and additional DREs. The role of the Highway Safety Training Coordinator (TC) is necessary to ensure police officers are well-trained and have access to the most up-to-date information in every facet of impaired driving detection, investigation, and prosecution.

The VCJC is responsible for developing and maintaining standards for officer training. Courses to address the critical emphasis area of impaired driving include but are not limited to DUI Detection/Standard Field Sobriety Test (SFST), SFST refreshers, Advanced Roadside Impaired Driving Enforcement (ARIDE), DRE,

Impaired Driving Instructor Development Courses, Drug Impairment training, and additional educational opportunities. The DRE response rate is currently 78 percent, and the goal of the VCJC is to increase that number to 90 percent or higher. DRE program recruitment, retention, succession planning, guidance and administration is central to the DECP (Drug Evaluation and Classification Program), and it is critical to have a State Coordinator oversee Vermont's DECP.

The VCJC trains officers on how to document, collect, and analyze evidence of crashes to include reconstruction and causation. Officers being able to identify impaired driving causation and call upon a DRE to respond is critical in capturing all aspects of a crash. In addition, DREs teach Drug Impairment Training for Education Professionals (DITEP) and need additional resources to learn how to teach this course. DREs will also begin teaching the Employer Driving Impairment Training (EDIT) to data-identified workplaces statewide.

The TC will monitor statewide problems and trends, and, in partnership with other highway safety leaders, will seek to address issues through course offerings.

Quality program administration is essential and encompasses accurate course registration methods, ensuring prerequisites are met, meticulous record-keeping, managing instructors, maintaining up-to-date curriculum, and more. Acting as a liaison with law enforcement leaders and policy makers facilitates support for highway safety efforts as evidenced by current Vermont training mandates that require officers to achieve training markers above and beyond recommended

national standards. VCJC programs provide tools that facilitate thorough investigations long after the training occurs. These tools support officers in conducting complete, accurate field assessments, and promoting data gathering functions.

VCJC works alongside the Traffic Safety Resource Prosecutors (TSRPs) and would like to begin offering an Extended DUI Testimony training through the Academy. The TC works with partners to offer DRE school annually to maintain and grow the program as needed. The TC serves on the Drug Evaluation and Classification Program (DECP) Oversight Committee, TRCC, VT Highway Safety Alliance, and Highway Safety Subcommittee as a means of networking, information gathering and sharing in achieving Vermont's highway safety goals with numerous state and local professionals. These relationships are an important part of leveraging training to address problems that arise in the field. As Vermont was classified as a mid-range state for impaired driving, the TC will also work closely with the newly-formed impaired driving task force.

There are just under 1300 certified officers in Vermont, approximately two thirds of whom are ARIDE trained. There are 49 certified DREs, five DRE instructors and nine SFST instructors. Most officers have been DUI/SFST trained, but many have

not received SFST refresher training since the beginning of their career. ARIDE has recently become a requirement for all officers to take if they have had DUI/SFST training. VCJC is striving to address highway safety concerns by providing a TC with statewide impact to act as a focal point for all of these training efforts. Having a dedicated subject matter expert to oversee this enables VCJC to ensure that these trainings remain a priority, the most up-to-date curricula are utilized, and instructors are held to high standards.

***Project Costs:*** Funding includes salaries, contract services, supplies, travel expenses, and other operating expenses. Supplies include instructor manuals, office and classroom supplies, and DRE 'jump kits' and accessories.

***Geographic Areas to be Served:*** This activity serves the Vermont Police Academy and DRE training locations.

### 3.2.4 Activity Name: Vermont Safe Driver Program

Project Agreement No.: NH26402-401

Subrecipient: TBD

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402DE	Driver Education	\$10,600	\$2,650	

#### Description

The Safe Driving Classes that are one of the primary projects of the Safe Driver Program are delivered at six Community Justice Centers via in-person or online formats throughout Vermont. The Classes are educational programs designed using restorative justice principles, values, and practices to teach participants about the human consequences of unsafe, impaired, and distracted driving. Through discussion and interactive activities, participants learn how unsafe driving affects them, their family, and the community. The access to classes with referrals from the courts, restorative justice panels, and attorneys supports the SHSO's objective to improve the quality of driving in Vermont by lowering the rates of fatal crashes due to impaired or distracted driving; raise awareness of those charged with driving offenses about their responsibility to engage in safe driving habits; and help participants recognize the decision points involved in deciding to drive so they can

create an effective Safe Driving Plan. The curriculum reinforces that driving is a privilege and that safe driving practices are a community responsibility.

The Safe Driving Participant Manual has been updated to include more current statistical data and resources and a simplified template for creating a Safe Driving Plan that will include behavior-based SMART goals and help participants identify solutions to barriers to committing to and carrying out the plan. The class Facilitator Manual has also been updated to improve how the curriculum is delivered. This information is delivered regularly to facilitators and at the Annual Facilitator's Workshop where best practices are shared, facilitation skills are developed, and resources are provided to keep current with emerging trends. New victim panel speakers will continue to be recruited, and video recordings of speakers' stories will be updated to increase the likelihood of participants deepening their understanding of harm and potential harm through hearing real stories of serious human impact.

The Project Director and Data & Technology Coordinator will observe class delivery at each site through FFY 2026 to provide feedback, share new information, and offer training to administrators and facilitators at any new sites that are developed. The Red Ribbon Tree Ceremony will be enhanced by increasing awareness of the opportunity for victims and survivors who have their lost loved ones to be recognized and for their stories to be told. Red Ribbon Trees will be displayed at each DMV location in Vermont from early November through the first week of January to promote increased awareness.

***Project Costs:*** Funding for this activity includes contract services, supplies for the Red Ribbon Ceremony and Facilitator's workshop, travel expenses, and other operating expenses. Funding also includes a stipend for victim panel speakers. Travel expenses will include Project Director and Data/Tech Coordinator attendance of conferences, meetings, workshops, and class site visits for maintaining class quality and networking.

***Geographic Areas to be Served:*** This activity is focused in six community justice centers throughout Vermont.

### **3.2.5 Activity Name: Forensic Laboratory Support Program**

Project Agreement No.: NH26405D-020

Subrecipient: Department of Public Safety

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

## Associated Countermeasure Strategy: Laboratory Drug Testing Equipment

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405D	Impaired Driving Countermeasures – Low BAC Testing/Reporting	\$501,565	\$123,391	

**Description**

The Vermont Forensic Laboratory (VFL) oversees the evidential blood and breath testing of impaired drivers for the State of Vermont. For evidential breath testing, a fleet of 85 Intox DMT infrared evidential breath testing instruments is employed. The VFL utilizes an instrument

called a Randox Evidence Investigator to screen blood samples for impairing drugs and confirms samples that screen positive for Cannabinoids, Opiates and Stimulants, and Benzodiazepines using High Performance Liquid Chromatography/Tandem Mass Spectrometry (LC-MS/MS). In 2024, the VFL analyzed approximately 600 blood samples and is on track for a similar workload in 2025. Access to state-of-the-art laboratory equipment and supplies is essential to allow the VFL to continue to provide the highest level of technical support to DUI cases in Vermont by testing and offering testimony as forensic toxicology experts.

The VFL's fleet of Intox DMT infrared evidential breath testing instruments are distributed throughout approximately 70 police agencies and the Vermont Police Academy. These instruments were purchased in 2006 and have been the sole approved instrument in Vermont since 2010. Due to the age of the technology, the vendor of the DMT is no longer able to provide parts to repair instruments in their current configuration. The VFL is currently working to complete a multi-year project to refurbish and update the hardware and software of the DMTs to ensure their continued use for the foreseeable future.

The VFL plans to update the fleet of DMT instruments, continue support of laboratory work, and provide additional training to laboratory staff. This grant supports the salary of one analyst necessary to maintain adequate staffing levels to run the program. The resources requested in this grant will ensure the VFL can continue to provide the highest level of technical support to DUI cases in Vermont and expand its ability to provide testing and testimony as forensic toxicology analysts in DUI cases. The VFL will continue its contract agreement with the vendor of the DMTs to provide parts.

**Project Costs:** Funding for this activity includes salaries, contract services, supplies, travel and training expenses, and other operating and indirect expenses. Supplies

include office supplies, DMT field supplies, Randox supplies, blood kits, repair parts and tools, training materials, and lab supplies.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.2.6 Activity Name: Traffic Safety Resource Prosecution Program

Project Agreement No.: NH26405D–021, NH26405\*E\*–200

Subrecipient: Department of State's Attorneys and Sheriffs

Subrecipient Type: State and County Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Prosecutor Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405D	Impaired Driving Countermeasures – Low Court Support	\$359,500	\$89,875	
Section 405*E*	Flexed Distracted Driving - Traffic Records	\$100,000	\$25,000	

#### Description

Traffic Safety Resource Prosecutors (TSRPs) are dedicated prosecutorial positions in the Vermont Department of State's Attorneys and Sheriffs (SAS) working to combat impaired, distracted, and negligent driving on Vermont's highways. In the past year, there have been 3,677 charges of DUI/DWI, 93 of careless vehicle operation, 362 of reckless or gross negligent operation, 377 of eluding arrest, and 415 of leaving the scene of a crash. To support the prosecution of these crimes, TSRPs perform the following activities under this grant:

- Work closely with and provide guidance and assistance to prosecutors, local, county and state LEAs, the Vermont Forensic Lab, and to specialized law enforcement teams such as DREs and CRT in the investigation and prosecution of impaired and distracted driving cases. TSRPs conduct research and provide advisory memorandums to prosecutors and law enforcement on new case law, statutes and trends regarding impaired and distracted driving and other various vehicular crimes. The TSRPs will also provide ongoing training including, but not limited to: SAS Annual Training, ARIDE Training, DRE Recertification Training,

DRE School Training, Police Academy Training, individual police department trainings, individual State's Attorney's Office trainings, the VT Forensic Lab mock trial, high school and middle school presentations, etc.

- › Provide training and education and assistance to prosecutors. TSRPs provide various trial tools and resources for prosecution of impaired driving cases. TSRPs are involved with and may lead the prosecution (as permitted by the grant and federal regulations) on crashes that involve serious injuries and/or fatalities, particularly where impaired driving from alcohol and/or drugs are involved, and in cases where distracted driving or excessive speed are involved.
- › Assist/handle appellate cases involving vehicular crimes and provide analysis and opinion as to whether an appeal is viable. This work is done in collaboration with the SAS Appellate Attorney.
- › Work with VFL to facilitate mock trials providing the opportunity for training for both prosecutors and chemists. TSRPs also work with DRE and the VFL to develop sample law enforcement, DRE and chemist DUI/DUID direct exam outlines for prosecutors to use at trial.
- › Teach Vermont law and conduct mock trials to recruits at the police academy and may include newer prosecutors.
- › Give presentations to schools and community organizations on the dangers of impaired, distracted and drowsy driving. In addition, TSRPs have been involved at mock impaired-driving trials at high schools. TSRPs will work with juvenile justice partners such as the Children and Family Council for Prevention Programs to further curb dangerous driving and provide education on safe driving and positive decisions.
- › Make updates to the DUI prosecutors' manual.
- › Review all legislative bills that impact issue covered by the program (Highway Safety, DUI, Alcohol and Drug impaired driving, distracted driving, excessive speed, etc.), and provide written memos, position papers, and (as requested by the SAS Executive Director) provide testimony to legislative committees and/or speak to specific legislators for the purpose of providing information and education.
- › Work with VFL on matters relating to the DataMaster program and the testing of evidentiary blood samples in DUI Drug cases, including creating trial resource tools for DUI alcohol and drug cases.
- › Engage with the State's DRE program, assisting and instructing at Vermont sponsored DRE programs and participating in screening of new DRE candidates. Promote awareness of DECP protocol to prosecutors working on impaired driving cases, and routinely assist or lead prosecution, as permitted by the grant and federal regulations, in drugged driving cases throughout the State.

- › Assist the production of a newsletter and website build-out and management.
- › Under the direction of the SAS Executive Director and the SAS Appellate Attorney, assist the county SA Offices with docket review and management of impaired, distracted, and negligent driving cases.
- › Create bi-weekly activity reports, perform quarterly reporting, and attend bi-monthly meetings with the TSRPs, the SAS Executive Director, SAS Legislative and Appellate Attorneys, and the staff of the Vermont SHSO. The Department, in conjunction with the SHSO, will be developing a survey tool that will solicit feedback on the program from the stakeholders identified in this grant application.

**Project Costs:** Funding for this activity includes salaries, contract services, supplies, travel expenses, and other operating expenses. Equipment includes laptops, docking stations, and cellphones.

**Geographic Areas to be Served:** This activity will serve statewide.

### 3.2.7 Activity Name: Impaired Driving Strategic Plan

Project Agreement No.: NH26405D-026

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement, Education, and Data Systems

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405D	Impaired Driving Countermeasures	\$250,000	\$62,500	

#### Description

Vermont now qualifies as a mid-range state for impaired driving as determined by NHTSA, based on an average impaired driving fatality rate between 0.30 and 0.60. As required by this designation, the SHSO is in the process of developing an Impaired Driving Strategic Plan that will outline actions to be taken to address the high rate of crash fatalities involving impairment. To support and inform this effort, an Impaired Driving Task Force is being formed with various stakeholders and subject matter experts from around the state. This Task Force will review draft

versions of the Strategic Plan and offer input and discuss impaired driving issues and trends.

Effective and comprehensive stakeholder engagement throughout the development of the statewide impaired driving plan will produce a plan that incorporates the strategies and action items from multiple agencies and stakeholders. The task force will strive to maintain these relationships through communication and evaluation throughout the plan development and a draft of the plan will be shared with all task force members for review and edits, prior to being submitted to the Secretary Vermont Agency of Transportation for approval and authorized signature.

This grant will fund new activities and amendments to existing activities addressing impaired driving, as recommended by the Task Force. The initial meeting of the Task Force was held on July 22nd, 2025, and the Impaired Driving Strategic Plan was submitted to NHTSA on August 1st for review and approval.

*Project Costs:* Funding for this activity includes contract services.

*Geographic Areas to be Served:* This activity will serve statewide.

## 3.3 Occupant Protection

### 3.3.1 Activity Name: Child Passenger Safety (CPS) Statewide Program

Project Agreement No.: NH26405B-000, NH26402-800

Subrecipient: Vermont Department of Health

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Child Passenger Occupant Protection

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405B	Occupant Protection – Low Community CPS Services	\$271,200	\$67,800	
Section 402PM	Children in Hot Cars Media	\$10,000	\$2,500	

#### Description

The goal of Vermont's Child Passenger Safety (CPS) Program, operated by the VDH Division of Emergency Preparedness, Response and Injury Prevention, is to

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

Between 2018 and 2023, Vermont had nine motor vehicle deaths of children 12 or under. In 2024, VT EMS responded to 315 crashes involving children under 12. With an average of 1630 seat checks performed annually, less than 12 percent of parents receive assistance with the installation of their car seats for children under 5 years of age, and there is a misuse rate of over 50 percent for child safety restraints.

Caregivers need easy access to Car Seat Assistance Stations (CSAS) so they can obtain the expertise of Child Passenger Safety Technicians (CPSTs) to ensure that children are safe on Vermont's roadways. Currently, low-income parents can obtain an appropriate car seat or booster seat at any of the 75 CSAS in the state, which one third of caregivers qualified for in FY 2023-2024. More CSAS are needed to make this service reasonably available statewide.

As of June 2025, this program supports a volunteer network of 221 certified technicians, nine certified instructors, and 11 senior tech proxies. Ongoing training and support are needed to maintain and improve the number of CPSTs and make this service more accessible. This program will prioritize counties with the lowest seat belt use rates for events and classes.

Activities for the coming grant cycle include:

- › Promote the Child Passenger Safety Program to parents and caregivers to raise awareness of available services. Use NHTSA & AOT PSAs, social media, and local partners to increase the number of seats checked for FFY 26. AOT will deploy annual Drive Well Vermont media to not leave children in hot vehicles in support of this project.
- › Maintain the number of CPSTs by offering classes in all regions of Vermont. Offer four to five certification classes, including a certification class for school buses, or special needs, prioritizing regions of the state where there are few or no CSAS.

- › Plan and staff CSAS with volunteer CPSTs in all areas of Vermont.
- › Maintain and improve the Be Seat Smart website. Increase the number of users of the site and other social media accounts. Develop and disseminate a communication toolkit to partners that aligns with AOT messaging and promotes the use of seat belts, proper car seat use, and other NTHSA highway safety priorities.
- › Continue to provide surveys to parents and caregivers indicating their satisfaction with our services. CPSTs will be asked to distribute and collect surveys at events and CSAS. Data will be collected, evaluated, and shared with CPSTs.
- › Develop and launch a CPS volunteer survey to evaluate and assess the program for improved engagement with the public and local communities to areas of improvement.

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

**Project Costs:** Funding includes salaries, benefits, supplies, travel expenses, and other operating and indirect expenses. Equipment includes an enclosed trailer.

**Geographic Areas to be Served:** This activity will serve statewide, but will have additional emphasis in currently underserved areas.

### 3.3.2 Activity Name: Safety Education for Child Passenger Seats

Project Agreement No.: NH26402-210

Subrecipient: Department of Motor Vehicles

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Child Passenger Occupant Protection

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$9,000	\$2,250	

### Description

The Vermont DMV Enforcement and Safety Division (ESD) seeks to expand educational opportunities to those in the State of Vermont through outreach activities, working collaboratively with the VDH. With the knowledge and skill set of the ESD's certified CPST, the DMV can increase the availability of the CSAS, providing appointments to Vermonters to ensure that their child seat is properly installed. Members of the Department will work in partnership with the VDH to increase Child Passenger Safety. This will be done through local seat check events, informational events, and the CSAS. Additional outreach will be offered to children of elementary age to instill safety seat and restraint habits early on.

The DMV will partner with civic groups to increase their presence at local events with an overall focus on car seat and occupant safety. Members of the Department will speak at events such as the Kids Fest, Champlain Valley Fair, National Night Out, and Department-hosted educational events to increase overall public awareness about highway safety with an emphasis on educating parents of car-seat aged children. Grant funding will allow an increased presence at these events to provide more community engagement and educational opportunities.

**Project Costs:** Funding includes salaries and travel expenses to the CPS Regional Safety Conference.

**Geographic Areas to be Served:** This activity will serve statewide.

#### 3.3.3 Activity Name: Annual Seat Belt Survey

Project Agreement No.: NH26405B-001

Subrecipient: Preusser Research Group, Inc.

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405B	OP Information System	\$354,204	\$88,551	

### Description

The SHSO will conduct the 2025 (FY26) annual observational survey (required by NHTSA) designed to increase consistency of year-to-year survey results. The Vermont safety belt use survey report for 2024 shows that VT lost 0.5 of a

percentage point, decreasing to 88.4 percent from 88.9 percent in 2023. The Annual Seat Belt Survey is typically performed two weeks after the Buckle Up Vermont/Click It or Ticket mobilization event each Spring. The 2024 (88.4 percent) result is in line with the 2021 (89.2 percent), 2022 (90.4 percent), and 2023 (88.9 percent) seat belt compliance rates but falls below the 90 percent target prescribed by NHTSA. The FY26 survey will utilize the same methods as the 2024 (FY25) survey for consistency.

*Project Costs:* Funding includes contract services.

*Geographic Areas to be Served:* The seatbelt survey will be conducted in NHTSA approved sites throughout Vermont.

### 3.3.4 Activity Name: Click It or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement

Project Agreement No.: NH26402-101-124

Subrecipient: State, County, and Local Law Enforcement

Subrecipient Type: State, County, and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402OP	Occupant Protection	\$1,048,344	\$262,086	\$1,048,344

#### Description

Vermont LEAs have participated in the annual Click It or Ticket (CIOT) day and night national mobilization since 2002. In 2022 Vermont rebranded its seatbelt mobilization to move away from the “Click It or Ticket” tagline and adopted the slogan “Buckle Up: You’re Worth Every Click.” Vermont’s “Buckle Up” campaign still follows NHTSA’s CIOT schedule and is the same mobilization. All available resources have been deployed and supported by use of data to determine areas of low seatbelt usage and locations with high unrestrained crash rates. Most partner agencies have applied for traffic safety supplies or equipment items in their grant applications. Equipment/supply awards are based on need and must be directly

related to improving the efficiency and effectiveness of enforcement projects. Supplies and equipment include, but are not limited to, preliminary breath testing devices, speed measurement devices, safety checkpoint lighting and sign packages, traffic cones, and scene lighting.

Prior to 2020, the number of LEAs participating in High Visibility Enforcement campaigns had reached approximately 80 percent of all Vermont LEAs. Due to the restrictions placed on LEAs during the COVID-19 pandemic and resulting executive/emergency orders, the rate of participation, not surprisingly, decreased. Since then, Vermont has struggled to re-engage some of those LEAs due in large part to chronic staffing issues faced by many, if not most, LEAs. In 2022, Vermont's seat belt usage rate hit a record high of 90.4 percent, though that number dropped to 88.9 percent in 2023 and to 88.4 in 2024. The national seatbelt enforcement campaigns are key to Vermont's Occupant Protection (OP) program. Funding is provided to partnering agencies to engage in OP enforcement, including CPS seat enforcement and education, throughout the year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

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

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

In addition to the Buckle Up Task Force, the LEAs recruit individual LEAs for participation within the agency's own jurisdiction. The VSP, approximately 33 municipal police departments, 11 county sheriffs' departments, and the Vermont DMV's Commercial Vehicle Enforcement Unit all participate in OP enforcement activities.

Vermont continues to host "Border to Border" (B2B) initiatives in collaboration with the States of New York, New Hampshire, and Massachusetts. Vermont will again partner with neighboring states for a press conference, and local high school students from the different states will be invited to participate in a "Battle of the Belts" competition.

The following LEAs receive funding through this grant:

- › Bennington County Sheriff
- › Chittenden County Sheriff
- › Barre City Police Department
- › Vergennes Police Department
- › Department of Motor Vehicles
- › Department of Public Safety
- › Essex County Sheriff
- › Rutland County Sheriff
- › Barre Town Police Department
- › Bennington Police Department
- › Berlin Police Department
- › Hardwick Police Department
- › Manchester Police Department
- › Morristown Police Department
- › Randolph Police Department
- › St. Johnsbury Police Department
- › Wilmington Police Department
- › Winhall Police Department
- › Woodstock Police Department
- › Washington County Sheriff
- › Windham County Sheriff
- › Windsor County Sheriff

Of Vermont's 14 counties, 11 have local LEAs participating in this activity. In 2024, 22 of the state's 25 total unrestrained fatalities (88 percent) and 69 of 77 unrestrained serious injuries (90 percent) occurred in these 11 counties. Additionally, two statewide departments will participate.

**Project Costs:** Funding includes salaries, benefits, mileage, travel expenses, equipment, indirect and training costs.

**Geographic Areas to be Served:** This activity will serve statewide.

### 3.3.5 Activity Name: Highway Safety Conference

Project Agreement No.: NH26405\*E\*-203

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405*E*	Flexed Distracted Driving – Driver Education	\$75,000	\$18,750	

## Description

This activity serves as a placeholder for an in-person one-day Highway Safety Summit. The conference is tentatively planned for March of 2026. The venue is to be determined, but the conference focus will be on general highway safety and safe systems practices. Staff members within the SHSO will establish a conference committee to assist in the coordination and planning of the detailed theme, agenda, and speakers for the summit. The conference will be an opportunity to educate public and private partners on emerging highway safety issues and best practices for educating the public and reducing crashes and fatalities on Vermont's roads.

**Project Costs:** Funding includes contract services, travel expenses, meals, venue, lodging, speaker stipends, and AV services.

**Geographic Areas to be Served:** This activity will serve statewide; however, the venue is to be determined.

## 3.4 Vulnerable Users

### 3.4.1 Activity Name: VDH Vulnerable Road Users Safety Program

Project Agreement No.: NH26405\*E\*-201

Subrecipient: Vermont Department of Health

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405*E*	Flexed Distracted Driving – Driver Education	\$185,860	\$46,465	

## Description

Crashes involving vulnerable road users, including pedestrians, cyclists, and older drivers, remain a persistent and growing concern in Vermont. Despite some progress in reducing emergency department visits related to pedestrian injuries, fatality rates have not improved, and other indicators suggest emerging risks. As one of the fastest-aging states in the nation, the state is experiencing an increase in

crash-related risks for older adults. This trend is driven by a growing older population that has an increased vulnerability in crashes.

In 2024, EMS were dispatched and responded to 7,507 emergency incidents involving roadway-related crashes, including 842 incidents that involved a patient aged 65 years or older, 130 that involved pedestrians, and 48 that involved a cyclist. The Vermont Department of Health (VDH) will build on the current statewide approach to reducing injuries and fatalities for VRUs with the following goals for the coming grant cycle:

### **Coordination, Partnerships, and Expertise**

- › Improve coordination and collaborations with partners, including Vermont Agencies/Programs, other Health Department Divisions, and local communities
- › Continue successful relationship building and partnership coordination
- › Support the program's role as subject matter experts in VRU safety by attending local/national conferences, trainings, and virtual webinars
- › Leverage VDH resources, share safety information and resources through a variety of communication channels, increase programmatic efficiencies, support and amplify the existing work being done by other organizations, and make connections between partners to support better statewide coordination

### **Community Plans**

- › Evaluate and update VRU safety-related material to ensure Vermont communities have access to subject matter experts and countermeasures that work
- › Provide technical assistance for communities to increase their engagement and ensure improvements in VRU safety initiatives
- › Partner with AARP to plan and support walk audits based on community engagement and interest

### **Awareness & Outreach**

- › Continue promoting the Watch for Me VT (vulnerable road users) and Yellow Dot (older driver focused) programs to audiences through activities and outreach channels
- › Collaborate with VTrans to promote the Share the Road campaign
- › Maintain up to date websites that offer a variety of resources including countermeasures that work, data, and communication resources including both digital and print assets
- › Make resources available to community and other partner organizations to increase public participation in highway safety initiatives

Further efforts related to community engagement will include the following:

- › Leverage first responder partners including LEAs and EMS, as well as regional Health Department Office of Local Health colleagues to help identify opportunities for community engagement
- › Increase public participation in shaping the program with countermeasures that work; this increased local connection will support highway safety priorities including behavior-change and community infrastructure planning projects that take into consideration VRUs and their unique safety challenges
- › Track community engagement through several partners, and new opportunities identified and acted upon

*Project Costs:* Funding includes salaries, benefits, office and training supplies, travel expenses, and other operating and indirect costs.

*Geographic Areas to be Served:* This activity will serve statewide, but additional emphasis will be directed towards underserved and overrepresented communities.

### 3.4.2 Activity Name: Bike Safety Education

Project Agreement No.: NH26402-411

Subrecipient: Local Motion Inc

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402DE	Driver Education	\$104,871	\$26,218	

#### Description

Local Motion is a non-profit organization whose mission is to make it safe, accessible, and fun for everyone to walk, bike, and roll in Vermont. Through this grant, Local Motion will address bicyclist fatalities and serious injuries. Two bicyclist fatalities occurred in 2024, making it the worst year for bike fatalities since 2015. While 5-year averages for both fatalities and serious injuries have trended down overall since 2018, both averages have been increasing since hitting lows in 2021.

Local Motion bicycle safety programming will support the achievement of the 2022-2026 Vermont Strategic Highway Safety Plan's objective in the Pedestrians and Bicyclists Critical Emphasis Area, which is a five percent reduction in bicyclist five-

year average fatalities and serious injuries by 2026. It will also support the strategies in the 2023 Vermont Vulnerable Road User Safety Assessment.

Bike Smart addresses bicycle safety among younger Vermonters through implementation of NHTSA Behavior Change Countermeasures “Promote Bicycle Helmet Use with Education” and “Bicycle Safety Education for Children.” Bike Smart is a complete bike skills education program for children aged five and up. It is based on a game-rich bike skills curriculum developed by Local Motion and the Center for Health and Learning and is made possible by a fleet of three 20' trailers, each equipped with everything an instructor needs to teach children how to ride safely and utilize helmets. The trailers include 50 kids' bikes and adaptive kids' bikes, training materials, helmets, tools, and safety handouts for families. Each trailer is delivered to the program site for one to four weeks. Local instructors (typically school or camp staff) run the program after receiving training from Local Motion. Bike Smart includes distribution of helmets and bicycle lights to participating students and the public. Local Motion will perform repairs on the fleet of bikes to ensure that they are in good condition during Bike Smart education courses.

Since 2012, Bike Smart has served over 107,000 children, with over 400,000 hours of training in over 450 programs. Bike Smart has gone to over 130 towns and over 200 schools and camps in all 14 of Vermont's counties. Bike Smart addresses SHSP Bike and Pedestrian Critical Emphasis Area Strategy 4, “Implement and promote educational programs for bicyclists regarding proper equipment and safe riding in traffic including commuter programs and Safe Routes to School,” and Strategy 5, “Improve and promote understanding and education for pedestrians, bicyclists, and motorists on rules of the road and how to properly share the road; include law enforcement in education and outreach efforts.” In FY26, Local Motion expects 10,000 students to receive training through Bike Smart, and the goal is for 70 percent of those students to show improvement in their bike skills following the program. The program's target population is school-aged Vermonters in grades 3 through 8, who will be reached through outreach and coordination with schools, community organizations, and summer camps. Local Motion has developed strong partnerships with these institutions and will continue to build on those partnerships to deliver Bike Smart in FY26. Identified high-risk communities will receive priority scheduling for Bike Smart.

Local Motion will also work to reduce bicycle-related fatalities and serious injuries among adults through targeted bike safety education for both drivers and bicyclists. This education will be primarily delivered through Cycling Skills Clinics, an evidence-based behavior change countermeasure recommended by NHTSA. In addition to improving safety, adult bike safety education also encourages a shift toward bicycling, which NHTSA identifies as a "key substitution strategy" within the Hierarchy of Controls for Traffic Safety.

In FY25, Local Motion staff earned certification through the League of American Bicyclists' Certified Instructor program, allowing the program to deliver Cycling Skills Clinics that meet and exceed national standards. These clinics will be organized and promoted in partnership with local organizations to effectively reach target audiences. In addition, Local Motion will host a League Certified Instructor seminar to expand the number of certified instructors across Vermont, thereby broadening the reach and impact of bicycle education. The statewide network of bicycle advocates will be leveraged to recruit Vermonters interested in becoming Certified Instructors.

To improve safety for all road users, Local Motion will also support Driver's Education instructors in teaching students about laws and best practices related to vulnerable road users, including people walking and biking. While this work will take place statewide, additional emphasis will be placed on Chittenden County due to its higher rates of pedestrian and bicyclist hospitalizations. Collaboration with organizations such as the Vermont Driver and Traffic Safety Education Association (VDTSEA) and local schools will support the delivery of this programming, and Local Motion will regularly update curriculum to ensure it remains current, engaging, and effective.

Local Motion's Commuter Education addresses SHSP Bike and Pedestrian Critical Emphasis Area Strategy 4, "Implement and promote educational programs for bicyclists regarding proper equipment and safe riding in traffic including commuter programs and Safe Routes to School," and Strategy 5, "Improve and promote understanding and education for pedestrians, bicyclists, and motorists on rules of the road and how to properly share the road; include law enforcement in education and outreach efforts." In FY26, the goals for Commuter Education are for 10 Vermonters to receive League of American Bicyclists Instructor Certification through seminars hosted by Local Motion and for at least 96 Vermonters to receive bike safety skills training through Local Motion's League of American Bicyclists Certified Cycling Skills Clinics.

**Project Costs:** Funding includes salaries, benefits, contract services, supplies, travel expenses, and other operating and indirect expenses. Supplies include helmets and safety gear, disinfectants, chalk, bike lights, cones, and other event materials.

**Geographic Areas to be Served:** This activity will serve statewide.

### 3.4.3 Activity Name: Pedestrian Safety Education

Project Agreement No.: NH26405G-001  
Subrecipient: Local Motion Inc

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405G	Non-Motorized Programs	\$30,000	\$7,500	

### **Description**

Since 2018, Vermont has recorded between 19 and 28 serious pedestrian injuries per year. As of 2023, the 5-year moving average for pedestrian serious injuries remains relatively stable at 24 but is trending upwards overall. Through this grant, Local Motion will work to address pedestrian fatalities and serious injuries throughout Vermont by educating young Vermonters on how to walk safely on roadways and distributing reflective safety items to enhance the conspicuity of all Vermonters while walking.

Local Motion's educational efforts will be implemented through the Walk Smart program, which reaches school-aged children with walking safety information. Walk Smart is aligned with NHTSA Countermeasure Elementary-Age Child Pedestrian Training, which is rated with three stars for effectiveness. The Walk Smart curriculum gets students outside and walking and rolling with assistive devices while learning about how to move around their communities safely. This is a course that can be taught by school staff and requires very little equipment. Local Motion staff will primarily focus on promoting the program, communicating with and training educators, updating the curriculum, and providing resources such as reflective safety gear for instructors to distribute to students.

Local Motion staff will also be available to occasionally teach courses. Distribution of reflective safety items to the public will occur at events throughout the state and will be combined with safety education through dissemination of materials and engagement with methods such as Local Motion's Wheel of Safety bike/pedestrian safety quiz game. This work is aligned with NHTSA Countermeasure Conspicuity Enhancement, which has a two-star rating for effectiveness.

**Project Costs:** Funding includes salaries, benefits, supplies, and other operating and indirect expenses. Supplies include reflective gear and printed materials.

**Geographic Areas to be Served:** This activity will serve statewide.

## 3.5 Distracted Driving

### 3.5.1 Activity Name: VSP and Local LEA Distracted Driving Enforcement

Project Agreement No.: NH26405E-104-125

Subrecipient: State, County, and Local Law Enforcement

Subrecipient Type: State, County, and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405E	Distracted Driving Law Enforcement	\$942,206	\$235,552	

#### Description

LEAs will engage in enforcement to reduce distracted driving through a mix of high-visibility enforcement and spotter patrols combined with ongoing patrolling activities. LEAs will focus on areas and time periods identified as having high distracted-driving crash rates, as well as areas with vulnerable road users (VRUs), such as work zones and school zones.

*Project Costs:* Funding includes salaries, benefits, travel and training, indirect costs, and mileage.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.5.2 Activity Name: Annual Distracted Driving Survey

Project Agreement No.: NH26405\*E\*-204

Subrecipient: Preusser Research Group, Inc.

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405*E*	Flexed Distracted Driving	\$150,000	\$37,500	

### ***Description***

Preusser Research Group, Inc (PRG) will oversee a distracted driving observational survey to evaluate the use of handheld devices, Bluetooth, or manipulation of a device on Vermont roadways. This survey will be performed in an agreed timeframe that will remain consistent year-to-year. PRG will compile and analyze the survey data and provide comprehensive narrative reports summarizing all activities undertaken for the observation surveys, identifying any differences among regions, vehicle types, gender, days of the week, types of distraction, time of day, and drivers. The Distracted Driving Survey will be a full statewide survey and should be administered, and where appropriate be reported, in a similar methodology to the NHTSA Uniform Criteria for State Observational Surveys. Additionally, PRG will conduct a portion of observations within school zones and work zones to understand frequency of distraction in those locations relative to other locations.

***Project Costs:*** Funding for this activity will cover contract services and related expenses for conducting the distracted driving survey.

***Geographic Areas to be Served:*** This activity will serve statewide (specific observation locations TBD).

## **3.6 Motorcycle Safety**

### **3.6.1 Activity Name: Vermont Rider Education Program (VREP)**

Project Agreement No.: NH26405F-000

Subrecipient: Department of Motor Vehicles

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Motorcycle Rider Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405F	Motorcycle Safety and Training	\$23,150	\$5,788	

## ***Description***

Single-vehicle motorcycle crashes are often the result of the operator being under the influence or riding above their skill level. Motorcycle safety training provides new and experienced riders with the knowledge base to operate on the public roadways with an awareness of the risks involved in riding and measures they can take to minimize those risks.

Topics covered in all courses offered in the state of Vermont include the consequences of mixing drugs and alcohol with motorcycle operation, the importance of personal protective gear in increasing conspicuity and reducing the severity of injury when a crash does occur, and the development of skills and awareness of personal skill-level along with strategies to keep risk level in alignment with level of skill.

In 2025 in collaboration with the Vermont SHSO, the DMV's Enforcement and Safety Education Unit created a public information campaign designed to inform the target demographics of the risks and rewards of riding, increase awareness of the availability of training and education for new and experienced riders, and to encourage experienced riders already possessing a safety mindset to become leaders in the community by becoming Rider Coaches.

Funding will support the knowledge and infrastructure needs of this program so it is able to continue offering motorcycle education to VT residents, reducing costs and making it more accessible to all riders.

The VREP will have basic rider courses available for approximately 1,200 participants, intermediate courses for 144 participants, and advanced courses for 60 participants during the motorcycle training season, representing a significant increase in the number of intermediate and advanced courses available from previous years. This is crucial to addressing the high fatality rates of riders over 50, who are often returning to motorcycling after long periods of not riding.

***Project Costs:*** Funding will cover contract services, travel expenses, and supplies including helmets.

***Geographic Areas to be Served:*** Locations where motorcycle safety training is offered during the grant period are listed in Appendix E.

## 3.7 Young Driver

### 3.7.1 Activity Name: Local Law Enforcement Community Education Programs

Project Agreement No.: NH26402-205-209

Subrecipient: County and Local Law Enforcement

Subrecipient Type: County and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$278,105	\$69,526	\$278,105

#### Description

Selected LEAs will implement local education programs focused on community traffic safety awareness. LEAs will work with youth and adults to reduce distracted, aggressive, and impaired driving and to increase occupant protection use as identified in the SHSP.

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

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

Use of funds requested in this grant include:

- › Travel to and from schools for driver education classes and bike rodeos, impaired driving summit, simulator transportation.
- › Attendance for up to four attendees to both LifeSavers and TSI classes.
- › Supplies: pens, pencils, markers, chalk, signs, helmets, sanitation material for simulators, instructional materials.

- › Equipment: laptop computer with current operating system, traffic cones, traffic signs, replacement equipment as needed like speakers for educational presentations.
- › Training of Child Passenger Safety Technicians to assist in the Car Seat Assistance Station at local events.

**Project Costs:** Funding includes salaries, benefits, mileage, supplies, travel and training.

**Geographic Areas to be Served:** This activity will serve Rutland, Chittenden, Windham, Windsor, Franklin, Lamoille, and Grand Isle counties.

### 3.7.2 Activity Name: Vermont State Police Traffic Safety Education Programs

Project Agreement No.: NH26405\*E\*-202

Subrecipient: Department of Public Safety

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405*E*	Flexed Distracted Driving – Driver Education	\$97,500	\$24,375	

#### Description

In 2024, Vermont continued to see high fatality rates of impaired driving (>60 percent), unrestrained operator (52 percent), and speed-involved crashes (51 percent). These are above the national average, and speed-related fatalities saw a significant rate increase from 2023. When it comes to fatal DUI events, the chemical is often drugs other than alcohol. Annually, cannabis use is attributed in more than a quarter of fatal crashes, while the perception of harm around cannabis use and driving/riding among youth is decreasing.

The VSP Traffic Safety Strategic Plan involves purposeful application of NHTSA's DDACTS 2.0 emphasizing High Visibility Engagement during enforcement operations. It also puts more emphasis on a balance of Education and Enforcement. This program seeks to encourage and emphasize the best practices for safe driving and empower members of the public via community engagement, motor vehicle

work, in pre-license programs, at point of health care, and via mass marketing campaigns to be ambassadors of crash deterrence.

VSP will continue engaging two co-occurring projects in FFY2026 to directly impact the concerns evidenced in the data described above.

- › Traffic Safety's Strategic Plan re-write requires elevated training for road members related to impacting the motorist in more purposeful ways for future deterrence. VSP has presented this training to all Troopers who intend to work under the highway safety grants. This grant will allow this training to continue to expand and be offered to Troopers who have not yet completed the training.
- 3. Creation of an Administrative Guide and standardized curricula for driver's ed and youth programs and train-the-trainer. Currently, driver's ed programs are offered casually at a local level. This program seeks to enhance the quality and credibility of these presentations by improving consistency in material and trainer ability. VSP will use its existing network of VDTSEA teachers and local connections to advertise this enhancement. Media will be used to advertise and announce the enhancement. One goal of this program is to directly impact the youth perception of harm surrounding cannabis.

VSP will utilize the funding to provide direct resources to communities with no local law enforcement that have a need for driving education. The VSP will reach out through educational trainings at schools, provide resources to towns with a traffic safety problem and train local leaders, and use social media to push traffic safety messages. Areas of focus from previous years have shown a decrease in crashes, a trend the VSP hopes to continue in the coming grant cycle.

***Project Costs:*** Funding includes salaries, educational supplies, and travel expenses for conference attendance.

***Geographic Areas to be Served:*** This activity will serve statewide.

### **3.7.3 Activity Name: Summer Summit for Driver Educators**

Project Agreement No.: NH26402-402

Subrecipient: Department of Motor Vehicles

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402DE	Driver Education	\$11,950	\$2,988	

### ***Description***

The most effective way to reduce serious crashes involving younger drivers (20 and under) is through education. When done properly, education is a powerful deterrent to crashes that result in fatalities and serious injuries.

The number one priority of this activity is to reduce unsafe driving on Vermont roadways. Vermont driver training schools and instructors are a vital part of state highway safety strategies. The education they provide for new and future drivers is important and will save lives. The focus of the Summer Summit is to give driver educators an opportunity for professional development, improve their knowledge of state and national statistics and initiatives, learn from speakers who are experts in their fields to update their classroom and in-vehicle curriculums. This in turn will create a better learning experience for young drivers who take a driver's education course.

All participants are provided with a conference evaluation and asked to rate each presentation. They are prompted to provide feedback on activities, materials provided, and meals. They are also asked for suggestions and topics of interest for future Summer Summits, helping this activity to continue improving each year. The annual day-long conference is held in August and will provide eight hours of professional development for driver educators related to traffic safety.

***Project Costs:*** Funding includes contract services including the venue and speakers, travel expenses, and office supplies.

***Geographic Areas to be Served:*** This activity will serve statewide.

### **3.7.4 Activity Name: Vermont Highway Safety Alliance**

Project Agreement No.: NH26402-403

Subrecipient: Vermont Highway Safety Alliance

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402DE	Driver Education	\$305,900	\$76,475	

### ***Description***

The Vermont Highway Safety Alliance (VHSA) has prioritized the following goals for the FY26 grant cycle based on recent national and statewide trends in traffic fatality data. Prioritization is driven by the proportion of fatalities, demographic vulnerability, and opportunities for measurable impact through targeted outreach.

- › **Impaired and Unbelted Driving** – Community Engagement Road Show (up to 40 events)
 

Unbelted occupants accounted for 52 percent of Vermont passenger vehicle crash fatalities in 2024 (down from about 60 percent in 2023), while driver impairment was present in roughly 60 percent of fatal crashes for both years. These two risk factors remain the most persistent contributors to serious injury and death on Vermont roads. The Community Engagement Road-Show targets high-fatality counties with interactive simulations and pledge-based learning, tactics grounded in behavior-change theory and proven traffic-safety education practice.

Priority Populations: Rural male drivers (especially ages 25–54), who statistically have the highest rates of impaired and unbelted driving.
- › **Young Drivers** – Campus High-Risk Age Outreach & Driver's Ed Trainings (up to 11 events)
 

Drivers aged 18–25 continue to be significantly overrepresented in both crash and serious injury data. In 2025 alone, four young driver fatalities occurred, constituting over 21 percent of all deaths. High-risk behaviors among this group, especially distracted, drug-impaired, and unbelted driving, necessitate a dual intervention approach: educational outreach on campuses and DMV-compliant driver's education bootcamps.

Priority Populations: College-aged males, especially in rural or commuter institutions.
- › **Speeding and Risk-Taking Behavior** – Motorsports Track Events (up to three venues)
 

Speed contributes to over a quarter of major crashes and remains a persistent challenge. Motorsports audiences overlap demographically with high-risk groups, providing a unique chance to intervene with safety messaging and simulation in a context that resonates with participants.

Priority Locations: Southern Vermont counties and rural roadways where speed-related fatalities are elevated.

› **Motorcycle Safety** – Rallies & Ride Events (up to five events)

Motorcycles were involved in an average of 44 annual fatalities and serious injuries from 2019-2023, representing an increase in major crashes. Sustained outreach is needed to keep trends down. Engaging this mobile and dispersed community during organized rides maximizes message exposure and preempts risk escalation during peak riding months.

Priority Populations: Adult male riders aged 35–60.

› **Teen Distraction** – High-School PSA Contest

Although teen-involved fatal crashes have been limited, the national trend and prior years' data on Vermont show a vulnerability to distraction and inexperience. The PSA contest builds engagement and peer-led learning, with a relatively low cost and high message spread via social platforms.

Priority Populations: High school juniors and seniors, particularly those in rural counties.

› **Statewide Awareness** – Digital Media & E-Newsletter

Digital channels enable cost-effective, scalable awareness that reinforces all campaign areas. While not behaviorally transformative on their own, digital and earned media campaigns extend the impact of in-person interventions and maintain visibility throughout the year.

Priority Targets: General public, stakeholders, and partner networks for amplification.

› **Governance & Evaluation** – Advisory Meetings & Reporting (six stakeholder/advisory meetings and 12 Executive Board meetings)

Internal accountability mechanisms are essential for adjusting strategy in real time and justifying continued investment. While not public-facing, governance ensures resource efficiency and compliance with funding guidelines.

Priority Role: Supports all projects and sustains long-term programming

***Project Costs:*** Funding includes contract services, outreach supplies, indirect costs, other operating and travel expenses.

***Geographic Areas to be Served:*** This activity will serve statewide.

### 3.7.5 Activity Name: Safe Drivers Win Every Time

Project Agreement No.: NH26402-404

Subrecipient: Vermont Principals Association

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402DE	Driver Education	\$450,000	\$112,500	\$450,000

#### *Description*

Through a strategic partnership between the Vermont Principals' Association (VTPA), and the contracted vendors, Teall Properties Group (TPG) and Alliance Highway Safety, this activity will lead the implementation of a comprehensive youth traffic safety initiative. The FY26 program directly addresses a critical need: from 2018 to 2022, drivers aged 20 and younger were involved in 11 percent of all fatal crashes in Vermont, and between 2019 and 2023, they accounted for eight to 13 percent of all traffic fatalities. Notably, drivers under the age of 25 were involved in 28 percent of fatal and serious injury crashes, despite representing just 15 percent of the state's population. Additionally, speeding was a contributing factor in 34 percent of fatal crashes involving young drivers during the 2018–2022 period.

For the past three years, the VTPA and TPG have incorporated "Traffic Safety is a Team Sport" into every high school sports championship by using unique and powerful PSAs, live reads during streamed events, and web ads on the most popular sport pages at VPAOnline.org, digital program placements, social media, and more. Moving into FY26, the VTPA and TPG will update the campaigns to have timely, sport-specific messaging while continuing to overlay the "Traffic Safety is a Team Sport" messaging for consistency. These updates include:

- › October: "Keep the Speed on the Course" (Cross Country) and Teen Driver Safety Week
- › November: "Don't Fumble Your Future--Don't Text and Drive." (Football), "Make the Smart Play, Buckle Up" (Soccer, Volleyball, Football)
- › December through March: "One Shot to Make It Home -- Obey Speed Limits" (Basketball and Ice Hockey)
- › April through June: "Strike Out Distractions. Drive Focused." (Baseball and Softball), "Keep the Speed on the Track" (Track and Field)

For all sports not listed, the "Safe Drivers Win Every Time" and "Champions Drive Safely" slogans will be used.

The VTPA will identify key matchups in State Championships and provide impactful signage to the State Champions to be used in team photos. The key matchups may include those between "rival" schools, and the VTPA will identify matchups between schools in vulnerable areas (i.e. schools along Route 105, schools in Orange County, etc.). Staff from the SHSO and/or LEAs will be invited to State Championship events to hand out awards and medals. This provides an opportunity for connecting with the young drivers at one of the pinnacle times in their athletic careers.

Alliance Highway Safety will play a key role in the program and will complete the following:

- › Choices Matter High School Project: Alliance has created a highway safety presentation tour that includes up to 25 highway safety presentations to high school students across the state. The tour includes all driver safety messaging, interactive displays, simulators, physically providing schools with materials for school and home distribution, and a toolkit for schools to use to promote safe driving, too. Schools will be prioritized based on the problems identified above.
- › In-School Messaging: Alliance will provide up to 25 high schools with materials to promote highway safety messages within the schools throughout the school year. The materials will provide students with professional looking items such as: table covers, tabletop displays, and posters to deliver peer-to-peer messaging. The displays will be focused on occupant protection, impaired driving, and distracted driving.
- › Safe Roads Challenge: Alliance will partner with TrypScore to create a statewide Safe Roads Challenge. TrypScore is an app that allows users to earn rewards and prizes which reinforce safe driving habits.
- › Rule the Road: Alliance will facilitate the administration of at least one Rule the Road event held in the state providing teens with hands-on driving training. This event focuses on teens aged 15-18 who are about to, or have recently received, their driver's license. Rule the Road gives teens the unique opportunity to learn and practice skills they need to keep themselves safe behind the wheel. Alliance will aim to host the event in a targeted county/community where data the need for an event focused on driver safety.
- › School and Middle School Outreach: In partnership with TPG and the VTPA, Alliance Highway Safety will set up an interactive table display at 50 selected high school and middle school sporting events throughout the year to engage parents and students with the highway safety message. Events will be targeted

in areas of need, with high attendance of young drivers, and with a high amount of young, male participants (i.e. football, wrestling, track and field, etc.).

- › Elementary School Curriculum/Messaging Kits: In coordination with the VTPA and the SHSO, Alliance will create and produce a starter elementary school curriculum packet and/or kits for schools throughout the state that highlight safety habits such as seat belt use and pedestrian safety to younger students. Schools within the identified counties of need that are disproportionately represented in the crash data will be prioritized. When these students become young drivers in the future, this training will provide a good foundation of already-established safe driving behaviors.

*Project Costs:* Funding for this activity includes contract services and indirect costs.

*Geographic Areas to be Served:* This activity will serve select high schools in Vermont.

### 3.7.6 Activity Name: Rutland County Highway Safety Education

Project Agreement No.: NH26402-405

Subrecipient: Rutland City Public Schools

Subrecipient Type: Public Schools

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402DE	Driver Education	\$13,000	\$3,250	

#### Description

Rutland City Public Schools will continue providing “virtual driver training” using driver simulation and existing highway safety resources. This creates a safe environment for students to learn the dangerousness of impaired and distracted driving, as well as promoting seatbelt use. Educators will learn methodologies that meet the demands of generations currently served, specifically, the ability to access references and resources electronically, to take advantage of simulation learning initiatives, and to employ modern technology during these educational classes that will be offered county-wide.

Students involved in the Public Safety Program at Rutland's Stafford Technical Center will be assigned an internship to assist with this proposed project and continue ongoing efforts to facilitate education on the new driver simulators and their use. For each of the school months an event will be identified to work on and track data on simulator use. The number of students served will be tracked, and pre- and post-course surveys will be distributed for each course and used to determine learning and changes in student behavior.

Opportunities for community engagement within this program will include summer camp events, school functions, and parent-teacher conferences.

**Project Costs:** Funding for this activity includes one distracted driving simulator and associated software.

**Geographic Areas to be Served:** This activity will serve Rutland County.

### 3.7.7 Activity Name: Brattleboro Area Adult Driving Academy

Project Agreement No.: NH26402-410

Subrecipient: BAADA

Subrecipient Type: Not-for-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402DE	Driver Education	\$10,000	\$2,500	

#### Description

This is a pilot activity to form a comprehensive educational initiative between the Windham County Sheriff's Enhanced Driver Safety Program (EDSP) and the Brattleboro Area Adult Driver Academy/Brattleboro Immigrant Driving Academy (BAADA/BAIDA). Both younger and older drivers are overrepresented in crash data; in 2023, teen drivers (15-17) made up three percent of Vermont's driver population but were operators in seven percent of crashes, young adult drivers (18-25) made up nine percent of the driver population and 23 percent of operators in crashes, and older drivers (65+) made up 29 percent of the driver population and 38 percent of operators involved in fatal crashes.

There is currently a lack of availability of driver's education classes for adult drivers in Windham County. The Windham County Sheriff's Department began working with the Community Asylum Seekers project in Brattleboro in 2024 to offer adult documented immigrants driver safety lessons and simulator training. However, there is no local opportunity for adult behind-the-wheel training, as the two driver training schools in the Brattleboro area are at-capacity with teen drivers.

BAADA/BAIDA was established to provide an opportunity for driver training for Brattleboro adults, who cannot use Vermont's high school driver's education programs.

BAADA/BAIDA is a not-for-profit educational institution committed to providing underserved adult clients with driver safety lessons, simulator training, behind-the-wheel training, and a baseline of highway safety knowledge and driving skills that will support the pursuit of obtaining a Vermont Driver's License. A driver's license is crucial to securing housing, food, and job security for many underserved community members. BAADA / BAIDA will work with adult and documented immigrant clients in the Brattleboro Area in Windham County to ensure that, regardless of their ability to pay for services, they receive driver training, driver instruction, and administrative support so they can test for and obtain a Vermont Driver's License. As of June 5, 2025, BAADA/BAIDA is a VT-licensed driving school (Driving School License NO: 264).

*Project Costs:* Funding for this activity includes contract services.

*Geographic Areas to be Served:* This activity will serve the Brattleboro area.

### 3.7.8 Activity Name: Highway Safety Program Coordinator - Education

Project Agreement No.: NH26402-400

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402DE	Driver Education	\$10,000	\$25,000	

### **Description**

Program coordination is provided by VTrans staff members who ensure SHSO policies are followed, enforcement strategies are effective, and awardees are compliant with best practices. The SHSO in-house staff provide the specific subject matter areas of expertise, to include Occupant Protection, Distracted Driving, Impaired Driving, Law Enforcement (DUI) and Education Outreach programs. The coordinators review grant documents and ensure that financial transactions are properly filed, documented, and accurately reported. Program coordinators use GEARS to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development, and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits.

*Project Costs:* Funding includes salaries, benefits, fringe, travel, and training.

*Geographic Areas to be Served:* This activity will serve statewide.

## **3.8 Traffic Records**

### **3.8.1 Activity Name: TRCC Program Coordinator**

Project Agreement No.: NH26402-000

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PA	Program Administration Projects	\$150,000	\$150,000	

### **Description**

An SHSO staff member coordinates the Traffic Records Program with the TRCC Chair. The coordinator:

- › Interfaces with SHSO staff to track grant invoices, reports, and grant status of grantees
- › Oversees activities and deadlines for the annual Section 405 grant application
- › Interfaces with TRCC Consultant
- › Assists Consultant in the annual update of TRCC strategic plan
- › Works in collaboration with TRCC Chair
- › Take notes for TRCC meetings and posts them to the TRCC SharePoint site
- › Maintains TRCC records and correspondence including annual project applications for funding
- › Monitors contract for/work of TRCC Consultant

*Project Costs:* Funding includes salaries, benefits, fringe, and travel expenses.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.8.2 Activity Name: TRCC Consultant

Project Agreement No.: NH26402-301

Subrecipient: TBD

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402TR	Traffic Records	\$125,000	\$31,250	

#### Description

LexisNexis Coplogic Solutions, Inc. currently serves as the TRCC consultant for Vermont. An RFP for the FFY26 contract is complete.

The TRCC Charter identifies a TRCC Chair and Coordinator. The TRCC consultant assumes the following responsibilities: scheduling and calling to order the TRCC meetings; providing meeting agendas and reviewing meeting notes; interfacing with SHSO staff, Federal partners, and any current TRCC consultants or project managers; monitoring annual update of TRCC strategic plan; publicizing traffic records efforts for other internal (SHSP) and external partners; scheduling strategic direction and system information updates from member agencies; and facilitating the TRCC Assessment.

The TRCC consultant will continue the development of a Vermont Traffic Records strategic planning document that the SHSO, traffic records data system managers, and other highway safety stakeholders can use to drive system improvements.

These improvements will aim to enhance data driven decision-making and to aid highway safety analysts in their goal of reducing deaths and injuries on state roadways. The task includes facilitating approximately nine Traffic Records strategic planning workshops under the auspices of the SHSO and the State of Vermont TRCC. The consultant will use previous NHTSA Traffic Records Assessment results to identify areas for improvement and will collaborate to develop goals for improvements to the data systems. The workshop participants will define the strategies to achieve the goals, as well as the expected improvement outcomes.

The consultant will also continue to develop a Vermont Traffic Records inventory document that will act as a consolidated reference for the Vermont Traffic Records Data Systems. The component systems of the Vermont Traffic Record Data Systems are the crash, citation, driver, vehicle, roadway, and injury surveillance data systems. Injury surveillance systems include the EMS Run Reports, Emergency Department, Hospital Discharge, and Vital Records data systems.

The Traffic Records inventory document will include the following information (as available) from the various traffic records data systems:

- › Purpose of the Traffic Records Inventory
- › Traffic Records Data Systems Overview (Diagram, Diagram Description, and Intra-system Interfaces)
- › Data Systems (per entity)
- › Data System One (e.g., Crash)
- › System Description
- › System Architecture
- › Database Software
- › Web Server
- › Development Technology
- › Interfaces
- › Roadway Interfaces
- › Data Governance
- › System Owner (agency, POC)
- › Data Access Policies
- › Types and Numbers of Users

- › System documentation (includes Title, Agency, POC, Data of Last update, Document Hyperlink: (or where available), and Document Summary/Description)
- › User Manuals
- › Operation Manuals
- › Data Dictionary
- › Published Data Schema

*Project Costs:* Funding includes contract services.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.8.3 Activity Name: AOT Crash Data Reporting System

Project Agreement No.: NH26405C-700

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405C	Traffic Records Improvements	\$204,000	\$51,000	

#### Description

The online data entry system for law enforcement crash reporting and the VTrans legacy data records system require periodic upgrades and improvements based on federal and local needs. Priorities for the FFY 2026 cycle include the following:

- › Update the Uniform Crash Report using the newest Model Minimum Uniform Crash Criteria (MMUCC) – version 6 was released in 2024, but Vermont is currently mapped closest to version 4.
- › Establish a Memorandum of Understanding or Data Use Agreement between VTrans and the Department of Health to enable the integration of SIREN and Web Crash systems to enhance the accuracy and utility of crash data.
- › Develop an engineering database for VTrans that includes all necessary fields and allows for the identification and correction of errors and omissions in crash data.

- › Enhance roadway data within Web Crash by collecting additional data that has not been previously captured in a crash report.
- › Assign intersection numbers (node IDs) to crash data in Esri to enable more accurate location data for intersection crashes.
- › Create a Crash Reporting Client that supports offline work to allow law enforcement officers to collect and input crash data in areas with limited or no internet connection.
- › Enhance the Web Crash Data Dictionary by making it more robust and standardized to improve data quality and support more accurate and efficient data integration, validation, and analysis across traffic records systems.

Additionally, the TRCC Chair will attend the 2026 Traffic Records Forum. This conference will provide an opportunity to learn what other states and communities are doing to address highway safety issues, and practices and technologies for crash data collection and analysis

*Project Costs:* Funding includes contract services and travel expenses.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.8.4 Activity Name: Statewide Incident Reporting Network (SIREN)

Project Agreement No.: NH26405C-701

Subrecipient: Vermont Department of Health

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405C	Traffic Records Improvements	\$497,320	\$124,330	

#### Description

Vermont's Statewide Incident Reporting Network (SIREN) is used by Vermont-licensed ambulance and first response agencies to document EMS incidents.

SIREN data shows that EMS responded to approximately 7,500 motor vehicle-related crashes last year. Approximately 5,000 motor vehicle crash records had the

injury field documented, and over half of those crashes had an injury reported and documented in SIREN.

SIREN captures prehospital incident data on initial and final patient acuity and numerous injury-related data fields, but more work is needed to better understand the influences affecting these higher fatality values in Vermont and contributing factors on motor vehicle-related injuries. By pursuing data sharing opportunities that integrate motor vehicle-related fatality and injury data across multiple systems, road safety stakeholders – AOT, law enforcement officials, EMS, and injury prevention programmers – can work together to improve crash documentation practices, system improvements and integrations for more accurate data, as well as improving crash-related trauma outcomes. Data integration can be particularly beneficial to help streamline limited traffic safety and data resources and improve capacity at the state and local level to curb the trajectory of crash fatalities and injuries.

Shortcomings in smart data analysis, data connections between state agencies, and data hygiene practices are all priorities that need to be addressed to improve Vermont's data collection and analysis around motor vehicle injuries and fatalities. Currently, most MVC data systems in Vermont exist independently from one another with no effective means of integration. Determining data elements of interest for injury surveillance, determining the procedural and legal processes, and technical needs for data integration are some of the first steps in creating a data integration program that will help inform strategies to reduce motor vehicle crash-related injuries and deaths.

The EMS data manager will continue to pursue analytical tools accessible to the VDH to evaluate data from SIREN as well as other relevant and available data systems (such as vital records death data). Key findings will be disseminated to partners on a regular basis to inform fatality and injury prevention efforts relating to motor vehicle crashes. The EMS data manager also plans to work with state EMS policy makers and leadership to develop measures to improve data hygiene for higher fidelity data. Through EMS leadership and practitioner engagement, focusing on the importance of quality and timely data submission through data products, training, and state EMS office policy updates, motor vehicle crash data will continue to improve in SIREN.

Emergency Medical Services play a critical role in reducing injuries and fatalities on roadways. Based on NHTSA recommendations, the EMS Data Manager will collaborate with partners to pursue data sharing opportunities to help identify and measure risk factors present in motor vehicle crashes, as well as continue to promote documentation best practices in the EMS community to ensure high quality, timely, and accurate prehospital data are entered into the state's ePCR system, SIREN. In the coming grant cycle, VDH will hold regular meetings with AOT

and Agency of Digital Services partners to solidify the data elements of interest from various datasets, work with stakeholders to identify a data sharing platform, and create a guidance document that includes defining data security and privacy policies.

Successful data integration between the Agency of Transportation and the Health Department can ultimately enable analysis of the relationships among contributing crash factors, interventions, outcomes, and impacts. With progress on the integration of different data systems the data team analysis can begin with factors of the crash itself reported by law enforcement and initial injury assessment performed by EMS through hospital admission and death data. As a result, this data will ultimately have the capacity to inform and lead highway safety programs aimed at reducing economic losses, injuries, and traffic fatalities.

SIREN's crash data is only as good as the data being entered by EMS practitioners. Therefore, a continued priority of the EMS data manager is improving prehospital data collection, quality, and timeliness through grant deliverables such as documentation and report writer training, reviewing existing data guides at the Health Department that impact how EMS data enters and leaves the system, and the creation of documentation best practices guidance that will be distributed to all Vermont-licensed EMS practitioners. The EMS data manager will continue to make documentation trainings a priority and will increase the total number of trainings offered to EMS districts in the next grant period. Documentation trainings will be offered in both a virtual and in-person format, and additional work will be done with the division's information director and state EMS training administrator to make the virtual trainings more accessible and available for EMS continuing education credits.

***Project Costs:*** Funding includes salaries, travel expenses, and other operating and indirect costs such as ImageTrend software and support.

***Geographic Areas to be Served:*** This activity will serve statewide.

### **3.8.5 Activity Name: Collection of Roadway Roadside Feature Data Elements for Safety Analysis**

Project Agreement No.: NH26405C-702

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405C	Traffic Records Improvements	\$92,000	\$23,000	

### Description

The 2022-2026 SHSP identified lane departure crashes, defined as a crash that occurs after a vehicle crosses an edge line or center line, or otherwise leaves the traveled way, as a critical emphasis area for targeting crash reductions in order to significantly reduce fatal and serious injury crashes in Vermont. The SHSP reported that lane departures accounted for over 70 percent of fatal and serious injury crashes, and 2024 crash data show that lane departure crashes continue to account for the majority of fatalities (96 percent of all fatal crashes in 2024, up from 82 percent in 2023). A further look at the data indicates that of all fatal and serious injury lane departure crashes in Vermont, 90 percent are run off road crashes, of which 65 percent are fixed object crashes.

The risk-based network screening method is typically used to best identify where to deploy countermeasures. The method depends on identifying risk factors correlated with lane departure crashes. VTrans recently applied this methodology and using available data elements, performed the risk-based network screening of lane departure crashes to identify areas of primary risks. There is additional information about roadside features that, if available, could be used to enhance the risk-based analysis to better identify primary risk areas. Recent research from the Utah Department of Transportation has shown that the frequency and severity of crashes decreases as the steepness of side slopes decreases and as the width of clear zone and distance from rigid objects increases.

In order for VTrans to better characterize and identify primary and high priority locations where lane departure crashes are likely, and since run off road crashes and fixed object crashes represent large proportions of documented lane departure crashes, additional roadside risk-factors known to be correlated with run off road crashes must be included in the screening analysis process. Roadside feature elements pertaining to rigid obstacles (distance), side slopes (steepness) and clear zone (width) are known to be correlated with run off road crash and severity rates. These elements are, however, missing from the VTrans roadway data file.

To address this deficiency, a consultant will be hired to collect and characterize roadside safety data elements including:

- › Clear Zone Classification (distance from edge of road)

- › Side Slope Classification (gentle, moderate, steep)
- › Rigid Object Detection (type and distance from edge of road)
- › Guardrail (type, begin and end)

*Project Costs:* Funding includes contract services.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.8.6 Activity Name: Workflow Development for the Automated Capture of Horizontal Curve Data Elements from DGN Files

Project Agreement No.: NH26405C-703

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405C	Traffic Records Improvements	\$40,000	\$10,000	

#### Description

As described in Activity 3.8.5, lane departure crashes account for most serious crashes in Vermont. Crash data further indicates that 52 percent of lane departure crashes on rural roads are occurring on horizontal curves in roadways, despite horizontal curves making up only a small proportion of all road miles. Therefore, these curves are a primary focus facility type when performing risk-based network screening for lane departure crashes.

Improving the existing data on highway horizontal curves would lead to better identification of primary risk areas when conducting screenings. There are two databases currently available with information on these curves, one generated from roadway centerline data approximately 10 years ago, and the other based on engineered project plans. The first dataset has several deficiencies that make analyzing the data more difficult, and the second dataset, while providing higher quality data, has a significant backlog of projects waiting to be incorporated as data must be manually extracted from PDF project plans.

This project will develop an automated process to extract data from digital project plans in DGN format and design a workflow leveraging one or more of the primary software programs used by VTrans (including Esri, Bently MicroStation, and FME).

*Project Costs:* Funding includes contract services.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.8.7 Activity Name: Electronic Citation (E-Ticket) Consultant

Project Agreement No.: NH26405C-705

Subrecipient: TBD Vendor

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405C	Traffic Records Improvements	\$400,000	\$100,000	

#### Description

E-Ticket was a pilot based on the implementation proposal in the 2012 Master Business Plan. By the end of March 2022, E-Ticket was deployed and utilized by 47 of the State's 90 agencies. While E-Ticket had been administered through a TRCC grant with the Department of Public Safety (DPS), DPS did not renew the application to continue the program in FFY2023. The SHSO proposes to manage and expand the program through funding of a Vermont Highway Safety E-Ticket Coordinator as a consultant position to encourage and facilitate participation in the Vermont E-Ticket program with the goal of increasing E-Ticket adoption and usage by Vermont law enforcement agencies. The coordinator will assist Vermont's agencies with adopting and fully utilizing the eTicket module within the Valcour law enforcement records management system. The coordinator will provide guidance on hardware and software requirements, assist agencies with applying for grants, and fulfilling grant obligations and requirements. The coordinator will liaise with local LEA and State Information Technology (IT) personnel to ensure that all IT infrastructure is set up and configured for successful E-Ticket deployment and use. Since IT resources are limited, the coordinator will field questions related to E-Ticket and forward issues to appropriate group (e.g., IT, DPS, vendor). Additionally, the

coordinator will host virtual meetings to provide E-Ticket guidance and training, and document feedback from LEAs.

*Project Costs:* Funding includes contract services.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.8.8 Activity Name: DUI Tracking System

Project Agreement No.: NH26405C-704, NH26405D-025

Subrecipient: VTrans/Agency of Digital Services

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Build One Statewide Data Collection Repository

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 405C	Traffic Records Improvements	\$313,548	\$88,551	
Section 405D	Information Systems	\$300,000	\$75,000	

#### Description

The State of Vermont has multiple repositories for impaired driving data that is siloed at their respective agencies. Some of this data is entered by hand into documents that are built by novice computer users and are not very dynamic. The creation of a Data Collection Repository that collects information from the Department of Public Safety (VFL and VSP), VTrans FARS, Law Enforcement CAD systems (Valcour), DMV Licensing and Registrations, DRE evaluation information, States Attorneys and Sheriffs, Court Administrators, Judicial Bureau, Treatment, etc. would be highly beneficial to track DUIs from cradle to grave. This is also a recommendation of the ARIDE, SFST, DRE assessment that was conducted in June of 2025.

*Project Costs:* Funding includes contract services.

*Geographic Areas to be Served:* This activity will serve statewide.

## 3.9 Planning and Administration

### 3.9.1 Activity Name: SHSO Planning and Administration

Project Agreement No.: NH26402–000, –002-003, NH26164–000, –002

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: Yes

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PA	Planning and Administration	\$901,322	\$901,322	
Section 164PA	Planning and Administration	\$63,607		

#### **Description**

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

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

- › Personnel

Salaries and related expenses for:

- › Program Administrator
- › Deputy Administrator
- › Administrative Services Manager
- › Public Outreach Manager

Operating Expenses:

- › Advertising – Print
- › Fee for Space
- › Office Supplies
- › Postage
- › Travel

- › Printing and Binding
- › Rental of copier/fax/printer/scanner
- › HSP Annual Report, AGA, and 3HSP contractor

Dues:

- › GHSA dues

**Project Costs:** Funding includes salaries, benefits, fringe, contract services, travel, training, supplies, and operating expenses.

**Geographic Areas to be Served:** This activity will serve statewide.

### 3.9.2 Activity Name: Electronic Grant Management

Project Agreement No.: NH26402–001, NH26164–001

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: Yes

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PA	Planning and Administration	\$250,000	\$250,000	
Section 164PA	Planning and Administration	\$30,000		

#### Description

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

In FFY26, the SHSO will be finishing the software upgrade to IGX and will concentrate on the administration of the system. This upgrade is easier to customize and more user-friendly to both internal and external partners.

*Project Costs:* Funding includes contract services.

*Geographic Areas to be Served:* This activity will serve statewide.

## 3.10 Media

### 3.10.1 Activity Name: Drive Well Vermont - Impaired Driving, Occupant Protection, Speed & Aggressive Driving, Distracted Driving, Motorcycle Safety

Project Agreement No.: NH26402-800, NH26405D-023, NH26405E-TBD(2), NH26405\*E\*-TBD(12), NH26405G-000

Subrecipient: TBD

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Distracted Driving, Occupant Protection

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PM	Paid Media – Heatstroke/Unattended Passengers	\$10,000	\$2,500	
Section 405D	Impaired Driving Countermeasures – Low Media/ID Training/Enf Related Exp.	\$100,000	\$25,000	
Section 405E	Distracted Driving Media – Driver Education Flexed			
Section 405*E*	Distracted Driving – Paid Advertising			

## Section 405G

## Non-Motorized Programs

***Description***

The SHSO manages an Annual Media calendar media buy project, which utilizes existing Drive Well Vermont media campaigns and other media assets to run year-round. This calendar was created to align with NHTSA's enforcement campaigns and to run during times that the data shows as having high crash numbers.

***Campaigns included in the Annual Media Calendar:***› **Drive Well Vermont Impaired Driving**

This includes: Radio - statewide broadcast radio, Spotify; Digital – Google, Programmatic Connected & Streaming TV Banner ads, YouTube; Social Media – Facebook/Instagram, Snapchat; and Out of Home – Gas station TV, and bars/restaurant videos.

› **Drive Well Vermont Occupant Protection**

This includes: Radio – Audio Go/Spotify; Digital – Google, Programmatic Connected & Streaming TV Banner ads, YouTube; and Social Media – Facebook/Instagram, Snapchat.

› **Drive Well Vermont Speed & Aggressive Driving**

This includes: Television - statewide broadcast; Digital – Google, Programmatic Connected & Streaming TV, Twitch; Social Media – Facebook/Instagram, Snapchat, YouTube; and Out of Home – Gas station TV.

› **Drive Well Vermont Distracted Driving**

This includes: Radio - statewide broadcast radio, Spotify; Digital – Google, Programmatic Connected & Streaming TV Banner ads, YouTube; Social Media – Facebook/Instagram, Snapchat; and Out of Home – Gas station TV, and bars/restaurant videos.

› **Drive Well Vermont Motorcycle Safety**

This includes: Television - statewide broadcast; Radio – Statewide broadcast radio; Digital Television – programmatic, streaming; Digital – YouTube, Google; and Social Media – Facebook/Instagram.

› **Drive Well Vermont Heat Stroke Awareness**

This includes: Television - statewide broadcast; Radio – Statewide broadcast radio; Digital Television – programmatic, streaming; Digital – YouTube, Google; Social Media – Facebook/Instagram and Out of Home – Gas station TV, and bars/restaurant videos.

› **Drive Well Vermont Older Driver Safety**

This includes: Social Media – Facebook/Instagram static images

- › Drive Well Vermont Slow Down Move Over – Digital Alert System Education  
This includes: Television - statewide broadcast; Radio – Statewide broadcast radio; Digital Television – programmatic, streaming; Digital – YouTube, Google; Social Media – Facebook/Instagram, and Out of Home – Gas station TV, and bars/restaurant videos.

As more media campaigns are created, they will be included in the Annual Media Buy calendar.

*Media projects recently finished:*

- › Drive Well Vermont Share the Road – launching June 2025  
This will include: Television - statewide broadcast; Radio – Statewide broadcast radio; Digital Television – programmatic, streaming; Digital – YouTube, Google; Social Media – Facebook/Instagram, and Out of Home – Gas station TV, and bars/restaurant videos.

Drive Well Vermont educational outreach materials continue to be created in English, Spanish, French Canadian, Dari, and Arabic. The material completed to date includes Impaired Driving, Distracted Driving, Occupant Protection, and New Driver (which will be printing soon).

*Media projects currently in progress:*

- › Drive Well Vermont Work Zone Awareness - Work Request Form is in progress as of May 2025.

*Project Costs:* Funding includes contract services.

*Geographic Areas to be Served:* This activity will serve statewide.

### 3.10.2 NHTSA Supplies & Equipment Approval

Project Agreement No.: NH26402–211

Subrecipient: State, County, and Local Law Enforcement

Subrecipient Type: State, County, and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Exp.
Section 402PT	Police Enforcement Services	\$1,000,000	\$250,000	\$650,000

### ***Description***

Vermont's total supplies and equipment needs, and the associated funding are unclear at the time of this submittal. The Vermont Department of Transportation will submit a letter to NHTSA requesting approval prior to any equipment purchase.

*Project Costs:* Funding for equipment.

*Geographic Areas to be Served:* This activity will serve statewide.

# 4

## Grant Applications

For FFY 2026, Vermont is applying for the following 405 incentive grants programs:

- › Occupant Protection (23 U.S.C. 405(b)) (23 CFR 1300.21)
- › State Traffic Safety Information System Improvements (23 U.S.C. 405(c)) (23CFR 1300.22)
- › Impaired Driving Countermeasures (23 U.S.C. 405(d)) (23CFR 1300.23)
- › Distracted Driving (23 U.S.C. 405(e)) (23CFR 1300.24)
- › Motorcyclist Safety (23 U.S.C. 405(f)) (23 CFR 1300.25)
- › Nonmotorized Safety (23 U.S.C. 405(g)) (23 CFR 1300.26)
- › Prevention of Roadside Deaths (23 U.S.C. 405(h)) (23 CFR 1300.27)

The 405 application, which is signed by the Governor of Vermont Representative for Highway Safety, includes the completed sections of the Appendix B to Part 1300 – Certification and Assurances for National Priority Safety Program Grants and the accompanying documentation, will be sent separately to NHTSA.

# 5

## Certifications and Assurances

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements

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## **Appendix A: Certifications and Assurances for Highway Safety Grants**

## **Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

*[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: 2026

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, 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, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [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 Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reportin\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reportin_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;
  - Unique entity identifier (generated by [SAM.gov](#));
- 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 [and its subrecipients] 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);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *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, subrecipients 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](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

## **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
 

*The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
- b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

#### **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:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. 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—
  1. Abide by the terms of the statement;
  2. 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—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. 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-awards 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 TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
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 primary tier 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 tier 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 tier 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 tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). 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 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 the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant 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 [1200](#).
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
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, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

## **CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 PARTICIPANT 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 [1200](#).
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 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, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). 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 the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant 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 [1200](#).
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
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, 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 or debarment.

#### **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 participating in covered transactions 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**

### **(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 with Federal funds only steel, iron and manufactured products produced in the United States, 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 for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

### **(applies to subrecipients as well as States)**

#### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

#### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

**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 and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ([www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## **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 vehicles 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 annual grant application 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. 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 on behalf 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 on behalf 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.)
4. 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\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. 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 seat belts by occupants of motor vehicles;
- 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 triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. 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))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**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.**

**Click here to validate form fields and permit signature**

DocuSigned by:

Joe Flynn

EBBF896AB5C4E8...

7/29/2025

Signature Governor's Representative for Highway Safety

Date

Joe Flynn, Secretary, Agency of Transportation

Printed name of Governor's Representative for Highway Safety

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## **Appendix B: Application Requirements for Section 405 and Section 1906 Grants**

## 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, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), 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: 2026 \_\_\_\_\_

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**Instructions:** Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

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### PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

*[Check the box above only if applying for this grant.]*

#### **ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at 47 \_\_\_\_\_ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at 50 \_\_\_\_\_ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Appendix C page 97 \_\_\_\_\_ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at 47 \_\_\_\_\_ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

## LOWER SEAT BELT USE STATES ONLY

*[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

o Legal citation(s):

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on 7/1/93 (date) and last amended on 7/1/24 (date) and is in effect and will be enforced during the fiscal year of the grant.

o Legal citation(s):

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;  
23 V.S.A. 1259(a) and 23V.S.A 1258(a)
- Coverage of all passenger motor vehicles;  
23 V.S.A. 1259(a) and 23 V.S.A. 1259(b)(1)-(7)
- Minimum fine of at least \$25;  
23 V.S.A. 1259(f)(1)
- Exemptions from restraint requirements.  
23 V.S.A. 1258(b) and 23 V.S.A. 1259(b)

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at  
50 (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at  
47 and 50 (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at  
\_\_\_\_\_ (location);
- o The name and title of the State's designated occupant protection coordinator is  
\_\_\_\_\_ .
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at  
\_\_\_\_\_ (location).

The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 3/26/21 (date) (within 5 years of the application due date);

**PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

The State has designated a TRCC coordinator.

The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

[ *Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at

Please see attached Traffic Records Strategic Plan for FFY26 \_\_\_\_\_ (location).

**PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

**MID-RANGE STATES ONLY**

[ *Check one box below and fill in all blanks under that checked box.*]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 7/31/25 (date). Specifically:

- Annual grant application at  
Appendix I \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at  
Appendix I \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at  
Appendix I \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and continues to use this plan.

## **HIGH-RANGE STATE ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
- Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at \_\_\_\_\_ (location)  
addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at \_\_\_\_\_ (location)  
contains the projects, in detail, for spending grant funds;

- Annual grant application at \_\_\_\_\_ (location)

describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

**PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))**

*[Check the box above only if applying for this grant.]*

*[Check one box below and fill in all blanks under that checked box.]*

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
  - \_\_\_\_\_
  - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- Identify all alcohol-ignition interlock use exceptions.

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The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

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- Identify list of alcohol-ignition interlock program use violations;
- Identify all alcohol-ignition interlock use exceptions.

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**PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[Check the box above only if applying for this grant.]*

*[Fill in all blanks.]*

The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.  
○ *Legal citation(s):*  
\_\_\_\_\_

*[Check at least one of the boxes below and fill in all blanks under that checked box.]*

*Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.  
○ *Legal citation(s):*  
\_\_\_\_\_

*Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

## **DISTRACTED DRIVING AWARENESS GRANT**

The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at Appendix D page 101 (location).

## **DISTRACTED DRIVING LAW GRANTS**

### **Prohibition on Texting While Driving**

State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 9/30/14 (date) and last amended on 6/30/19 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on texting while driving;  
23 V.S.A. 1099
  - Definition of covered wireless communication devices;  
23 V.S.A. 1099(a)
  - Fine for an offense;  
23 V.S.A. 1099(c)(1)(2)
  - Exemptions from texting ban.  
23 V.S.A. 1099(b)(2)(a-b)

### **Prohibition on Handheld Phone Use While Driving**

The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 10/1/14 (date) and last amended on 7/1/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on handheld phone use;  
23 V.S.A. 1095b
  - Definition of covered wireless communication devices;  
23 V.S.A. 1095b(a)
  - Fine for an offense;  
23 V.S.A. 1095b(c)
  - Exemptions from handheld phone use ban.  
23 V.S.A. 1095(b)(1-4)

### **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 5/31/10 (date) and last amended on 6/30/19 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on youth cell phone use while driving;  
23 V.S.A. 1095a(a)(b)

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- Definition of covered wireless communication devices;  
23 V.S.A. 1095a(a)(b)

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- Fine for an offense;  
23 V.S.A. 1095a(d)(1-3)

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- Exemptions from youth cell phone use ban  
23 V.S.A. 1095a(c)

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### **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;

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- Definition of covered wireless communication devices;

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### **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*



#### **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Vermont Department of Motor Vehicles
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*



Motorcycle Safety Foundation Basic Rider Course;



TEAM OREGON Basic Rider Training;



Idaho STAR Basic I;



California Motorcyclist Safety Program Motorcyclist Training Course;



Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at Appendix E page 103 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



### **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at \_\_\_\_\_ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



### **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 7/1/67 (date) and last amended on 7/1/19 (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*  
23 V.S.A. 1256



### **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).



### **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at 23 \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at 39 \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

*Legal citation(s):*

\_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_\_\_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*

\_\_\_\_\_.

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).

**PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ Appendix H page 105 (location(s)).

**PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

**Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- Legal citation(s): \_\_\_\_\_.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

**Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

▪ *Legal citation(s):*

Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).

**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*

The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).

*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.

**Click here to validate form fields and permit signature**

DocuSigned by:

Joe Flynn

EBBF896AB5C4E8...

7/29/2025

Signature Governor's Representative for Highway Safety

Date

Joe Flynn, Secretary, Agency of Transportation

Printed name of Governor's Representative for Highway Safety

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## Appendix C: Occupant Protection Grants – Supplemental Information

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

- › Planned inspection stations and/or events: 26 to 30

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

- › Populations served - urban: 0 as Vermont does not have any cities with population of 50K
- › Populations served - rural: 60 fitting stations and 20-25 events
- › Populations served – at-risk: 60 fitting stations and 20-25 events

Certification:

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

Child Passenger Safety Technicians Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

- › Plan and staff CSA Centers with volunteer CPSTs in all areas of VT. Measured by a 10 percent increase in the total number of CPSTs located in underserved and all regions of the state. With an increase in CPSTs trained from Fire, EMS,

Police, Health Care and Childcare, VDH will attempt to provide enough classes to mitigate the attrition of technicians each year.

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

- › Estimated total number of classes: 4 to 5
- › Estimated total number of technicians: 220 to 240

Agencies participating in Click It or Ticket mobilization (Activity 3.3.4):

- › Barre City Police Department
- › Barre Town Police Department
- › Bennington County Sheriff's Department
- › Bennington Police Department
- › Berlin Police Department
- › Chittenden County Sheriff's Department
  - South Burlington Police Department
  - Burlington Police Department
  - Colchester Police Department
  - Essex Police Department
  - Williston Police Department
  - Swanton Police Department
  - St. Albans Police Department
  - Franklin County Sheriff's Department
  - Grand Isle Sheriff's Department
  - Lamoille County Sheriff's Department
- › Essex County Sheriff's Department

- › Hardwick Police Department
- › Manchester Police Department
- › Middlebury Police Department
- › Milton Police Department
- › Montpelier Police Department
- › Morristown Police Department
- › Randolph Police Department
- › Rutland County Sheriff's Department
  - Brandon Police Department
  - Castleton Police Department
  - Fair Haven Police Department
  - Killington Police Department
  - Chester Police Department
  - Poultney Constable
  - Rutland City Police Department
  - Royalton Police Department
  - Pittsford Police Department
- › Vergennes Police Department
  - Addison County Sheriff's Department
  - Bristol Police Department
  - Middlebury Police Department
- › Vermont Department of Motor Vehicles
- › Vermont State Police
- › Washington County Sheriff's Department
- › Weathersfield Police Department
- › Wilmington Police Department

- › Windham County Sheriff's Department
  - Dover Police Department
- › Windsor County Sheriff's Department
- › Winhall Police Department
- › Woodstock Police Department

Non-CIOT seatbelt enforcement projects:

Nine Vermont counties are high risk and collectively account for 70 percent of the State's unrestrained passenger occupant fatalities and serious injuries: Addison, Chittenden, Franklin, Lamoille, Orleans, Rutland, Washington, Windsor, and Windham.

The Chittenden County SHARP program coordinates with the Franklin, Orleans, and Lamoille County Sheriff's Departments (subgrantees) for law enforcement activity in many of these high- risk locations. In the SHARP grant application this grantee describes the use of heat crash maps to identify specific jurisdictions for patrols. Seasonal tourism as well as large annual events are listed in the application as priority timeframes for high visibility work. July is a peak time for these events, and consequentially, crashes according to the data. Grant activity and strategies for when and where to focus enforcement efforts are discussed at the SHARP quarterly meetings and include a focus on the community events listed in the grant application. Local departments keep statistics on each of these events.

The Chittenden County SHARP strategies for OP are also guided by stats for high-risk months, days of the week, time of day, male/female, and age group. Planned sustained seatbelt enforcement projects are included for FY26 during non-CIOT timeframes, specifically in the summer months. The project also identifies speed zones with the highest crash rates in the 50 mph zones. Enforcement efforts will focus on these identified factors when possible.

Other high-risk populations served:

- › Unrestrained nighttime drivers
  - The SHSO noted in the 3HSP that Strategy 3: Enforcement (page 110) with countermeasure 4.3.3 that all enforcement partners (402OP funding) participate in on-going and periodic seat belt enforcement that includes both daytime and nighttime enforcement. Law Enforcement partners are required

to submit quarterly and a final progress report to the SHSO that notes how many nighttime enforcement hours are performed throughout the quarter.

- Activities included in support of nighttime enforcement:
  - 3.1.3 Law Enforcement Liaisons
  - 3.1.4 Rutland County Enforcement & Equipment (SHARP)
  - 3.1.6 Rutland/Windsor Regional Highway Safety Director (SHARP)
  - 3.1.7 Vergennes Enforcement & Equipment (SHARP)
  - 3.1.8 Addison County Regional Highway Safety Director (SHARP)
  - 3.1.9 Chittenden County Enforcement & Equipment (SHARP)
  - 3.1.10 Chittenden County Regional Highway Safety Director (SHARP)
  - 3.1.12 Windham County Enforcement & Equipment (SHARP)
  - 3.1.13 Windham County Regional Highway Safety Director (SHARP)
  - 3.3.4 Buckle Up Vermont (Click It or Ticket National Mobilizations), and all participating partners listed above. The CIOT list of partners are also the same enforcement partners who perform on-going and periodic nighttime enforcement.

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## **Appendix D: Distracted Driving Countermeasure Grants – Supplemental Information**

Drivers who are distracted by activities not related to driving:

- A) React more slowly to traffic conditions or events.
- B) Fail more often to recognize potential hazards.
- C) Take risks they might not otherwise take.
- D) All of the answers.

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## Appendix E: Motorcycle Safety Grants – Supplemental Information

**Table 3 Performance measures and targets to reduce impaired motorcycle operation.**

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C5) – Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above	2026	5 Years	16
2024	C7) – Number of Motorcyclist Fatalities	2026	5 Years	10.4
2024	C8) – Number of Un-Helmeted Motorcyclist Fatalities	2026	5 Years	1.4
2024	C13) – Number of Impaired (Drugs and Alcohol) Fatal Crashes	2026	5 Years	35.6

Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving impaired operator is highest based on State data.

- › High Visibility Enforcement
- › Motorcycle Rider Training

In 2024, there were a total of 13 motorcycle crashes in Vermont that involved an impaired operator. The above countermeasure strategies will be implemented to reduce the incidence of these crashes, with a focus on the counties where impaired motorcycle crashes have occurred.

**Table 4 Vermont motorcycle impairment crashes in 2024.**

County	Crashes
Addison	0
Bennington	1
Caledonia	0
Chittenden	5
Essex	0
Franklin	3
Grand Isle	0
Lamoille	0
Orange	2
Orleans	0
Rutland	0
Washington	1
Windham	1
Windsor	0
<i>Total</i>	13

**Table 5 Vermont motorcycle registrations in 2025 by county.**

County	Registrations
Addison	1,374
Bennington	1,602
Caledonia	1,132
<b>Chittenden</b>	<b>4,153</b>
Essex	284
<b>Franklin</b>	<b>1,607</b>
Grand Isle	293
Lamoille	1,056
Orange	1,205
Orleans	1,071
<b>Rutland</b>	<b>2,443</b>
<b>Washington</b>	<b>2,123</b>
<b>Windham</b>	<b>1,702</b>
Windsor	2,333
<i>Total</i>	22,378

Counties where Motorcycle Rider Training Courses are being offered in FFY 2026 are shown in bold.

*Name and organization of the head of the designated State authority over motorcyclist safety issues:*

State authority agency: Department of Motor Vehicles State authority name/title: Wanda Minoli, Commissioner

*Introductory rider curricula that has been approved by the designated State authority and adopted by the State:*

Approved curricula:

Other approved curricula:

*CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.*

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## **Appendix F: Impaired Driving Countermeasures Grants – Supplemental Information**

### ***Impaired Driving Assurances***

Impaired driving qualification: Mid-Range State

**ASSURANCE:** The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

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## Appendix G: Equipment Requests over \$10,000

Any equipment requests exceeding \$10,000 (or that may exceed \$10,000) for a single unit are listed below. Individual requests will be submitted by the SHSO to the Region requesting purchase and these requests will include detailed quotes and fund source information. The items outlined below are for general awareness only.

- › Subrecipient: Windsor County Sheriff's Department  
Associated Activity: Windsor County Enforcement-Equipment Grant  
Requested Amount: \$12,000  
Purpose: Annual Cloud Service Subscription for Body Cameras (Proportional Funding)
- › Subrecipient: Town of Randolph Police Department  
Associated Activity: Randolph Town Enforcement-Equipment Grant  
Requested Amount: \$12,500  
Purpose: Speed Feedback Trailer
- › Subrecipient: Rutland County Sheriff's Department  
Associated Activity: Rutland/Windsor Regional Highway Safety Director  
Requested Amount: \$23,000  
Purpose: Combo Camera System for Body/Vehicle
- › Subrecipient: Department of Public Safety  
Associated Activity: Forensic Laboratory Support Program

Requested Amount: \$30,000 (two units at \$15,000 each)

Purpose: DMT instrument

- › Subrecipient: Rutland City Public School District  
Associated Activity: Rutland County Highway Safety Education  
Requested Amount: \$11,900  
Purpose: Desktop Driving Simulator
  
- › Subrecipient: Vermont Department of Health  
Associated Activity: Child Passenger Safety  
Requested Amount: \$15,000  
Purpose: Enclosed Trailer

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## Appendix H: Preventing Roadside Deaths Plan

Performance Measure: The Slow Down, Move Over Law of Vermont is not widely followed, especially on narrow, winding rural roadways. Trying to navigate detours due to crashes in the state can also be difficult if you're not from the area. The safety of first responders and those who are victims of the crash is paramount. The State of Vermont is taking actionable steps by piloting new projects that focus on post-crash care. The state is very fortunate that over the last three years there has not been a traffic death of a first responder, however in 2024 there was one Serious Bodily Injury Crash when a VSP Trooper nearly lost his life when he hit the back of a firetruck responding to a crash scene on I-89. First Responders anecdotally report multiple near misses regularly, especially on Vermont's three interstates (I-89, I-93, and I-91) and on roadways with narrow shoulders.

Vermont intends to deploy a digital alert technology project under s. 405(h) Preventing Roadside Deaths together with a robust public education and awareness campaign to increase public awareness of how to respond to roadside emergencies. Vermont will also implement the strategies outlined in the State's Strategic Highway Safety Plan. Vermont believes these two activities combined with enforcement of the State's Slow Down or Move Over law will help to achieve the target of zero fatalities for 2024, 2025, and 2026.

2024 Target: Vermont will maintain the number of first responder fatalities at 0

2025 Target: Vermont will maintain the number of first responder fatalities at 0

2026 Target: Vermont will maintain the number of first responder fatalities at 0

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## **Appendix I: Impaired Driving Strategic Plan**

The draft Vermont Impaired Driving Strategic Plan, as signed by the Vermont Governor's Highway Safety Representative on July 31, 2025, is attached below. Also attached is a revised version as of August 19, 2025, to be signed upon final revision.

# **Impaired Driving Strategic Plan**

for

## **The State of Vermont**

Prepared by  
Vermont State Highway Safety Office



August 1, 2025

The State of Vermont's Impaired Driving Fatality Rate for 2020-2022 was 0.32794, classifying it as a "Mid-Range" state. Consequently, the state has established a Task Force to develop a comprehensive State-wide Impaired Driving Strategic Plan.

The Task Force convened on Tuesday, July 22<sup>nd</sup> 2025 to review the National Highway Traffic Safety Administration (NHTSA) Highway Safety Program Guidelines, specifically "Guideline No. 8: Impaired Driving." During this meeting, the task force assessed current initiatives and identified priorities for the impaired driving plan, aligning actions with the six guiding categories outlined by NHTSA:

- I. Program Management and Strategic Planning
- II. Prevention
- III. Criminal Justice System
- IV. Communication Program
- V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation
- VI. Program Evaluation and Data

The Task Force, in collaboration with the SHSO project team, identified specific strategies within these categories. These strategies will be further developed during workshops and are outlined in the list below. While this list serves as a starting point for organizing action development, it is subject to change as the task force continues meeting to refine the recommended actions.

#### **I. Program Management and Strategic Planning**

- Develop an Impaired Driving and Drugged Driving Plan and update it on a regular basis.
- Establish an Impaired Driving and Drugged Driving Council (Task Force).
- Recruit active involvement of State agency directors, local representatives, and business leaders.

#### **II. Prevention**

- Conduct public training.
- Identify legislative actions to prevent driving impairment.
- Develop additional advertising that is unique to Vermont.
- Identify legislative actions to address treatment of substance abusers.
- Identify training opportunities to educate key stakeholders on treatment options.
- Provide recommendations on how DUI and drugs are handled by the court system.

#### **III. Criminal Justice System**

- Explore legislation to strengthen impaired driving laws and the enforcement of these laws.
- Establish training for law enforcement and officers of the court on best practices for impaired and drugged driving policies.
- Review practices of attorneys serving on impaired driving cases.
- Administer Sanctions and Driver Licensing Programs
- Publicize High Visibility Enforcement

#### **IV. Communication Program**

- Create joint media efforts between other state agencies and businesses.
- Implement year-round plans.
- Develop unique advertising.
- Promote public education.

#### **V. Alcohol and Other Drug Misuse**

- Implement systemic screening.
- Develop treatment and tracking systems.
- Educate stakeholders on treatment options.

## VI. Program Evaluation and Data

- Conduct continuous evaluations.
- Develop data-driven strategies.
- Enhance licensing agency programs.

The task force identified existing strategies to enhance efforts across the above key areas. Discussions on Program Management and Strategic Planning emphasized utilizing existing organizations and considering partnerships with trade groups to bolster resources and engagement. Prevention strategies involved crafting legislative language to strengthen impaired driving laws and recommended sustained funding for innovative initiatives like green labs. Attention was also drawn to promoting alternative transportation options and increasing awareness of poly-substance use risks. In the Criminal Justice System sector, the focus was on educating for legislative changes to lower BAC limits and address high THC levels, accompanied by proposals for collaborative safety efforts across transportation modes. Communication strategies centered on educating officers to guide individuals towards support services, incorporating insights from defense and treatment sectors for comprehensive response mechanisms. The Alcohol and Other Drug Misuse discussions highlighted forming partnerships with youth-oriented initiatives to foster an inclusive approach to substance misuse challenges. Finally, Program Evaluation and Data dialogues focused on integrating disparate program data into a cohesive DUI tracking system to enhance cooperative efforts. The meeting concluded with a commitment to formulating actionable short-term plans to move these strategic visions forward.

Table 1 provides a list of suggested subject matter experts that comprise the task force members and indicates their attendance at the kick-off meeting.

Table 1: List of Task Force Members

Last Name	First Name	Agency	Present at July 22, 2025 Task Force Meeting
Laflamme	Allison	VTrans	Yes
McFarlane	Evelyn	VTrans	Yes
Noyes	Rachel	VTrans	Yes
McAvoy	Susan	VTrans	No
Lane	Kevin	VTrans - LEL	Yes
Jenkins	Bill	VTrans-LEL	No
Flannigan	John	VCJC – Drug Evaluation Classification Program Coordinator	Yes
Wygmans	Dennis	VSAS - TSRP	No
Busch	Stephanie	VDH	Yes
Moran	William	VDH	No
Werner	Laura	VDH	No
Griffith	Scott	Court Admin	No
Devins	Mark	Corrections	No
Sweeney	Michael	Corrections	No
Marvel	Gary	Corrections	No

Barber	Tanya	Corrections	No
Conti	Trisha	DPS	Yes
Shatney	Mandy	VTrans	No
Thompson	Roger	FHWA	Yes
Ravelin	Paul	VSP	Yes
Stacey	Mark	Addison County Regional Coordinator – Vergennes Police Department	Yes
Geno	Kevin	Rutland County Sheriffs Regional Coordinator	Yes
Goodman	Daniel	AAA	Yes
Genest	Skyler	Chief Investigator of Lottery and Liquor	Yes
Dolezal	Matthew	VSAS - TSRP	Yes
Norton	Chris	Windham County Regional Coordinator	Yes
Bedard	Jamie Lee	Police Academy	Yes

The task force will meet quarterly, with the next meeting focused on finalizing a draft of action items that align with the established strategies. This includes determining priority status and identifying the agency responsible for implementing each action. The plan will be completed and adopted in advance of August 1, 2026, in compliance with NHTSA's guidelines and requirements for 405D funds. Attachment 1 shows the charter of the statewide impaired driving taskforce.

## ATTACHMENT 1

### CHARTERING OF STATEWIDE IMPAIRED DRIVING TASK FORCE

Impaired Drivers pose a serious threat to the health and safety of those traveling on Vermont roadways. Due to our 2020-2022 impaired driving fatality rate of 0.32794, we are now considered a "Mid-Range" state and thereby required to meet certain federal regulations to receive 405D incentive funds. The mid-range designation is attributed to any state that has an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60. Unfortunately, VT has earned the designation of a mid-range state beginning FFY 2026 (Oct 1).

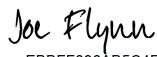
In order to continue to receive (405D) funds for impaired driving, Vermont is required to submit a statewide impaired driving strategic plan, developed by an established Impaired Driving Task Force, to the US Department of Transportation, National Highway Traffic Safety Administration. The mission of the Impaired Driving Task Force is to save lives and reduce injuries on Vermont roadways caused by impaired drivers, through leadership, innovation, facilitation, and program support in partnership with other public and private organizations.

The task force comprises key stakeholders from transportation, public health, and law enforcement backgrounds, ensuring diverse perspectives and experiences are represented. It will start by evaluating and updating the Vermont Agency of Transportation's 10-year impaired driving plan, fostering a culture of zero fatalities by uniting stakeholders and implementing strategies to reduce impaired driving crashes. The task force will review existing Vermont data, laws, regulations, and programs to establish tasks that enhance statewide impaired driving initiatives.

As Vermont Governor's Highway Safety Representative, I am establishing and will continue to support the VT Impaired Driving Task Force as a statewide initiative to address the tragic effects of driving under the influence on Vermont roadways.

Joe Flynn,  
Secretary Vermont Agency of Transportation  
Governor's Representative for Vermont

DocuSigned by:

Joe Flynn

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7/31/2025

# **Impaired Driving Strategic Plan**

for

## **The State of Vermont**

Prepared by  
Vermont State Highway Safety Office



August 19, 2025

The State of Vermont's Impaired Driving Fatality Rate for 2020-2022 was 0.32794, classifying it as a "Mid-Range" state. Consequently, the state has established a Task Force to develop a comprehensive State-wide Impaired Driving Strategic Plan.

The Task Force convened on Tuesday, July 22<sup>nd</sup> 2025 to review the National Highway Traffic Safety Administration (NHTSA) Highway Safety Program Guidelines, specifically "Guideline No. 8: Impaired Driving." During this meeting, the task force assessed current initiatives and identified priorities for the impaired driving plan, aligning actions with the six guiding categories outlined by NHTSA:

- I. Program Management and Strategic Planning
- II. Prevention
- III. Criminal Justice System
- IV. Communication Program
- V. Alcohol and Other Drug Misuse: Screening, Assessment, Treatment, and Rehabilitation
- VI. Program Evaluation and Data

The Task Force, in collaboration with the SHSO project team, identified specific strategies within these categories. These strategies will be further developed during workshops and are outlined in the list below. While this list serves as a starting point for organizing action development, it is subject to change as the task force continues meeting to refine the recommended actions.

#### **I. Program Management and Strategic Planning**

- Develop an Impaired Driving and Drugged Driving Plan and update it on a regular basis.
- Establish an Impaired Driving and Drugged Driving Council (Task Force).
- Recruit active involvement of State agency directors, local representatives, and business leaders.

#### **II. Prevention**

- Conduct public training.
- Identify legislative actions to prevent driving impairment.
- Develop additional advertising that is unique to Vermont.
- Identify legislative actions to address treatment of substance abusers.
- Identify training opportunities to educate key stakeholders on treatment options.
- Provide recommendations on how DUI and drugs are handled by the court system.

#### **III. Criminal Justice System**

- Explore legislation to strengthen impaired driving laws and the enforcement of these laws.
- Establish training for law enforcement and officers of the court on best practices for impaired and drugged driving policies.
- Review practices of attorneys serving on impaired driving cases.
- Administer Sanctions and Driver Licensing Programs
- Publicize High Visibility Enforcement

#### **IV. Communication Program**

- Create joint media efforts between other state agencies and businesses.
- Implement year-round plans.
- Develop unique advertising.
- Promote public education.

#### **V. Alcohol and Other Drug Misuse**

- Implement systemic screening.
- Develop treatment and tracking systems.
- Educate stakeholders on treatment options.

## VI. Program Evaluation and Data

- Conduct continuous evaluations.
- Develop data-driven strategies.
- Enhance licensing agency programs.

The task force identified existing strategies to enhance efforts across the above key areas. Discussions on Program Management and Strategic Planning emphasized utilizing existing organizations and considering partnerships with trade groups to bolster resources and engagement. Prevention strategies involved crafting legislative language to strengthen impaired driving laws and recommended sustained funding for innovative initiatives like green labs. Attention was also drawn to promoting alternative transportation options and increasing awareness of poly-substance use risks. In the Criminal Justice System sector, the focus was on educating for legislative changes to lower BAC limits and address high THC levels, accompanied by proposals for collaborative safety efforts across transportation modes. Communication strategies centered on educating officers to guide individuals towards support services, incorporating insights from defense and treatment sectors for comprehensive response mechanisms. The Alcohol and Other Drug Misuse discussions highlighted forming partnerships with youth-oriented initiatives to foster an inclusive approach to substance misuse challenges. Finally, Program Evaluation and Data dialogues focused on integrating disparate program data into a cohesive DUI tracking system to enhance cooperative efforts. The meeting concluded with a commitment to formulating actionable short-term plans to move these strategic visions forward.

### Formation of the DUI Task Force and Authority:

The SHSO was notified by Region One staff of the mid-range status in the Spring of 2025 and the federal requirements that must be met in order to retain federal funding. The SHSO staff met with Region One staff and asked for sample New England DUI Task Force documents. The SHSO also met with Operations and Safety Bureau Directors to inform them of the state's new status and requirements.

The SHSO reviewed the 2023 National Transportation Safety Board Recommendations and state Response to H-22-39 and H-22-40. The original NTSB report "Alcohol, Other Drug, and Multiple Drug Use Among Drivers, SRR-22-02" was also reviewed. A key tool for the formation of the new DUI Task Force was the NHTSA Drug Impaired Driving Criminal Justice Evaluation Tool V1 toolkit. The SOV used this toolkit to identify Subject Matter Experts in the 2023 response and subsequent Impaired Driving Countermeasure work. This tool saved the SHSO many hours of identification work.

In the Spring of 2025 the SHSO staff, along with vendor VHB updated the SME list from the original NHTSA toolkit. The SHSO spent over six months writing a response to the NTSB recommendations and has an excellent relationship with multiple partners. A virtual kickoff meeting was then planned for July 22nd and SMEs were invited. The SHSO and VHB created a framework of an agenda but also allowed time for SMEs to engage and discuss potential projects and action steps of the task force. The SMEs were also invited to recommend other attendees who may not have been identified in the original invite. The agenda was built after a thorough review of the state's data, performance metrics, current programs and projects, and a draft strategic plan with a request for feedback was shared.

The group reviewed the strategic plan and was also informed that this living document would be updated as the group met on a quarterly basis beginning in FFY2026. The group was also

invited to attend the Vermont Highway Safety Alliance's Impaired Driving Summit on 09/16/2025 at Killington Conference Center which is funded by NHTSA/the Vermont SHSO.

The charter was a collaboration of the VTrans SHSO, VHB and SME partners and was executed by Joe Flynn who is the Secretary of Transportation/Governors Representative for NHTSA programs.

Table 1 provides a list of suggested subject matter experts that comprise the task force members and indicates their attendance at the July 22<sup>nd</sup> 2025 kick-off meeting.

Table 1: List of Task Force Members

Last Name	First Name	Agency	Present at July 22, 2025 Task Force Meeting
Flynn	Joe	VTrans – Secretary	<b>No, Allison Laflamme has been given voting/representation rights at events where Secretary Flynn is not able to be present.</b>
Laflamme	Allison	VTrans – State Highway Safety Office Administrator	Yes
McFarlane	Evelyn	VTrans – State Highway Safety Office Deputy Administrator	Yes
Devlin	Jesse	VTrans- Manager Safe Systems	No
Noyes	Rachel	VTrans – State Highway Safety Office Outreach Manager	Yes
McAvoy	Susan	VTrans – State Highway Safety Office Program Coordinator (DRE, Education)	No
Bigelow	Robert	VTrans – State Highway Safety Office LE Program Coordinator	Yes
Lane	Kevin	VTrans - LEL State Highway Safety Office	Yes
Jenkins	Bill	VTrans-LEL State Highway Safety Office	No
Flannigan	John	VCJC – Drug Evaluation Classification Program Coordinator	Yes
Wygmans	Dennis	VSAS - TSRP	No
Busch	Stephanie	VDH - Injury Prevention Manager	Yes
Moran	William	VDH – Director of EMS	No

Werner	Laura	VDH Deputy Director of EMS	No
Griffith	Scott	Court Admin – Chief of Planning and Court Services	No
Devins	Mark	Corrections – Probation and Parole Officer Field Manager	No
Sweeney	Michael	Corrections – Probation and Parole District Manager	No
Marvel	Gary	Corrections – Field Operations Director	No
Barber	Tanya	Corrections – Deputy Director	No
Conti	Trisha	DPS – Director VT Forensic Lab	Yes
Shatney	Mandy	VTrans – Manager of the Data Unit	No
Thompson	Roger	FHWA – Community Planner	Yes
Ravelin	Paul	VSP - LT Highway Safety Programs	Yes
Stacey	Mark	Addison County Regional Project Director – Vergennes Police Department	Yes
Geno	Kevin	Rutland County Sheriffs Regional Project Director	Yes
Goodman	Daniel	AAA – Manager of Public Affairs in New England and Chair of the VHSA	Yes
Genest	Skyler	Chief Investigator of Lottery and Liquor	Yes
Dolezal	Matthew	VSAS - TSRP	Yes
Norton	Chris	Windham County Regional Project Director	Yes
Bedard	Jamie Lee	Police Academy – Impaired Driving Coordinator/Instructor	Yes

The task force will meet quarterly, with the next meeting focused on finalizing a draft of action items that align with the established strategies. This includes determining priority status and identifying the agency responsible for implementing each action. The plan will be completed and adopted in advance of August 1, 2026, in compliance with NHTSA's guidelines and requirements for 405D funds. Attachment 1 shows the charter of the statewide impaired driving taskforce.