

State of Vermont FFY2021 Highway Safety Plan



Contents

Highway Safety Plan.....	16
Highway safety planning process	17
Data Sources and Processes	17
Processes Participants	18
Our Members	18
Description of Highway Safety Problems.....	20
Methods for Project Selection.....	23
List of Information and Data Sources	24
Description of Outcomes	24
Performance report.....	26
Performance Measure: C-1) Number of traffic fatalities (FARS).....	27
Program-Area-Level Report	27
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)	27
Program-Area-Level Report	27
Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)	27
Program-Area-Level Report	27
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	28
Program-Area-Level Report	28
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	28
Program-Area-Level Report	28
Program-Area-Level Report	28
Performance Measure: C-7) Number of motorcyclist fatalities (FARS)	29
Program-Area-Level Report	29
Performance Measure: C-8) Number of un-helmeted motorcyclist fatalities (FARS)	29
Program-Area-Level Report	29
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) ..	29
Program-Area-Level Report	29
Performance Measure: C-10) Number of pedestrian fatalities (FARS).....	30
Program-Area-Level Report	30
Performance Measure: C-11) Number of bicyclist’s fatalities (FARS).....	30
Program-Area-Level Report	30
Program-Area-Level Report	30

Performance Measure: Target for Citation Uniformity	31
Program-Area-Level Report	31
Performance Measure: Completeness of Model Inventory of Roadway Elements Collection at Intersections	31
Program-Area-Level Report	31
Program-Area-Level Report	32
Performance Measure: Citation Completeness– Agencies Deployed.....	33
Performance Measure:	33
Performance Measure: Evidence Based Race Data Enforcement Reporting.....	34
Program-Area-Level Report	34
Performance Plan	35
Performance Measure: C-1) Number of traffic fatalities (FARS).....	36
Performance Target Justification	36
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)	38
Performance Target Justification	38
Performance Measure: C-3) Fatalities/VMT (FARS, FHWA).....	40
Performance Target Justification	40
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	41
Performance Target Justification	41
Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	42
Performance Target Justification	42
Performance Measure: C-6) Number of speeding-related fatalities (FARS).....	43
Performance Target Justification	44
Performance Measure: C-7) Number of motorcyclist fatalities (FARS)	45
Performance Target Justification	45
Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS).....	46
Performance Target Justification	46
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS) ..	48
Performance Target Justification	48
Performance Measure: C-10) Number of pedestrian fatalities (FARS).....	49
Performance Target Justification	49
Performance Measure: C-11) Number of bicyclist’s fatalities (FARS).....	50
Performance Target Justification	50

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	52
Performance Target Justification	52
Performance Measure: Target for Citation Uniformity	53
Performance Target Justification	53
Performance Measure: Electronic Citation Usage	54
Performance Target Justification	54
3.1.1 Citation Completeness– Agencies Deployed	54
Performance Measure: Evidence Based Race Data Enforcement Reporting.....	55
Performance Target Justification	55
Program areas.....	57
Program Area: Driver Education and Behavior	57
Description of Highway Safety Problems.....	57
Countermeasure Strategy: LE Education and Outreach.....	60
Project Safety Impacts	60
Linkage Between Program Area	60
Rationale	61
Planned Activity: Local Law Enforcement Community Education Programs	61
Planned Activity Description	61
Countermeasure strategies	62
Funding sources	62
Planned Activity: Vermont State Police Traffic Safety Education Program	62
Planned Activity Description	62
Countermeasure strategies	63
Funding sources	63
Countermeasure Strategy: SA Education and Outreach	64
Project Safety Impacts	64
Linkage Between Program Area	64
Rationale	64
Planned Activity: Local Motion.....	65
Planned Activity Description	65
Countermeasure strategies	66
Funding sources	66
Planned Activity: Teen Driver Educator Education Summit.....	66
Planned Activity Description	66

Countermeasure strategies	67
Funding sources	67
Planned Activity: Project RoadSafe, Workplace Driver Safety.....	67
Planned Activity Description	67
Countermeasure strategies	70
Funding sources	71
Planned Activity: Vermont Highway Safety Alliance	71
Planned Activity Description	71
Countermeasure strategies	72
Funding sources	72
Planned Activity: Safe Driving Program	73
Planned Activity Description	73
Countermeasure strategies	73
Funding sources	74
Planned Activity: Highway Safety Program Coordinator.....	74
Planned Activity Description	74
Countermeasure strategies	74
Funding sources	75
Planned Activity: Youth Safety Council - Turn Off Texting Course	75
Planned Activity Description	75
Countermeasure strategies	76
Funding sources	76
Planned Activity: Road Users Group.....	76
Planned Activity Description	76
Countermeasure strategies	77
Funding sources	78
Planned Activity: OP Assessment.....	78
Planned Activity Description	78
Countermeasure strategies	78
Funding sources	78
Program Area: Impaired Driving (Drug and Alcohol).....	79
Description of Highway Safety Problems.....	79
Countermeasure Strategy: DRE, ARIDE and SFST Program management and training.....	84
Project Safety Impacts	84
Linkage Between Program Area	84

Rationale	84
Planned Activity: Vermont Police Academy Impaired Driving Grants.....	85
Planned Activity Description	85
Countermeasure strategies	86
Funding sources	86
Planned Activity: DRE Call-out Pay	87
Planned Activity Description	87
Intended Subrecipients:.....	87
Countermeasure strategies	87
Funding sources	87
Countermeasure Strategy: High Visibility Enforcement	87
Project Safety Impacts	87
Linkage Between Program Area	90
Rationale	90
Planned Activity: High Visibility Alcohol Enforcement	90
Planned Activity Description	90
Intended Subrecipients.....	92
Countermeasure strategies	92
Funding sources	92
Planned Activity: Chittenden County Safe Highway Accident Reduction Program (SHARP).....	92
Planned Activity Description	92
Countermeasure strategies	93
Funding sources	94
Planned Activity: Rutland County Safe Highway Accident Reduction Program (SHARP)	94
Planned Activity Description	94
Countermeasure strategies	95
Funding sources	95
Planned Activity: Vergennes Safe Highway Accident Reduction Program (SHARP).....	96
Planned Activity Description	96
Countermeasure strategies	96
Funding sources	96
Planned Activity: Windham County Safe Highway Accident Reduction Program (SHARP)	97
Planned Activity Description	97
Countermeasure strategies	98
Funding sources	98

Countermeasure Strategy: Highway Safety Office Program Coordinator 99

 Project Safety Impacts 99

 Linkage Between Program Area 99

 Rationale 99

Planned Activity: HS Program Coordinator 100

 Planned Activity Description 100

 Countermeasure strategies 100

 Funding sources 100

Countermeasure Strategy: ID Supporting Enforcement 101

 Project Safety Impacts 101

 Linkage Between Program Area 101

 Rationale 102

Countermeasure Strategy: Laboratory Drug Testing Equipment..... 102

 Project Safety Impacts 102

 Linkage Between Program Area 102

 Rationale 102

Planned Activity: Forensic Laboratory Support Program..... 103

 Planned Activity Description 103

 Countermeasure strategies 104

 Funding sources 105

Countermeasure Strategy: Prosecutor Training 105

 Project Safety Impacts 105

 Linkage Between Program Area 105

Planned Activity: Traffic Safety Resource Prosecutor (North and South) 106

 Planned Activity Description 106

 Countermeasure strategies 107

 Funding sources 108

Planned Activity: National Center DWI Courts Foundational Training..... 108

 Planned Activity Description 108

 Countermeasure strategies 109

 Funding sources 109

Program Area: Motorcycle Safety 110

 Description of Highway Safety Problems..... 110

Countermeasure Strategy: Motorcycle Rider Training 112

 Project Safety Impacts 112

Linkage Between Program Area	113
Rationale	113
Planned Activity: State Motorcycle Rider Education Program	113
Planned Activity Description	113
Countermeasure strategies	114
Funding sources	114
Program Area: Occupant Protection (Adult and Child Passenger Safety).....	115
Description of Highway Safety Problems.....	115
Occupant Protection Plan.....	115
Countermeasure Strategy: CPS Statewide Program and Data Collection	118
Project Safety Impacts	118
Linkage Between Program Area	118
Rationale	118
Planned Activity: CPS Statewide Program and Data Support	118
Planned Activity Description	118
Countermeasure strategies	121
Funding sources	121
Countermeasure Strategy: OP Data Collection.....	122
Project Safety Impacts	122
Linkage Between Program Area	122
Rationale	122
Planned Activity: Annual Seat Belt Survey	122
Planned Activity Description	122
Countermeasure strategies	122
Funding sources	122
Countermeasure Strategy: Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children	123
Project Safety Impacts	123
Linkage Between Program Area	124
Rationale	124
Planned Activity: Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement.....	125
Planned Activity Description	125
Intended Subrecipients.....	126
Countermeasure strategies	127

Funding sources	127
Planned Activity: Chittenden County Safe Highway Accident Reduction Program (SHARP).....	127
Planned Activity Description	127
Countermeasure strategies	128
Funding sources	129
Planned Activity: Rutland County Safe Highway Accident Reduction Program (SHARP)	129
Planned Activity Description	129
Countermeasure strategies	130
Funding sources	130
Planned Activity: Vergennes Safe Highway Accident Reduction Program (SHARP).....	131
Planned Activity Description	131
Issue Sub-awards to recipients in Bristol and Middlebury	131
Countermeasure strategies	131
Funding sources	131
Planned Activity: Windham County Safe Highway Accident Reduction Program (SHARP)	132
Planned Activity Description	132
Countermeasure strategies	132
Funding sources	133
Countermeasure Strategy: OP Supporting Enforcement.....	133
Project Safety Impacts	133
Linkage Between Program Area	134
Rationale	134
Program Area: Planning & Administration	136
Description of Highway Safety Problems.....	136
Planned Activities	136
Planned Activity: Electronic Grant Management	137
Planned Activity Description	137
Countermeasure strategies	137
Funding sources	137
Planned Activity: SHSO Planning and Administration	137
Planned Activity Description	137
Countermeasure strategies	138
Funding sources	138
Program Area: Police Traffic Services	139
Description of Highway Safety Problems.....	139

Countermeasure Strategy: Crash Reconstruction 140

 Project Safety Impacts 140

 Linkage Between Program Area 140

 Rationale 140

Planned Activity: Crash Reconstruction Team (CRT) Support 141

 Planned Activity Description 141

 Countermeasure strategies 141

 Funding sources 141

Countermeasure Strategy: Highway Safety Office Program Coordinator 142

 Project Safety Impacts 142

 Linkage Between Program Area 142

 Rationale 142

Planned Activity: HS Program Coordinator 142

 Planned Activity Description 142

 Countermeasure strategies 143

 Funding sources 143

Countermeasure Strategy: Law Enforcement Liaison 143

 Project Safety Impacts 143

 Linkage Between Program Area 143

 Rationale 143

Planned Activity: Law Enforcement Liaisons 144

 Planned Activity Description 144

 Countermeasure strategies 145

 Funding sources 145

Countermeasure Strategy: Speed, Aggressive and Distracted Driving..... 146

 Project Safety Impacts 146

 Rationale 146

Planned Activity: Vermont State Police Speed, Aggressive, and Distracted Driving Enforcement..... 147

 Planned Activity Description 147

 Countermeasure strategies 147

 Funding sources 147

Program Area: Racial Profiling Data Collection 148

 Description of Highway Safety Problems..... 148

Countermeasure Strategy: Fair and Impartial Police Training, Data Collection and Analysis..... 148

 Project Safety Impacts 148

Linkage Between Program Area	149
Rationale	149
Planned Activity: Fair and Impartial Police Training	149
Planned Activity Description	149
Countermeasure strategies	150
Funding sources	150
Program Area: Traffic Records.....	151
Description of Highway Safety Problems.....	151
Countermeasure Strategy: Highway Safety Office Program Coordinator	152
Project Safety Impacts	152
Linkage Between Program Area	152
Rationale	152
Planned Activity: TRCC Program Coordinator	152
Planned Activity Description	152
Countermeasure strategies	152
Funding sources	153
Countermeasure Strategy: Improves accessibility of a core highway safety database	153
Project Safety Impacts	153
Linkage Between Program Area	153
Rationale	153
Planned Activity: AOT Crash Data Reporting System.....	154
Planned Activity Description	154
Countermeasure strategies	154
Funding sources	154
Planned Activity: e-Citation	155
Planned Activity Description	155
Countermeasure strategies	155
Funding sources	155
Countermeasure Strategy: Improves completeness of a core highway safety database.....	155
Project Safety Impacts	155
Linkage Between Program Area	156
Rationale	156
Planned Activity: SIREN	156
Planned Activity Description	156
Countermeasure strategies	157

Funding sources	157
Program Area: Media.....	158
Description of Highway Safety Problems.....	158
Countermeasure Strategy: Media Campaigns.....	158
Project Safety Impacts	158
Linkage Between Program Area	158
Rationale	158
Planned Activity: Distracted Driving DD Media Projects – Shift Vermont.....	159
Planned Activity Description	159
Countermeasure strategies	160
Funding sources	160
Planned Activity: Media Projects – Shift Vermont	161
Planned Activity Description	161
Countermeasure strategies	161
Funding sources	162
Planned Activity: Occupant Protection Media Projects – Shift Vermont.....	162
Planned Activity Description	162
Countermeasure strategies	163
Funding sources	163
Planned Activity: Motorcycle Safety Media Buy	163
Planned Activity Description	163
Countermeasure strategies	163
Funding sources	164
Evidence-based traffic safety enforcement program (TSEP).....	165
Crash Analysis	165
Deployment of Resources	168
Effectiveness Monitoring.....	169
High-visibility enforcement (HVE) strategies	171
405(b) Occupant protection grant	172
Occupant protection plan	172
Participation in Click-it-or-Ticket (CIOT) national mobilization.....	172
Planned Participation in Click-it-or-Ticket.....	172
Child restraint inspection stations	173
Child passenger safety technicians	174
Maintenance of effort.....	174

Qualification criteria for a lower seat belt use rate State	174
Occupant protection statute.....	175
Citations	176
Citations	177
Seat belt enforcement.....	177
High risk population countermeasure programs	178
405(c) State traffic safety information system improvements grant	180
Traffic records coordinating committee (TRCC).....	180
List of TRCC members	180
Traffic Records System Assessment.....	184
7.1.1 Crash Recommendations.....	184
7.1.2 Data Use and Integration Recommendation	184
7.1.3 Driver Recommendations	185
7.1.4 Roadway Recommendations.....	185
7.1.5 Vehicle Recommendations	186
7.1.6 Citation/Adjudication Recommendations	186
7.1.7 EMS/Injury Surveillance Recommendations	187
Traffic Records for Measurable Progress	187
7.1.1 Crash Recommendations.....	187
7.1.2 Data Use and Integration Recommendation	188
7.1.3 Driver Recommendations	188

7.1.4 Roadway Recommendations.....	188
7.1.5 Vehicle Recommendations	189
7.1.6 Citation/Adjudication Recommendations	190
7.1.7 EMS/Injury Surveillance Recommendations	190
Traffic Records Supporting Non-Implemented Recommendations.....	191
Completeness of Model Inventory of Roadway Elements Collection at Intersections.....	191
Accuracy of Model Inventory of Roadway Elements Collection at Intersections.....	191
State traffic records strategic plan.....	192
Quantitative and Measurable Improvement.....	193
State Highway Safety Data and Traffic Records System Assessment.....	193
Requirement for maintenance of effort.....	193
405(d) Impaired driving countermeasures grant.....	194
Impaired driving assurances.....	194
405(e) Distracted driving grant.....	195
Sample Questions.....	195
Legal citations.....	195
Citations	196
405(f) Motorcyclist safety grant	198
Motorcycle safety information.....	198
Motorcycle rider training course.....	198
Impaired driving program.....	199
1906 Racial profiling data collection grant.....	201
Racial profiling data collection grant.....	201
Assurance.....	201
Certifications, Assurances, and Highway Safety Plan PDFs	202

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

- S. 405(b) Occupant Protection: **Yes**
- S. 405(e) Distracted Driving: **Yes**
- S. 405(c) State Traffic Safety Information System Improvements: **Yes**
- S. 405(f) Motorcyclist Safety Grants: **Yes**
- S. 405(d) Impaired Driving Countermeasures: **Yes**
- S. 405(g) State Graduated Driver Licensing Incentive: **No**
- S. 405(d) Alcohol-Ignition Interlock Law: **No**
- S. 405(h) Nonmotorized Safety: **No**
- S. 405(d) 24-7 Sobriety Programs: **No**
- S. 1906 Racial Profiling Data Collection: **Yes**

Highway safety planning process

Data Sources and Processes

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

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

VTrans understands that accurate and timely traffic/crash data is the foundation for the development of problem identification. The analysis of statewide data; the creation of realistic and achievable goals; the implementation of data-driven countermeasures; the utilization of applicable metrics; and the selection of projected outcomes are the components of an effective strategic plan. Connecting and integrating each of these steps is essential to the creation and implementation of a pragmatic process to develop a successful statewide plan that reduces crashes, injuries and fatalities on Vermont's roadways.

Processes Participants

Our Members

3M

[AAA of Northern New England](#)

[AARP Driver Safety](#)

[Addison County Regional Planning Commission](#)

[Associated General Contractors of Vermont and Project Road Safe](#)

[AT&T](#)

[Bennington County Regional Commission](#)

[Central Vermont Regional Planning Commission](#)

[Chittenden County Regional Planning Commission \(CCRPC\)](#)

[Co-Operative Insurance Companies](#)

[Community Justice Network of Vermont](#)

[F.R. Lafayette](#)

[Federal Highway Administration \(FHWA\)](#)

[Federal Motor Carrier Safety Administration \(FMCSA\)](#)

[Green Mountain Transit](#)

[Hallstrom Motor Sports](#)

[Impaired Driving Rehabilitation Program \(Formerly known as Project CRASH\)](#)

[Lamoille County Planning Commission](#)

[Local Motion](#)

[National Highway Traffic Safety Administration \(NHTSA\)](#)

[Northeastern Vermont Development Association](#)

[Northwest Regional Planning Commission](#)

[Operation Lifesaver](#)

[Private Driver Education Schools](#)

[Ride Safe Vermont: Motorcycle Training](#)

[Rutland Regional Planning Commission](#)

[Southern Windsor County Regional Planning Commission](#)

[Sp!ke Advertising](#)

[TextLess Live More](#)

[Town of Barre](#)

[Two Rivers-Ottauquechee Regional Commission](#)

[TXT U L8R \(UVM Medical Center and the Clinical Simulation Laboratory at the UVM College of Medicine\)](#)

[University of Vermont Medical Center](#)

[University of Vermont Transportation Research Center](#)

[Vermont Agency of Transportation \(VTrans\)](#)

[Vermont Association of Chiefs of Police \(and member departments\)](#)

[Vermont Vehicle and Automotive Distributors Association \(VADA\)](#)

[Vermont Department of Health](#)

[Vermont Department of Liquor Control](#)

[Vermont Department of Motor Vehicles](#)

[Vermont Department of Tourism and Marketing](#)

[Vermont Driver and Traffic Safety Education Association](#)

[Vermont Forensic Laboratory](#)

[Vermont Insurance Agents Association](#)

[Vermont Judiciary](#)

[Vermont League of Cities and Towns](#)

[Vermont Local Roads Program](#)

[Vermont Sheriffs Association \(and member departments\)](#)

[Vermont State Highway Safety Office](#)

[Vermont State Police \(VSP\)](#)

[Vermont Truck and Bus Association \(and member companies\)](#)

[Volunteer Citizens](#)

[Windham Regional Commission](#)

[Work Safe TCI](#)

[Youth Safety Council of Vermont](#)

Description of Highway Safety Problems

VTrans began planning for the upcoming HSP by understanding the importance of aligning the HSP with the state's SHSP. The VHSA has identified and prioritized the Critical, Significant, and Special Emphasis Areas and outlined strategies to further the future trend of reducing fatal, major and other crashes statewide for the next five years (2017-2021).

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

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

A comprehensive description of the selected CEAs is included later in this document. Also included in that section are the identified strategies for each of the selected CEAs.

VTrans has formed an analytic team that examined various components of highway safety data and related collateral information and studies in reaching its conclusions included in this plan. The analytic team reviewed five years of state crash data (2013 through 2017) and assessed and evaluated existing trend lines and indicators. The team developed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes (defined by VTrans as fatal or serious injury crashes), the analytic team was better able to identify areas and locations as statistically relevant areas for programmatic focus. A description of the core data performance measures begins later in this document and includes analysis of whether each SHSP 2021 projection will likely be met.

In addition to the strategies listed in the "Critical Emphasis Areas (CEAs) and Strategy Matrix," several other supporting strategies are incorporated into specific programmatic sections of this HSP. A number of these strategies have been selected from the NHTSA publication, *Countermeasures That Work* (Ninth Edition, 2017). These strategies are comprised of proven practices associated with HVEs conducted in locations and at times dictated by data research. HVE deployments utilizing integrated enforcement methodologies such as DUI/occupant protection checkpoints and saturation patrols are recommended in *Countermeasures That Work*. Vermont has successfully employed these countermeasures and will continue to utilize other methods and techniques to improve effectiveness.

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

The State of Vermont traffic safety partners use two sources for crash data: NHTSA's Fatality Analysis Reporting System (FARS), and Vermont's Uniform Crash Reporting System. The most current FARS data is for calendar year 2018 and is available on the FARS website. The Uniform

Crash Reporting System is comprised of data which is submitted both manually and through the web crash reporting system. The latter provides more recent crash data, thus permitting the deployment of resources for immediate needs as compared to a historical trend analysis which can be derived from FARS.

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

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

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

VTrans also contracts with the Preusser Research Group, Inc. (PRG) to conduct the annual seat belt use survey, and with the Center for Research and Public Policy to conduct annual attitude surveys, which questions drivers about driving habits, safety concerns, and other traffic safety related issues.

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

Identifying these issues informs VTrans in the development of countermeasures and strategies designed to reach selected goals and outcomes. The staff utilizes NHTSA's publication Countermeasures That Work (2017, Ninth Edition) to identify "best practice" strategies that are

evidence-based. These suggested countermeasures may be adjusted, amended or otherwise modified to address the demographics of a rural state.

Countermeasures are selected by evaluating which particular strategy or combinations of strategies will be the most impactful statewide. Vermont's countermeasures are more specifically defined in the applicable sections of this document relating to the specified priorities.

The VTrans sub-award application provides a detailed measurement tool to determine outputs, outcomes, and projected goals. These goals include the reduction of impaired driving crashes, increasing DUI detection, and reducing highway fatalities.

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

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

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

CRITICAL EMPHASIS AREAS:

CEA 1 Improve Infrastructure

1A – Minimize Lane Departure

1B – Improve the Design and Operation of Highway Intersections

CEA 2 Curb Speeding and Aggressive Driving

CEA 3 Increase Use of Occupant Protection

CEA 4 Vulnerable Users & Motorcyclists Safety

4A – Increase Pedestrian Safety

4B – Increase Bicyclist Safety

4C – Increase Motorcyclist Safety

CEA 5 Age Appropriate Solutions

5A – Improve Younger Driver Safety (Under 25)

5B – Improve Older Driver Safety (65 and Over)

CEA 6 Reduce Impaired Driving

CEA 7 Curb Distracted Driving and Keep Drivers Alert

Methods for Project Selection

In 2017, the Grant Electronic Application and Reporting System (GEARS) was introduced to our partners and is now fully implemented. VTrans receives project proposals through GEARS at various times during the fiscal year. GEARS provides a uniform information portal and platform that facilitates the submission of applications for funding. Through this information portal, VTrans receives pertinent data and modeling that aids in program and project selection. The calculus used in the selection process includes a number of factors such as, but not limited to underlying crash and citation data, past performance on grant funded activities, and demonstrated perceived public need. Weight is also assigned to these areas: availability of resources necessary to achieve desired outcomes, cost effectiveness, grant spending performance, and data activity reports for each program. Lastly, an analysis is made of the proposed countermeasure(s) to address the identified issue. The Grant Review Committee consists of VTrans State Highway Safety Office (SHSO) staff.

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

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

List of Information and Data Sources

Countermeasures that Work

FARS

Web Crash/Uniform Crash Reporting System

GEARs

Judicial Docket Resolution Information

Vermont Forensic Lab

Vermont Justice Information Sharing Systems (VJISS)

Spillman and Valcour CAD/RMS systems

Vermont Judicial Bureau

Vermont Seat Belt Survey

Vermont Attitude Survey

Vermont Portable Electronic Device Survey

Youth Risk Behavior Survey (YRBS)

Description of Outcomes

VTrans began planning for the upcoming federal fiscal year HSP by understanding the importance of aligning the HSP with the state's SHSP. The VHSA has identified and prioritized the Critical, Significant, and Special Emphasis Areas and outlined strategies to further the future trend of reducing fatal, major and other crashes statewide for the next five years (2017-2021).

Federal, state, and local partnerships have strengthened the collaborative work of the VHSA. VHSA combines resources from each of the "four E's" of traffic safety: Enforcement, Education, Engineering, and Emergency Medical Response.

VHSA brings these partners together to focus on traffic safety priorities for the State of Vermont. In order to accurately evaluate the state's Critical Emphasis Areas (CEAs), VHSA contracted with the firm Vanasse Hangen Brustlin, Inc. (VHB), a company with more than 25 years of transportation, engineering, and operation experience. VHB developed data, working in conjunction with the state's Fatality Analysis Reporting System (FARS) analyst, VTrans data analysts and members of its staff. In addition, VHB collated data provided by many federal, state, and local partners (please see above partner list).

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

- › SHSO HSP
- › Highway Safety Improvement Program (HSIP)
- › Vermont State Police Strategic Plan
- › Department of Motor Vehicles Strategic Plan

› Motor Carrier Safety Assistance Program Commercial Vehicle Safety Plan

The consolidation of the various stand-alone documents into the SHSP will provide useful resources for one-stop shopping for information relating to all aspects of traffic safety.

Coordinated agency input will produce a statewide view of coordinated highway safety programs.

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

VTrans, working in partnership with various data analysts, studied all available crash data and related information. The analytics team reviewed five years of state crash data (2011 through 2015) and assessed and evaluated existing trend lines and indicators. The team developed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes (defined by VTrans as fatal or incapacitating injury crashes), the analytics team was better able to identify areas and locations as statistically viable areas for programmatic focus. Using this definitive metric facilitated a clear reading of data and incorporated fatalities, serious injuries and fatality rates into the information and data under review. A description of the core data performance measures are found later in this document and includes analysis of whether each SHSP 2021 goal will be met.

In addition to the strategies listed in the "Critical Emphasis Areas (CEAs) and Strategy Matrix," several other supporting strategies are incorporated into specific programmatic sections of the upcoming federal fiscal year HSP. A number of these strategies have been selected from the NHTSA publication, *Countermeasures That Work* (Ninth Edition, 2017). These strategies are generally comprised of proven practices primarily connected with HVE efforts conducted in locations and at times dictated by data research. HVE deployments supported by periodic integrated enforcement, DUI/occupant protection checkpoints and saturation patrols are recommended in *Countermeasures That Work*. Vermont has successfully employed these countermeasures and will continue to explore new methodologies and technologies to improve effectiveness.

Performance report

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

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclist's fatalities (FARS)	In Progress
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	Target for Citation Uniformity	In Progress
14	Target for Completeness	Completed
15	Target for Accuracy	Completed
16	Citation Completeness	In Progress
17	Timeliness of EMS Reporting	In Progress
18	Evidence Based Race Data Enforcement Reporting	In Progress
19	Increase in Positive Highway Safety Behaviors that correspondence to C-1 through C-11	In Progress

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

Progress: **In Progress**

Program-Area-Level Report

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

Progress: The State of Vermont (SOV) projects that there will be 58 deaths in calendar year 2020 on Vermont roadways. Our ultimate goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2016-2019) is 61.5 fatalities. If the number of fatalities in 2020 is below 44, then we reach our target. As of June 30, 2020, we have had 20 fatalities and we may meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

Target: To reduce the Serious Injury Crashes five-year average of 294 in 2013 - 2017 by 6% to a five-year average of 275 by December 31, 2020.

Progress: The State of Vermont has witnessed a gradual, but consistent reduction of Serious Bodily Injury (SBI) crashes over the last 10 years. The SOV projects that there will be 275 SBI crashes resulting from motor vehicle crashes in calendar year 2020. Our ultimate goal is to always work toward Zero Serious Injuries crashes as our target. Vermont's four-year average (2016-2019) is 272.8 SBI crashes. If the number of SBI crashes in 2020 is below 284, then we reach our target. As of June 30, 2020, there have been 54 SBI crashes and the SOV should meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

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

Progress: The SOV 2019 data revealed that we had a rate of .83 fatalities for every 100 million VMT on Vermont roadways. Our ultimate goal is to always work toward Zero Deaths as our target. Vermont's four-year average rate (2016-2019) is .85 fatalities per 100 million VMT. If the VMT rate total in 2020 is below .59, then we reach our target. As of June 30, 2020, we have had 21 fatalities and we do not have the VMT data for 2020 at the time of this writing. The state may meet this target as the goal set was realistic.

Vermont data for this section was provided by the VTrans Data Division and rates may differ slightly from the rates recorded in the FARS due to enhanced methodology changes. The VMT data is not currently available for 2020. This publication will be updated once that information is provided to the State.

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

Progress: **In Progress**

Program-Area-Level Report

Target: To decrease unrestrained passenger vehicle occupant fatalities 5.5 percent from the five-year average of 22 in 2013-2017 to a five-year average of 21 by December 31, 2020.

Progress: The SOV projected that there would be 21 unrestrained passenger vehicle occupant fatalities in calendar year 2020 on Vermont roadways. Our ultimate goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2016-2019) is 24 unrestrained fatalities. If the number of unrestrained fatalities in 2020 is below 16, then we reach our target. As of June 30, 2020, we have had 8 unrestrained fatalities and given recent trends we may meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

Target: To decrease alcohol impaired driving fatalities 19.54 percent from the 2013-2017 five-year average of 16 people to 14 people through December 31, 2020.

Progress: The SOV projected that there will be 13 alcohol impaired deaths in calendar year 2020 on Vermont roadways. Our ultimate goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2016-2019) is 16.15 alcohol impaired fatalities. If the number of alcohol impaired fatalities in 2020 is below 16, then we reach our target. As of June 30, 2020, we have had 3 alcohol impaired fatalities and given recent trends we may meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

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

Target: The SOV projected that there will be 26 speed related deaths in calendar year 2020 on Vermont roadways. Our ultimate goal is to always work toward Zero Deaths as our target.

Vermont's four-year average (2016-2019) is 28.75 speed related fatalities. If the number of speed fatalities in 2020 is below 29, then we reach our target. As of June 30, 2020, we have had 6 speed related fatalities and given recent trends we may meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

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

Target: The SOV projected that there will be 10 motorcycle deaths in calendar year 2020 on Vermont roadways. Our ultimate goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2016-2019) is 9.75 motorcycle fatalities. If the number of motorcycle fatalities in 2020 is below 10, then we reach our target. As of June 30, 2020, we have had 4 motorcycle fatalities and given the abbreviated, weather dependent riding season in Vermont, the state should meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

Projection: To reduce the number of un-helmeted motorcyclist fatalities by 40% from the five-year average of 1.0 in 2013-2017 to .50 through December 31, 2020.

Target: The SOV projected that there will be 10 un-helmeted motorcycle deaths in calendar year 2020 on Vermont roadways. Our ultimate goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2016-2019) is .75 un-helmeted motorcyclist fatalities. If the number of un-helmeted motorcyclist fatalities in 2020 is at or below 1, then we reach our target. As of June 30, 2020, we have had 0 un-helmeted motorcyclist fatalities and the state of Vermont should meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

Projection: To decrease driver's age 20 or younger involved in fatal crashes 34.37% from the five-Year average of 6 in 2013-2017 to a five-year average of 4 by December 31, 2020.

Target: The SOV projected that there will be 5 drivers age 20 or younger involved in fatal crashes in calendar year 2020 on Vermont roadways. Our ultimate goal is to always work toward

Zero Deaths as our target. Vermont's four-year average (2016-2019) is 5 drivers age 20 or younger fatalities. If the number of drivers age 20 or younger involved in fatal crashes in 2020 is below 5, then we reach our target. As of June 30, 2020, we have had 2 driver's age 20 or younger fatalities and given recent trends we may meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

Projection: To reduce the number of Pedestrian Fatalities by 7.14% from the five-year average of 5.6 in 2013-2017 to 5.2 through December 31, 2020.

Target: The SOV projected that there will be 5 pedestrian fatalities in calendar year 2020 on Vermont roadways. Our ultimate goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2016-2019) is 5.3 pedestrian fatalities. If the number of pedestrian fatalities in 2020 is below 6, then we reach our target. As of June 30, 2020, we have had 2 pedestrian fatalities and the state of Vermont should meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

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

Progress: The SOV projected that there will be 1 bicyclist(s) deaths in calendar year 2020 on Vermont roadways. Our ultimate goal is to always work toward Zero Deaths as our target. Vermont's four-year average (2016-2019) is .25 bicyclist fatality. If the number of bicyclist(s) fatalities in 2020 is below 4, then we reach our target. As of June 30, 2020, we have had 0 bicyclist(s) fatalities and the state of Vermont should meet this target.

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

Progress: **In Progress**

Program-Area-Level Report

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

Target: The SOV projected that the Seat Belt Use Rate would either maintain or increase in calendar year 2020 on Vermont roadways, and as of this writing the Annual Seat Belt Survey results are still being conducted. Vermont's Annual Seat Belt Survey has a four-year average

(2016-2019) of 85.9%. In calendar year 2019, Vermont’s Seat Belt Survey was 89.3%. If the Annual Seat Belt Survey percentage in 2020 is at or above 89%, then we reach our target. The SOV should receive the results of the 2020 Annual Seat Belt Survey by late July or early August 2020. Given that there is a pandemic and reduced traffic volumes, we are unable to predict if we will meet this target.

Performance Measure: Target for Citation Uniformity

Progress: **In Progress**

Program-Area-Level Report

This performance measure shows an increase in the statewide percentage of Vermont citations issued electronically versus paper by 3% from 18% to 22% in 2020. The State started issuing electronic citations on 7/1/2016.

For the current measurement period, 40.0% of Vermont citations were issued electronically.

Measurements

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

Performance Measure: Completeness of Model Inventory of Roadway Elements Collection at Intersections

Progress: **Completed**

Program-Area-Level Report

The measure shows the percentage of state road -to-state road intersections on the Federal Aid Highway Network with no missing fundamental elements, and the percentage of intersections on the Federal Aid Highway Network with no missing fundamental elements

The State began the mapping of the state road-to-state road intersections on the Federal Aid Highway Network and the intersections on the Federal Aid Highway Network in 2017. The goal is to map all missing fundamental elements of the Model Inventory of Roadway Elements Collection.

By the end of March 2019, the number of elements collected was 5219, or 42% of the total elements. As of March 31st, 2020, the program had achieved 5273, or 100% of the total roadway elements.

Measurements

Start Date	End Date	State Roadway Elements	Percent of Total Elements
April 1, 2017	March 31, 2018	1155	8%
April 1, 2018	March 31, 2019	5219	42%
April 1, 2019	March 31, 2020	5273	100%

Start Date	End Date	Federal Roadway Elements	Percent of Total Elements
April 1, 2017	March 31, 2018	1155	8%
April 1, 2018	March 31, 2019	6,374	46%
April 1, 2019	March 31, 2020	13247	100%

Performance Measure: Accuracy of Model Inventory of Roadway Elements Collection at Intersections

Progress: **Completed**

Program-Area-Level Report

The measure shows the accuracy of state road -to-state road intersections on the Federal Aid Highway Network with no missing fundamental elements, and the percentage of intersections on the Federal Aid Highway Network with no missing fundamental elements

The State began the mapping of the state road-to-state road intersections on the Federal Aid Highway Network and the intersections on the Federal Aid Highway Network in 2017. The goal is to map all missing all fundamental elements of the Model Inventory of Roadway Elements Collection.

By the end of March 2019, the number of elements collected was 6,374, or 46% of the total elements. As of March 31st, 2020, the program had achieved 13,247, or 100% of the total roadway elements.

Measurements

Start Date	End Date	Federal Roadway Elements	Percent of Total Agencies
April 1, 2017	March 31, 2018	1,155	8%
April 1, 2018	March 31, 2019	6,374	46%
April 1, 2019	March 31, 2020	13,247	100%

Performance Measure: Citation Completeness– Agencies Deployed

Progress: **In Progress**

Program-Area-Level Report

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

The RFP’s for new agencies were sent out as of early May 2019; this increase of agencies will be reflected in the 2021 TRCC Strategic Plan. The Department of Public Safety anticipates having an additional 109 State police vehicles and 50 other (Municipal and County) police vehicles online by September 30th, 2019, with a full statewide rollout following in 2020.

Measurements

Start Date	End Date	Agencies	Percent of Total Agencies
April 1, 2017	March 31, 2018	21	22%
April 1, 2018	March 31, 2019	21	22%
April 1, 2019	March 31, 2020	34	35%

Performance Measure: Timeliness of EMS Agency Reporting in SIREN

Progress: **In Progress**

Program-Area-Level Report

This performance measure demonstrates a decrease in the average number of days from the occurrence of an EMS Run to the date the EMS Patient Care Report is entered into the EMS database within a period determined by the State.

There were 105 reporting services during the baseline period with an average timeliness of 1.90 days. There were 108 reporting EMS agencies during the current performance period with an average timeliness of 2.00 days. As detailed in the supporting documentation, there has been an decrease in the timeliness of 0.10 days.

Measurements

Start Date	End Date	Number of Reporting Services	Average Number of Days
April 1, 2017	March 31, 2018	109	4.90
April 1, 2018	March 31, 2019	105	1.90
April 1, 2019	March 31, 2020	108	2.00

This results in an increase in timeliness of 3.0 days.

** It should be noted that Vermont lost 4 reporting agencies in this time period; Derby Line (financial issues led to closing), Barton Ambulance (also financial issues), Danville EMS was absorbed in CALEX (planned change) and Montgomery Ambulance closed (very low volume).*

Performance Measure: Evidence Based Race Data Enforcement Reporting

Progress: **Completed**

Program-Area-Level Report

Projection: A report will be received during this fiscal year that utilizes an Evidence Based Race Data Enforcement Reporting analytical framework to build a standardized format that can be posted publicly and analyzed

Throughout 2019, Crime Research Group (CRG) continued to identify which LEAs were using Spillman or Valcour and assisted with data extraction for those who requested it. As traffic stop and race data were collected, CRG identified the LEAs with gaps in the data and documented the missing data. CRG worked with Spillman and Valcour system users to gain an understanding of the strengths and weaknesses of each CAD/RMS and the fields available to improve traffic stop and race data. CRG worked with DPS and SEARCH, who for 2017 and 2018, extracted the data for the Spillman agencies into three files (VSP, Essex PD, and all others). CRG continues to work with Crosswind to have all Valcour agencies data extracted into one file. Under the 2020 SHSO grant, Valcour has agreed to provide one data extraction for all Valcour agencies for 2019 data. All data is now extracted using calendar year. Some LEAs are still missing race and age.

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2017	2021	58
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2017	2021	275
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2017	2021	0.82
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2017	2021	22.2
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2017	2021	12.8
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2017	2021	25.4
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2017	2021	9.8
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2017	2021	0.60
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2017	2021	5.2
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2017	2021	5.4
11	C-11) Number of bicyclist's fatalities (FARS)	5 Year	2017	2021	.40
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2017	2021	88.6
13	Target for Citation Uniformity	Annual	2021	2021	50
14	Electronic Citation Usage	Annual	2021	2021	40
15	Evidence Based Race Data Enforcement Reporting	Annual	2021	2021	50

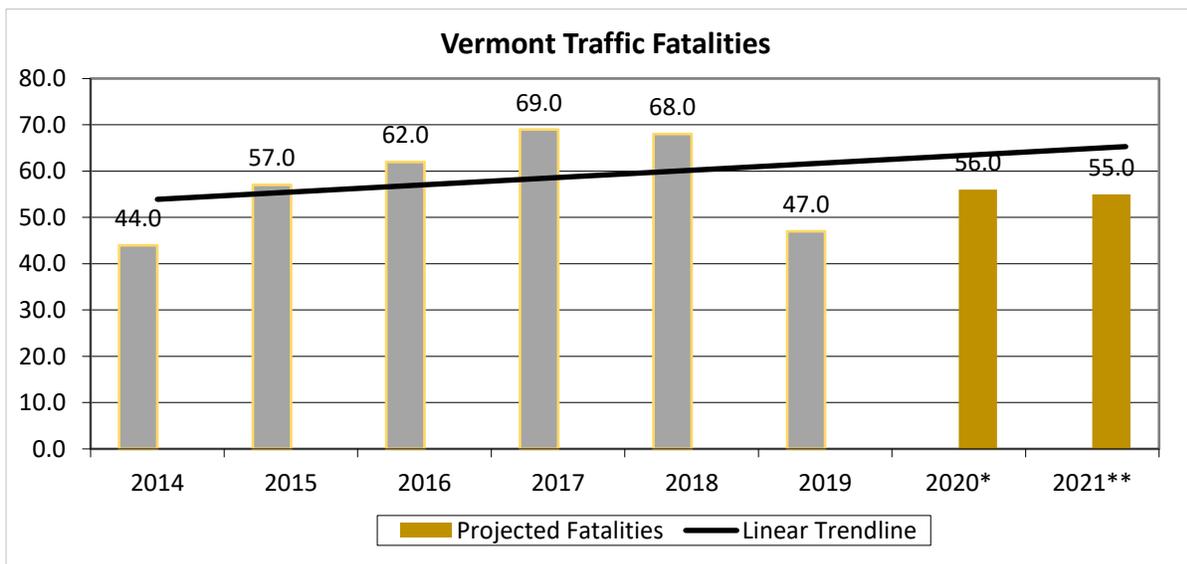
Performance Measure: C-1) Number of traffic fatalities (FARS)

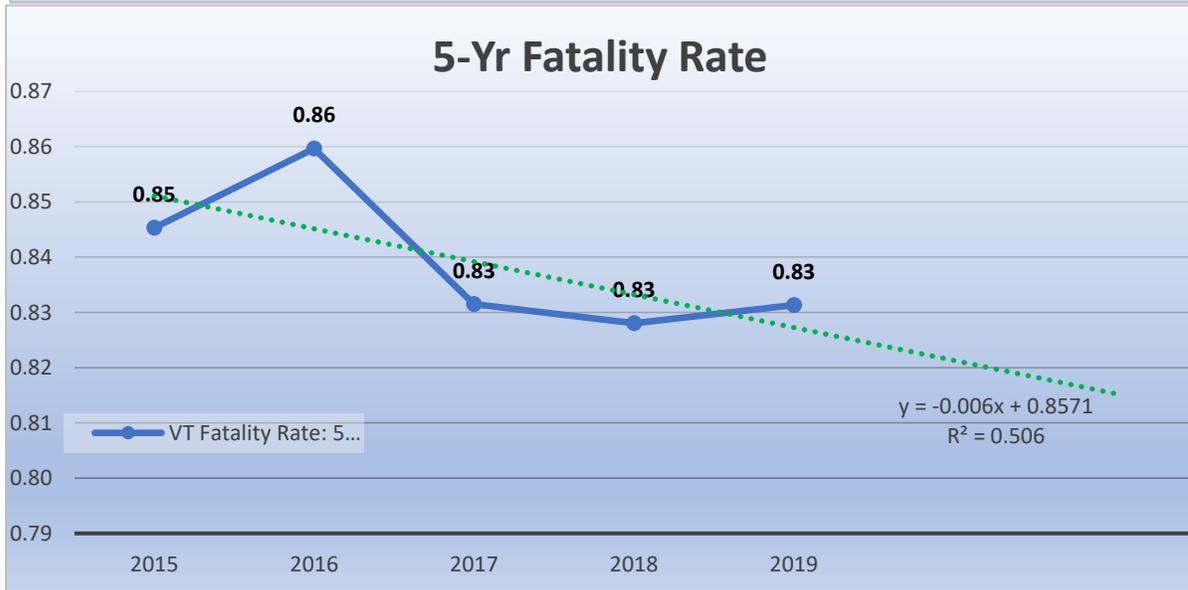
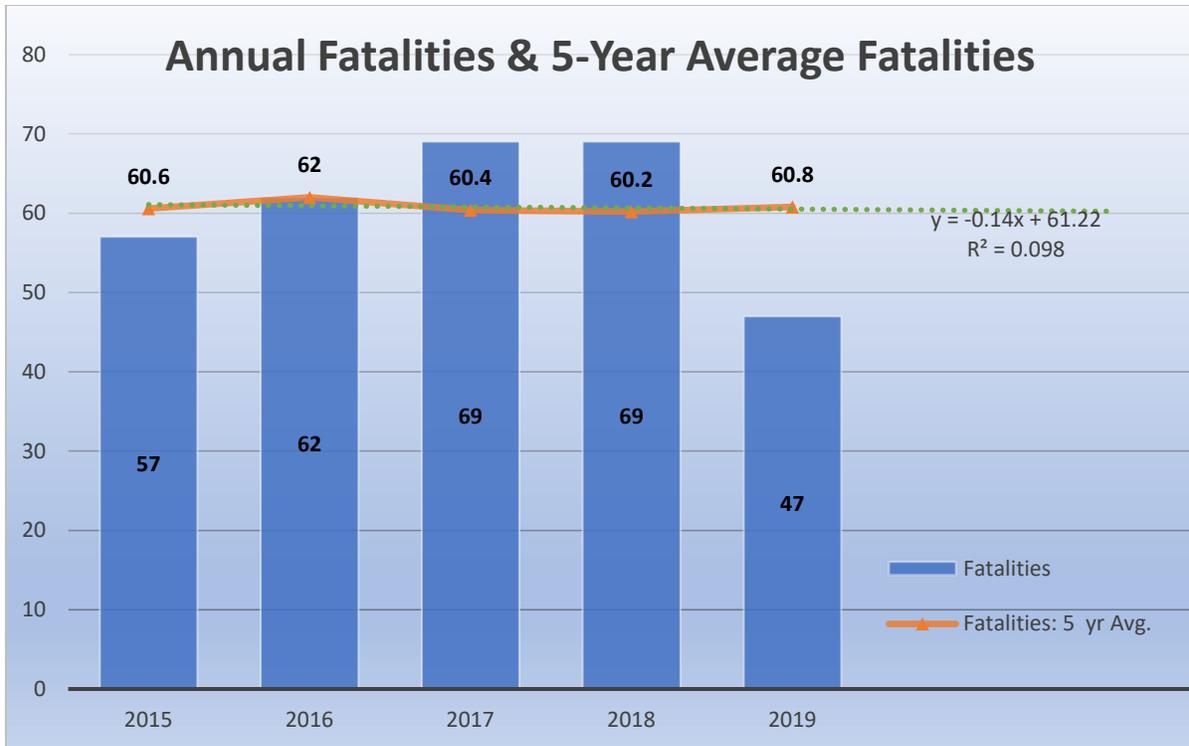
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2021	Numeric	58	5 Year	2017

Performance Target Justification

GOAL: To reduce traffic fatalities 3.33% from the five-year average of 60 in 2014 - 2018 to the five-year average of 58 by December 31, 2021. The five-year average of traffic fatalities in 2019 in Vermont was 60.6 and in calendar year 2019 Vermont experienced 47 fatalities which led Vermont to select a target to decrease our five-year average 3.33% to 58 fatalities. The projected moving average of fatalities for 2021 is 58 based upon a comparison of prior year data and a target of 55 fatalities in calendar year 2021. The projection is based on the five-year trends illustrated in the table and graph below. As chronicled in the graph below in 2014 Vermont experienced fewer number of fatalities than what was projected. Thus, 2014 is being viewed, for statistical purposes, as an outlier as a unique year with a significantly lower number of fatalities. Presently, as of this writing Vermont has recorded 20 highway related fatalities; although this number is encouraging, we are hesitant to base any projections on this historically low rate. Although we have seen some significant fluctuation in the number of fatalities, we are confident that with the continued deployment of “Safety Corridors,” speed cart projects, additional work zone enforcement that we can meet our goal. Regression analysis R-squared is a statistical measure of how close the data is to the fitted regression line. In our analysis the number of predictors is limited thus, any moderate increase or decrease will be difficult to quantify. Therefore, regression analysis is necessary and appropriate when qualifying and quantifying the data.





Year	FARS Fatalities	5-Year Average
2014	44.0	63.4
2015	57.0	60.6
2016	62.0	62.0
2017	69.0	60.4
2018	68.0	60.0
2019	47.0	60.6
2020*	56.0	58.0
2021**	55.0	58.0
*Value set for HSP & HSIP		
**Value set for HSP & HSIP		

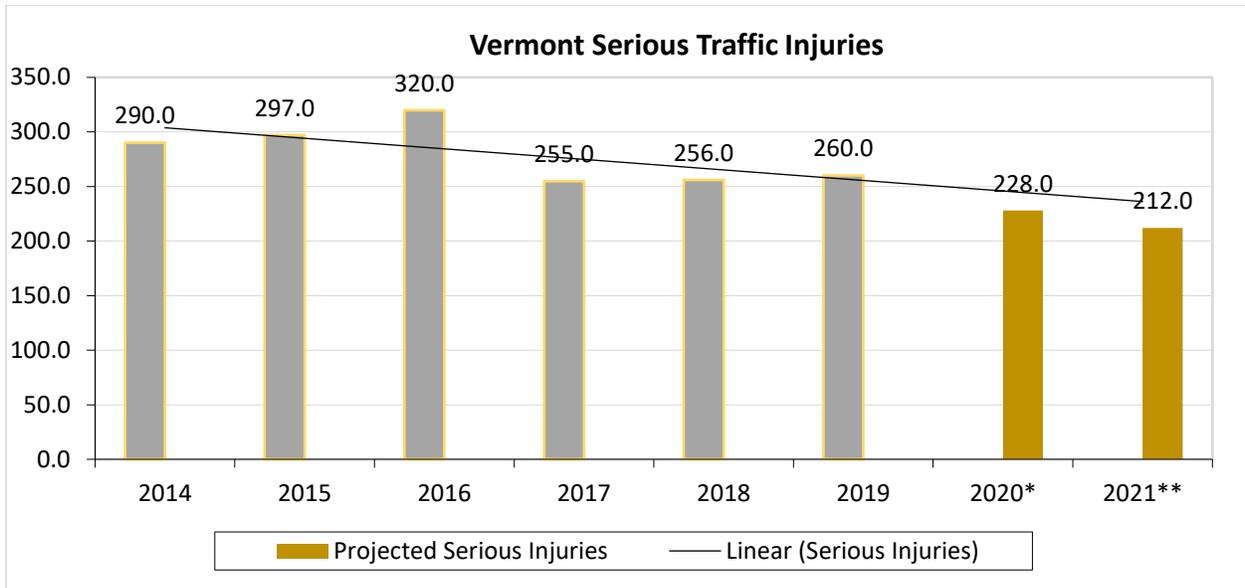
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	275.00	5 Year	2017

Performance Target Justification

GOAL: To reduce the Serious Injury Crashes five-year average of 283.6 in 2014 - 2018 by 3.03% to a five-year average of 275.00 by December 31, 2021. In order to achieve annual reductions in serious traffic injuries (see the following table and graph), Vermont will continue to support partnerships developed in enforcement, engineering, education and emergency responders. The five-year rolling average for serious injuries in Vermont has been hovering around 300 per year since 2012, showing some improvement over the prior ten years. A goal to decrease for the five- year rolling average in 2021 is an appropriate estimate as Vermont is projected to see a reduction in our five-year moving average of serious injuries crashes in 2020 and 2021 given the reductions in calendar year Serious Traffic Injury crashes from 2017-2019. When comparing the prior four years our moving average has been steadily decreasing, albeit at a gradual rate. This goal to reduce the 2014-2018 five-year rolling average will be challenging to achieve. Our R sq. value is close to 1 and appears as accurate.



Year	Serious Injuries	5-Year Average
2014	290.0	341.2
2015	297.0	318.6
2016	320.0	305.2
2017	255.0	294.0
2018	256.0	283.6
2019	260.0	277.6
2020*	228.0	275.0
2021**	212.0	275.0

*Value set for HSP & HSIP

**Value set for HSP & HSIP

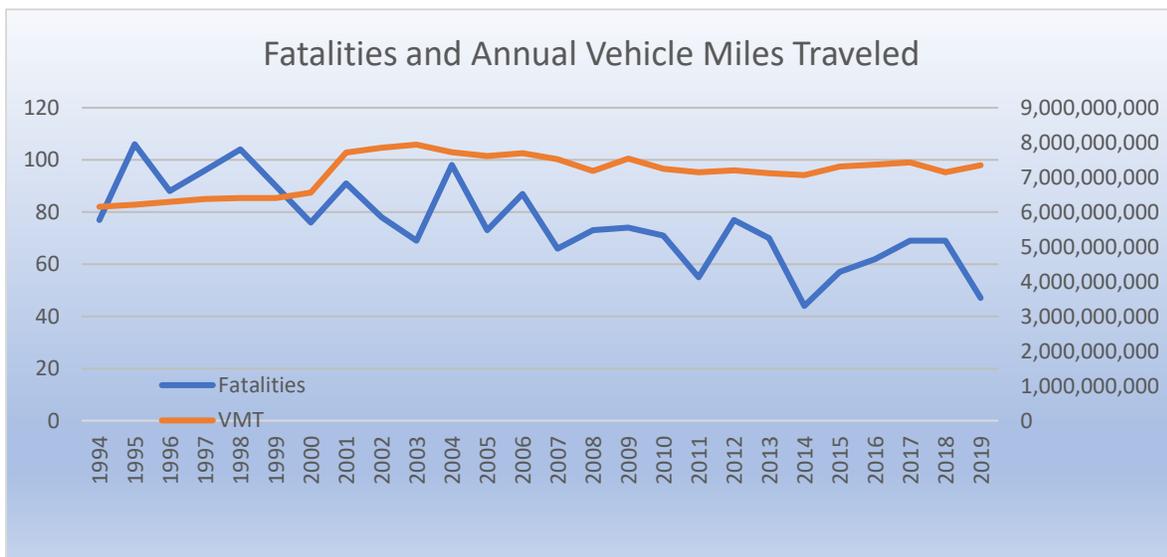
Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Percentage	0.82	5 Year	2021

Performance Target Justification

GOAL: To maintain or reduce fatalities per 100 million vehicle miles traveled by 1.20% from the five-year average of 0.83 in 2014 – 2018 to a five-year average of 0.82 by December 31, 2021. The State of Vermont will continue to rely on specific crash data to sustain the progress made toward this particular goal. In 2016 the data indicates 51 of the state’s 62 fatalities occurred on rural roadways. As described in Goal C-1, the primary causes of the state’s fatalities are related to operator impairment, lack of occupant restraint, speeding and distracted or inattentive driving. To appropriately address these priorities, the GHSP staff proportionately allocates federal funds to those projects which have the most potential for positive statewide impact. Data and information provided in the HSP demonstrates the appropriateness of this target which utilizes current data trends to create evidence-based strategies. The HSP places an emphasis on rural roadway law enforcement, nighttime seat belt enforcement, speed, pickup truck drivers 18-34 years of age and other primary causation factors. Public support and media outreach are projects which will be implemented to enhance enforcement efforts. This goal was determined to reflect a declining trend in the number of fatalities on Vermont highways but also to reflect a conservative estimate given the possibility 2014 was an exceptional year. It may be difficult to achieve a fatality rate similar to that of 2014. Therefore, maintaining or reducing a goal of 0.01% for 2019 appears to be reasonable to achieve. Our R sq. value is close to 1 and appears accurate. This goal is in line with the State of Vermont HSIP for 2021.



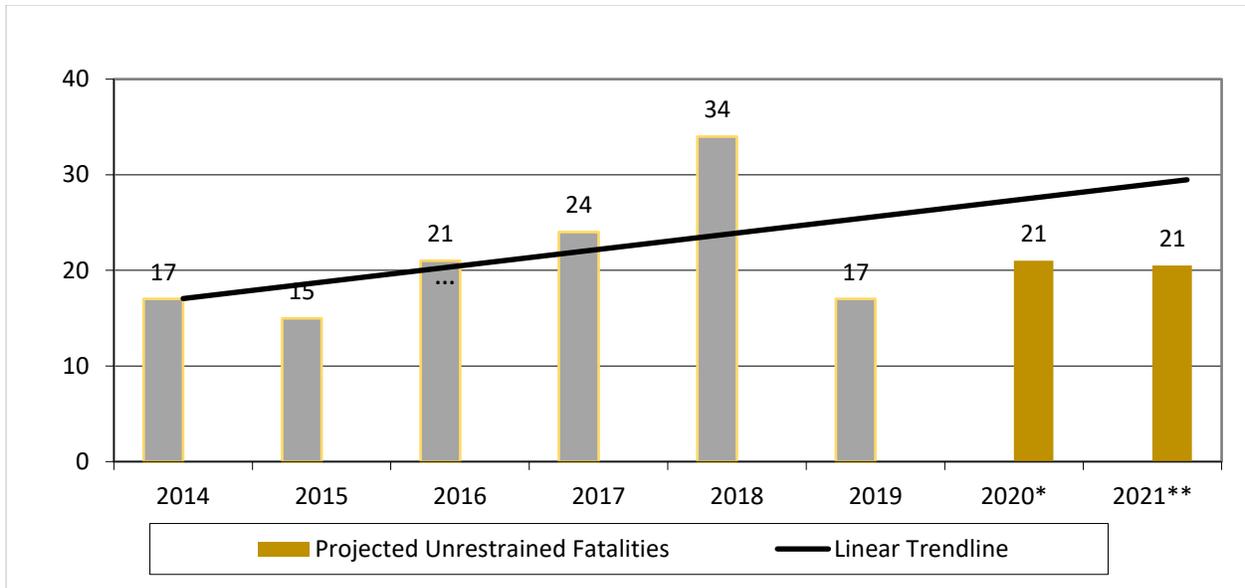
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	22.2	5 Year	2017

Performance Target Justification

GOAL: To maintain the unrestrained passenger vehicle occupant fatalities at the five-year average of 22.2 in 2014-2018 through December 31, 2021. This target was determined after a review of moving average data from 2004-2014 where the state routinely had an average at or near 30 unrestrained passenger vehicle occupant fatalities. Since 2015, the state’s five-year moving average has held between 21.2 and 23 fatalities. The trendline is projecting an upward trend as 2018 was an exceptional calendar year. From 2015 to 2020, the percentage of calendar year fatalities who were unbelted or improperly belted has ranged from 48% to 62% of all deaths. This high percentage of unrestrained fatalities combined with the ejection rates below helped us form this goal. In addition, the SHSO found that since 2014-2019, 103 unrestrained people were ejected from their vehicles and perished. Funding will be given to nighttime seat belt use projects; enforcement of rural roads, with extra attention to male pick up drivers, 18-34 years of age in a variety of media; and the SHSO will continue to coordinate the Occupant Protection Task Force. The VHSA teamed up several years ago with a male race car driver, now age 19, who is giving in-kind support with the Click It or Ticket (CIOT) messaging on the hood of his racecar. The SHSO’s LELs will focus on the partner agencies that need assistance supporting SHSO “Zero Tolerance Policies” for seat belt violations. The goal to maintain this rate will take work, given the trendline is projection an increase. The SHSO has planned a Seat Belt Assessment project in FFY2021.



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

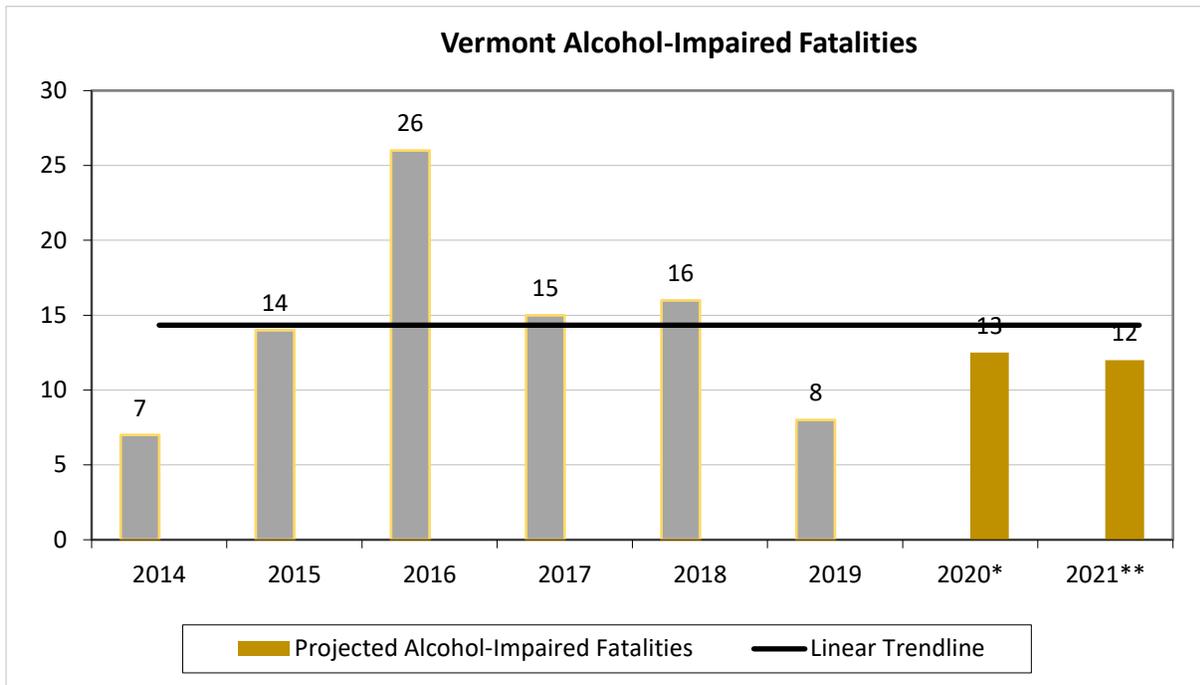
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	12.8	5 Year	2017

Performance Target Justification

Goal: To decrease alcohol impaired driving fatalities 17.94 percent from the 2014-2018 five-year average of 15.6 people to 12.8 people through December 31, 2021. Each agency funded to do impaired driving projects is required to use SHSO data to identify those locations, days of the week, and time periods which provide the most effective and efficient use of funding. High visibility enforcement and collaborative, inter-agency operations are supported by SHSO and coordinated by the LELs. In addition to the funding of more than 50 law enforcement agencies to perform impaired driving enforcement on a weekly basis, SHSO is funding the VSP to conduct regional impaired driving Task Force deployments in areas of high crash locations. The target to decrease Alcohol-Impaired Driving Fatalities by 17.94% from the 2014-2018 five year moving average is reasonable as our trendline has remained relatively flat. We will continue to direct 164(AL) and 405(d) enforcement and education based on data from the Place of Last

Drink and CRASH Data Locations.



Year	Alcohol-Impaired Fatalities	5-Year Average
2014	7	16.4
2015	14	15.8
2016	26	17.4
2017	15	15.8
2018	16	15.6
2019	8	15.8
2020*	13	15.6
2021**	12	12.8

*Projected based on current number.

**Forecasted based on trendline

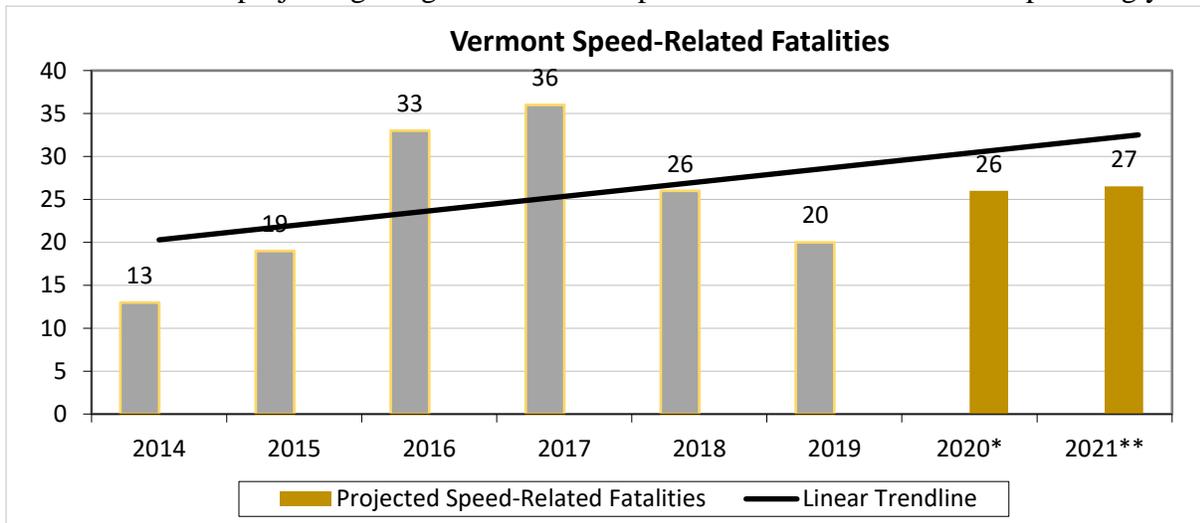
Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	25.4	5 Year	2017

Performance Target Justification

Goal: To maintain speed related fatalities at the five-year average of 25.4 from 2014 - 2018 through December 31, 2021. In 2019, over 42% of Vermont crash fatalities have speed as a contributing factor. Further, in 2019 there were 47 fatalities and 20 (42%) deaths were attributed to speed. The promotion of speed management, the deployment of sub-awardees engaged in speed enforcement and public outreach/education relating to speed are reliable countermeasures to address this target. Each participating law enforcement agency is provided crash data relative to their territorial areas of responsibility. Agencies are required to conduct enforcement activities in those identified locations and during the timeframes supported by data. VSP traffic units are routinely assigned to specific locations which demonstrate emerging trends of speed related crashes. Speed enforcement is the most utilized gateway tactic for the enforcement of occupant protection as well as impaired driving incidents. The continuing development of the state's electronic crash and ticketing program will further enhance the state's ability to use pertinent data to improve strategic speed initiatives. When comparing the percentage of operators suspected of speeding/total fatal crashes since 2014 -2018 the range is from 26% to 49%. Therefore, a goal to maintain speed related fatalities for 2021 at 2020 levels is an ambitious goal as the trendline is projecting a higher number of speed related fatalities for the upcoming year.



Year	Speed-Related Fatalities	5-Year Average
2014	13	22.2
2015	19	20.6
2016	33	23.2
2017	36	23.8
2018	26	25.4
2019	20	26.8
2020*	26	28.2
2021**	27	27.0
*Projected based on current number.		
**Forecasted based on trendline		

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

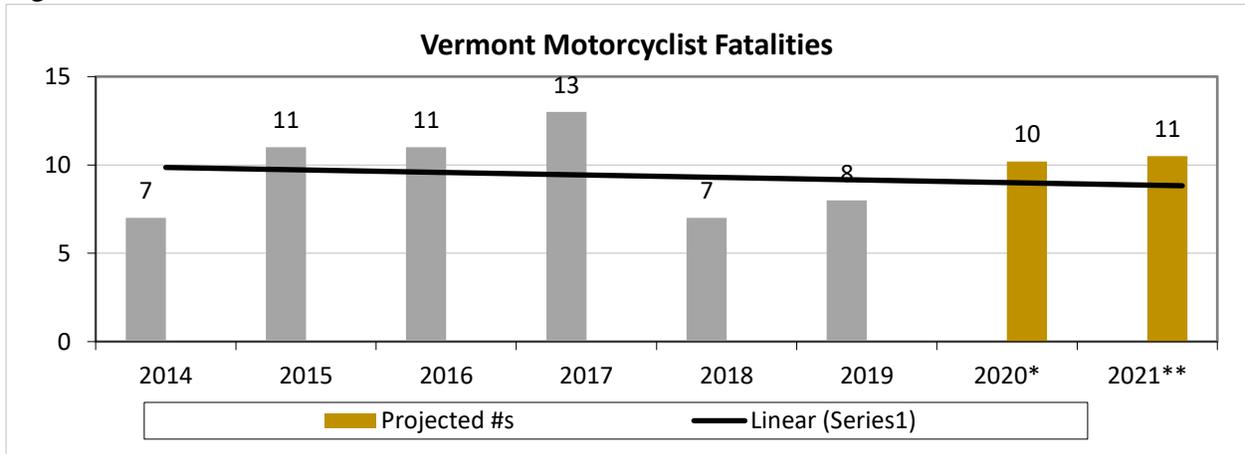
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	9.8	5 Year	2017

Performance Target Justification

Goal: To maintain motorcycle fatalities at the five-year average of 9.8 people from 2014 – 2018 through December 31, 2021. In the SHSP 2017-21 vulnerable users were added as a CEA and these users currently account for nearly 3.5% of our crashes. Vermont 's motorcycle fatality rate appears to fall into a range of 7-13 fatalities per year. The obvious problem with such a low rate of fatalities is the inability to detect specific identifiable trends. Although there appears to be an increase nationally in the number of motorcycle fatalities, no noticeable increase is recognized in the data in Vermont. Our goal is to maintain the number of motorcycle fatalities in Vermont at the five-year average of 9.8 Motorcyclist Fatalities through the 2021 Motorcycle season. The Vermont DMV is the lead agency for motorcycle safety in Vermont. The DMV will continue to conduct motorcycle safety training and media outreach to educate Vermonters regarding safety issues. While speed is a common factor in motorcycle related crashes, we are keenly aware that the motor public needs to do a better job in watching out for motorcycles. The DMV will continue to employ data, technology and information to update and improve the training curriculum as needed. The Vermont Rider Education Program will continue to train, and license interested riders with messaging to include ride unimpaired by alcohol or drugs, ride within your own skill limits, awareness of road conditions and other vehicles. Riders will be reminded to engage in available refresher training courses. All proven strategies have been endorsed by the Motorcycle Safety Foundation. Each year in Vermont there are over 30,000 motorcycles

registered.



Year	Motorcyclist Fatalities	5-Year Average
2014	7	7.8
2015	11	8.8
2016	11	9.4
2017	13	9.8
2018	7	9.8
2019	8	10.0
2020*	10	9.8
2021**	11	9.8

*Projected based on current number.

**Forecasted based on trendline

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

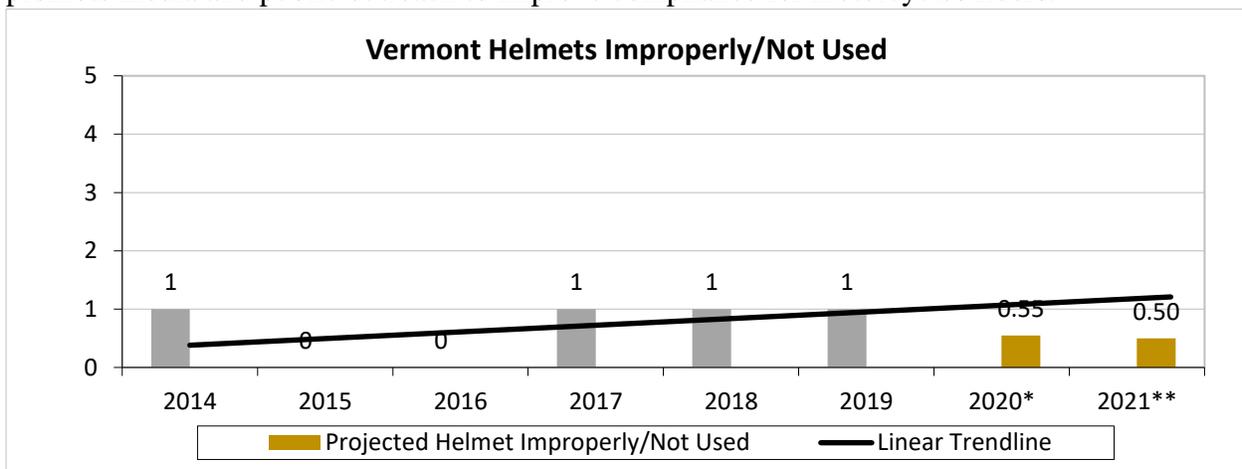
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	0.60	5 Year	2017

Performance Target Justification

GOAL: To maintain the number of un-helmeted motorcyclist fatalities at the five-year average of .6 in 2014 – 2018 through December 31, 2021. There were 8 motorcycle fatalities in Vermont during 2019, and of those people 1 was not wearing a standard DOT approved helmet. The five-year rolling average of un-helmeted fatalities over the past several years hovers

between .5 and 1.5. A step to reach the aspirational goal of eliminating all un-helmeted motorcycle fatalities is to incrementally reduce the five-year rolling average. Setting a goal to maintain these fatalities at the 2014-2018 five-year rolling average of 1.0 puts Vermont on a path in that direction. Wearing helmets that meet the US Department of Transportation (DOT) standard is the single most effective means of reducing the number of people who die or sustain injuries from motorcycle crashes. Helmets are estimated to reduce the likelihood of death in a motorcycle crash by 37% and reduce the risk of head injury by 69%. Traumatic brain injury is a leading cause of motorcycle crash death. Even when not fatal, these debilitating head injuries can mean a lifetime of costly rehabilitation and severe emotional trauma for family and friends. In fact, treating severe traumatic brain injuries costs 13 times more than non-brain injuries. There are no negative health effects from helmet use. Helmets do not restrict a rider's ability to hear important sounds or to see a vehicle in the next lane. Un-helmeted riders are 40% more likely to die from a head injury than someone wearing a helmet. Vermont will continue to promote DOT approved helmet use by supporting the DMV led training conducted for motorcycle safety and promote media and public outreach to improve compliance for motorcycles riders.



Year	Helmet Improperly/Not Used	5-Year Average
2014	1	1.4
2015	0	1.2
2016	0	1.0
2017	1	0.8
2018	1	0.6
2019	1	0.6
2020*	0.55	0.7
2021**	0.5	0.8
*Projected based on current number.		
**Forecasted based on trendline		

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

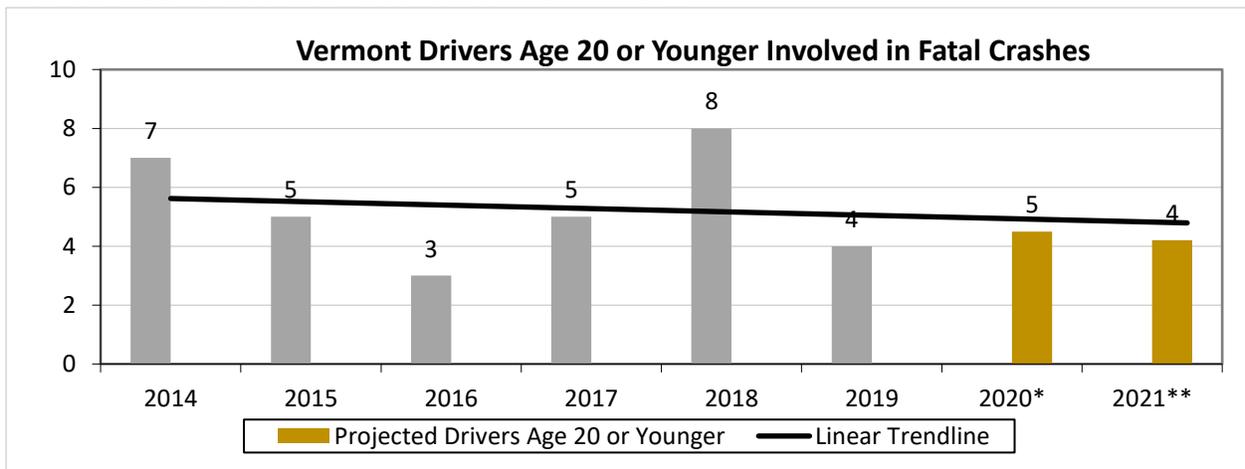
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	5.2	5 Year	2017

Performance Target Justification

GOAL: To decrease driver’s age 20 or younger involved in fatal crashes 7.14% from the five- year average of 5.6 in 2014 - 2018 to a five-year average of 5.2 by December 31, 2021.

Vermont continues to see a decrease in the number of fatalities in this category. Due to population numbers the reported number of fatalities in this category is statistically low thus conducting a reliable trend analysis is particularly difficult based on the small sample size. Working with the partners in the VHSA and focused outreach, Vermont is expected to continue reductions in this critical area of emphasis. SHSO has projects for teen education that include a Driver Instructor conference and Distracted Driving programs facilitated by the Youth Safety Council. Vermont added Critical Emphasis Area (CEA) 5 to Improve Younger Driver Safety (Under 25) in the 2017-2021 Strategic Highway Safety Plan. Drivers under 25 accounted for more than 30% of total crashes between 2011 – 2015.



Year	Drivers Age 20 or Younger	5-Year Average
2014	7	8.0
2015	5	7.6
2016	3	6.8
2017	5	6.4
2018	8	5.6
2019	4	5.0
2020*	5	5.0
2021**	4	5.2
*Projected based on current number.		
**Forecasted based on trendline		

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

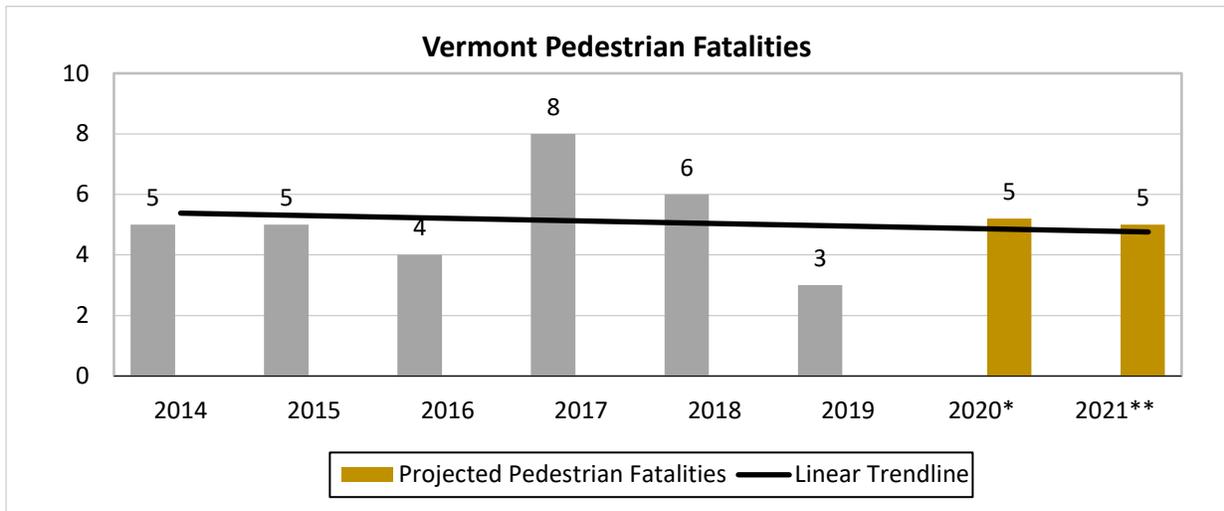
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2021	Numeric	5.4	5 Year	2017

Performance Target Justification

Goal: To reduce the number of Pedestrian Fatalities by 3.33% from the five-year average of 5.6 in 2014 – 2018 to 5.4 through December 31, 2021.

In 2019, 3 pedestrians died on Vermont roads and the most recent five years trend is toward 6 pedestrian deaths per year. This goal is in line with the 2017-2021 SHSP. SHSO will continue to use data to monitor any developing trends in this fatality category. SHSO staff will work with VHSA partners to provide education and outreach to achieve this projection.



Year	Pedestrian Fatalities	5-Year Average
2014	5	5.8
2015	5	6.0
2016	4	6.0
2017	8	5.6
2018	6	5.6
2019	3	5.2
2020*	5	5.2
2021**	5	5.4
*Projected based on current number.		
**Forecasted based on trendline		

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

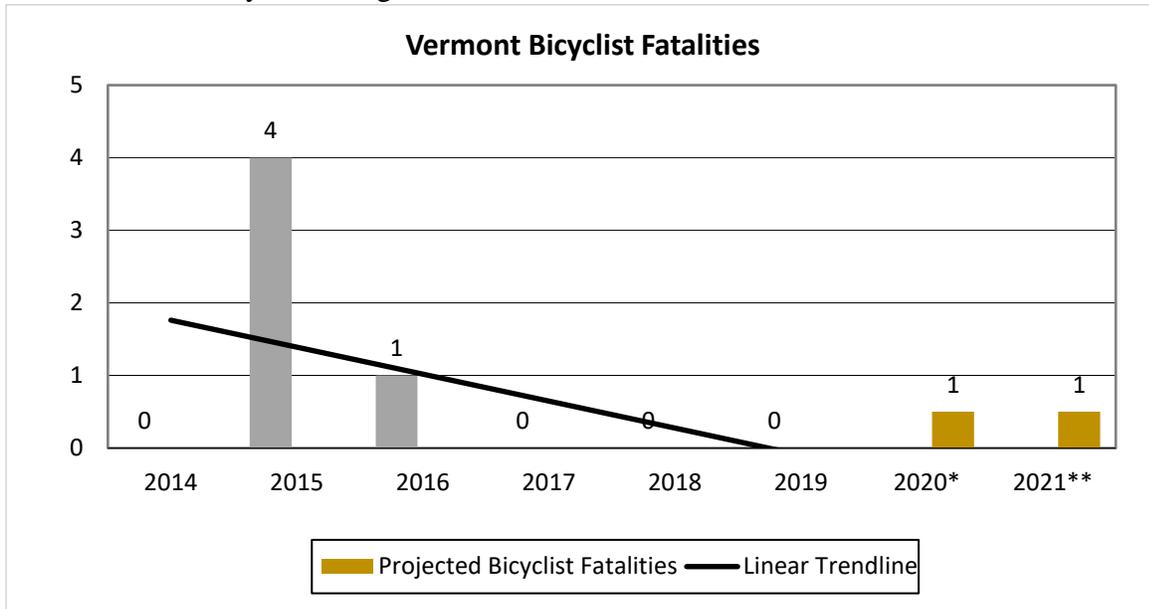
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclist’s fatalities (FARS)-2020	Numeric	0.4	5 Year	2017

Performance Target Justification

GOAL: To reduce the number of Bicycle Fatalities 60% from the five-year average of 1.0 in 2014 - 2018 to 0.4 through December 31, 2021. The core performance measure for bicyclist safety is to approach zero bicycle fatalities. Following an unexpected spike in early 2015 the state has initiated many projects to ensure bicycle safety: Road Diets (adding bicycling lanes, by decreasing vehicle lanes), share the road messaging, bike rodeos facilitated by local law

enforcement and encouraging helmet use, an increase in Rail Trail use (encouraging bicyclists to use the rail trail versus traveling on roads) and other statewide initiatives by Local Motion and the Vermont Department of Health. SHSO believes this goal of reducing our 2014-2018 Bicycle Fatalities to a five-year average of 0.4 is achievable.



Year	Bicyclist Fatalities	5-Year Average
2014	0	0.2
2015	4	0.8
2016	1	1.0
2017	0	1.0
2018	0	1.0
2019	0	1.0
2020*	1	0.4
2021**	1	0.4

*Projected based on current number.

**Forecasted based on trendline

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

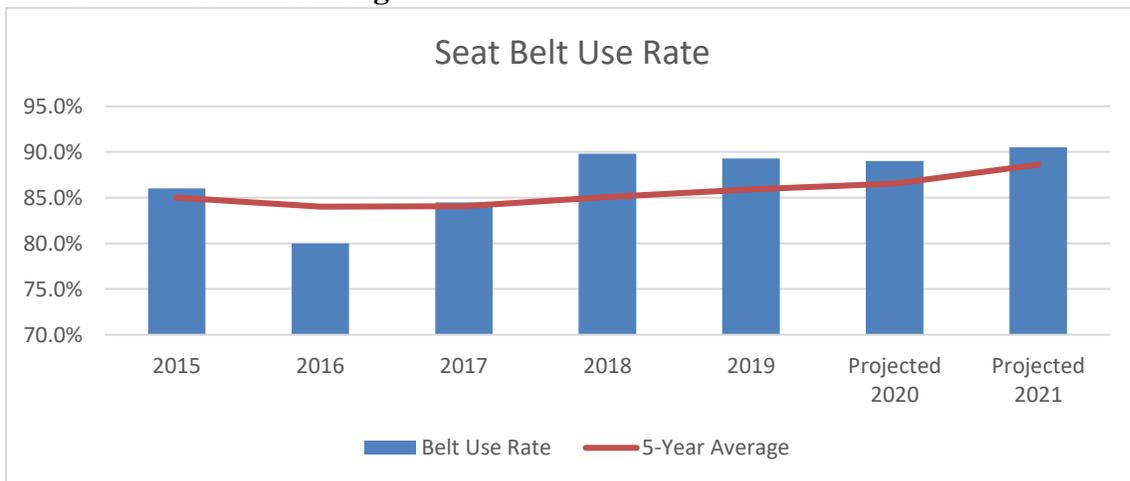
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2021	Percentage	88.6	5 Year	2017

Performance Target Justification

Target: To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 4.19% from the five-year average of 85.1% (2014 – 2018) to 88.6% by December 31, 2021. Nearly 10% of the traveling public in Vermont is not wearing a seat belt and that statistic is a slight increase over what the previous compliance rate has been. The State of Vermont does not have a primary seat belt law. Despite only having a secondary law, our usage rate is comparable to other New England States with primary laws. As of this writing 50% of our crash fatalities were unrestrained or improperly restrained. A recent Attitude Survey conducted for the SHSO revealed that 85.8% of motor vehicle operators indicated that they “always wore seat belts during the daytime” and 86% reported that they “always wore their restraint at night.” The Attitude Survey and the Annual Seat Belt Survey, when read in per materia, demonstrate the need to modify behavioral patterns to be accepted as the norm of being an occupant in a motor vehicle in Vermont.

Seat Belt Use Rate 5-Average



Year	Belt Use Rate	5-Year Average
2015	86.0%	85.0%
2016	80.0%	84.0%
2017	84.5%	84.1%
2018	89.8%	85.1%
2019	89.3%	85.9%
Projected 2020	89.0%	86.5%
Projected 2021	90.5%	88.6%

Performance Measure: Target for Citation Uniformity

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Target for Citation Uniformity-2021	Percentage	50%	Annual	2021

Primary performance attribute: **Uniformity**

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

Performance Target Justification

.1.2 Citation Uniformity – Paper vs Electronic Label: C-CU-02 Status of Improvement: Demonstrated Improvement Active Status: Active Revision Date: 14-May-2019 Related Project: eCitation Narrative This performance measure shows the percentage of Vermont citations issued electronically versus paper. The State started issuing electronic citations on 7/1/2016. For the current measurement period, 40.0% of Vermont citations were issued electronically.

Measurements Citations – April 01, 2015 through March 31, 2016

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

Performance Measure: Electronic Citation Usage

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Electronic Citation Usage-2021	Percentage	50%	Annual	2021

Primary performance attribute: **Completeness**

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

Performance Target Justification

3.1.1 Citation Completeness– Agencies Deployed

Label: C-C-01

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: 04-April-2019

Related Project: eCitation

Narrative

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

The State began piloting its eCitation program in 2016 and continues to rollout eCitation statewide as resources and interfaces become available. Beginning in July 2016, Vermont law enforcement started issuing citations electronically in three of the State's 95 law enforcement agencies. By the end of March 2018, eCitation has been deployed to 21 of the State's 95 agencies with 60 equipped vehicles on the system. There has been very little movement in this project due to contract negotiations. The RFPs for new agencies were sent out as of early May 2019; this increase of agencies will be reflected in the 2020 progress report.

Measurement

Start Date	End Date	Agencies	Percent of Total Agencies
April 1, 2015	March 31, 2016	0	0%
April 1, 2016	March 31, 2017	11	12%
April 1, 2017	March 31, 2018	21	22%
April 1, 2018	March 31, 2019	21	22%
April 1, 2019	March 31, 2020	34	35%

Performance Measure: Evidence Based Race Data Enforcement Reporting

Performance Target details

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

Performance Target Justification

The Police Academy will train 50% of Vermont law enforcement officers through the delivery of live sessions throughout the year. The number of officers trained will be 1,820. Under current Vermont law all law enforcement entities are required to report race data information on motor vehicle stops. All data required by law to be gathered by law enforcement during a motor vehicle stop will be analyzed. Currently, the applicable statute does not provide any direction as to what to do with this data or call for the analysis of that data. The analysis of this information will provide valuable data on the frequency of stops and associated activities during those stops. That information will be utilized as an effective training tool to ameliorate the effects of implicit bias from the process of motor vehicle enforcement. The chosen countermeasure will provide a near complete data subset of race data information from which an analysis can be taken, and the results of that analysis translated and incorporated into a training tool for law enforcement. The funding for this planned activity will originate from the subject grant. The sought-after performance will be an analysis of all race data submitted by law enforcement entities in Vermont. This data will provide useful information on a number of topics and some of the potential benefits and integration of lessons learned from this data include, but are not limited to: 1) improve community relations; 2) improve management of resources; 3) legal protections. Particularly in the area of motor vehicle stops it will help agencies determine if implicit bias is a factor in the decision-making process during a motor vehicle stop.

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

I certify: **Yes**

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

Seat belt citations: **600**

Fiscal Year A-1: **2019**

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

Impaired driving arrests: **296**

Fiscal Year A-2: **2019**

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

Speeding citations: **7000**

Fiscal Year A-3: **2019**

Program areas

Program Area: Driver Education and Behavior

Description of Highway Safety Problems

It is unquestionable that behavioral change cannot be solely affected by deterrence and high visibility enforcement techniques. Therefore, to effectively modify adverse behaviors on our roadways, it is important that an education initiative be constructed throughout the State of Vermont. Although, admittedly, public surveys are subject to a quantifiable margin of error nonetheless, such surveys do have an empirical value in helping to understand highway safety education needs. The most recent Vermont Driver Attitude Survey gives us some insight into areas that education can help penetrate and make our highways safer. For instance:

On Enforcement:

A large majority of licensed Vermont drivers, 82.0%, suggested it was very (40.2%) or somewhat (41.8%) likely they would be arrested for driving after drinking or using drugs. This percentage is up significantly from 72.4% in 2016.

Further, 60.1% believed a ticket for not wearing a seat belt was very (22.4%) or somewhat likely (37.7%). This is up from 51.6% in 2016.

Another 78.4% indicated they believed a ticket was very (33.5%) or somewhat (44.9%) imminent for driving over the speed limit. While this percentage increased from 67.8% in 2016, the percentage in 2010 was 80.4%.

In the second year of measurement, the percentage of those believing they were likely to receive a ticket for use of a hand-held electronic device while driving was 70.2% (38.9% very and 31.3% somewhat likely). This is up significantly from 49.8% in 2016.

On Media Reach:

The research included questions designed to measure awareness of messaging on alcohol-impaired driving, drug-impaired driving, and seat belt law enforcement.

Those reporting hearing, reading or seeing messages on alcohol-impaired driving increased slightly to 87.8 from 84.0%.

Those hearing, reading or seeing messages about drug-impaired driving also increased – to 79.4% in 2017 from 68.6% in 2016.

Further, the percentage of those hearing, reading or seeing messages about seat belt law enforcement remained statistically unchanged – 76.6% in 2017 and 74.8% in 2016.

The primary sources for information, among those aware of messages, about alcohol-impaired driving, drug-impaired driving and seat belt law enforcement included television (77.0%), radio (67.4%), signs/banners (50.3%), internet (47.3%), social media (47.1%), and personal observation on the road (39.8%). Other mentions with less frequency included: newspaper, friends/relatives, and law enforcement employment.

In 2016, the Governor’s Highway Safety Program Survey began to include questions on motorcycle safety messaging. In 2016, 48.0% reported reading, seeing or hearing messages about motorcycle safety. This percentage moved to 54.6% in 2017.

Those reporting they have read, seen or heard motorcycle safety messages indicated the primary sources included: television (34.2%), radio (29.8%), signs/banners (23.6%), and social media (20.6%).

There exists significant awareness of the relatively new law in Vermont (July 1, 2015) allowing police officers to give tickets to anyone using any hand-held electronic device while driving or sitting idle in a car that is on an active roadway. In 2017, 82.8% were either very (60.4%) or somewhat aware of the law (22.4%). This is up slightly from 80.6% in 2016. However, during the introduction year (2015) – awareness was 95.6% (very or somewhat).

On Pedestrian behavior:

Questions about pedestrian activities were introduced in 2016. Those suggesting they “never” walk across, adjacent to or near active highway traffic during an average summer month was 28.4%. This was up somewhat from 23.2% found in 2016.

Among the remaining 2017 respondents, who do walk near active highway traffic, the frequency ranged from daily (9.8%) to 34.8% who reported under 10 days per average summer month.

Concern over personal safety, when walking near active highway traffic in 2017, remained consistent with results collected in 2016. Just over three-quarters, 75.7%, offered either very concerned (32.4%) or somewhat concerned (43.3%). This is down slightly from 78.4% in 2016.

In 2017, 42.1% of all survey respondents noted they “always”, “often”, or “sometimes” walk while texting, talking or listening to hand-held devices. Another 28.9% noted they never do and 28.3% suggested it is “seldom”.

On Child Seat Awareness:

All respondents were asked to report the correct age to move a child out of an approved child restraint or car seat/booster. Nearly one-half, 49.0%, were unsure. The remaining respondents reported ages from one to 14 years of age. The largest percentage, 22.4%, indicated the correct age was eight.

In 2016, the percentage of those unsure was slightly lower at 45.8% while those indicating the correct age, at eight years of age, was 25.1%.

To increase awareness and knowledge of the correct age, the Department may want to increase collaboration with other State agencies as their focus, on websites, appears to be on child weight – rather than age.

On Personal Behavior:

Those respondents suggesting, they have “never” driven within two hours of drinking alcohol increased slightly to 70.3% in 2017 from 67.2% in 2016. This percentage has been higher in 2010 and 2011 – 75.4% and 73.6%, respectively.

Those reporting “always” wearing their seat belts, in 2017, was 85.8% during the day and 86.0% at night, respectively. These percentages have declined over the past year from 90.8% (day) and 91.6% (night) in 2016.

All respondents were asked how strongly they support or oppose a “primary seat belt law” – allowing law enforcement officers to stop motorists for not wearing a seat belt. In 2017, 73.6% indicated they strongly (52.2%) or somewhat support (21.4%) such a new law. This is up significantly from 63.6% in 2016 and statistically consistent with results collected in 2015 (74.2%).

Those indicating they “never” drive faster than 35-miles per hour in a 30-miles per hour zone was recorded at 13.6% in 2017 – down slightly from 15.6% in 2016.

Further, those noting they “never” drive faster than 75-miles per hour in a 65-miles per hour zone was 32.4% -- down from 54.0% in 2016. However, similar percentages were recorded in 2010 and 2011 at 36.4% and 35.0%, respectively.

On electronic device use while driving, 56.6% indicated “never”. This is down significantly from 71.4% in 2016 and statistically similar to results collected in years 2010 through 2014.

The perception that hands-free cell use, while driving, is safe is increasing. Two-fifths, 41.6%, noted they believed hands-free cell use while driving was safe. The percentages in 2014, 2015 and 2016 were 39.6%, 30.4% and 27.4%, respectively.

On probing or more intrusive questioning, online surveys that remove interpersonal interaction tend to secure somewhat more accurate responses from respondents. In 2017, the Governor’s Highway Safety Program Survey moved to an online methodology. Questions about driving after drinking alcohol, use of marijuana/hashish or taking prescription pain / anxiety medication resulted in somewhat elevated percentages in 2017 – 3.4%, 8.0% and 5.8%, respectively. These are higher than the percentages recorded in 2016 – 2.0%, 1.6%, and 4.2%, respectively.

On Bicycle Safety and Activities:

Bicycle and bicycle safety questions were introduced in 2017. The initial question was designed to measure awareness of a revision to a Vermont law increasing the clearance or space vehicles must give to bicyclists on Vermont roads. While 45.0% indicated they were unsure of the clearance or space while 8.2% noted the distance depends on the speed of the car. Others, 4.2%, noted they believed there was no recommended distance while some, 35.2%, suggested “at least four feet”. And, 7.4% suggested the clearance or space, as revised, was “at least two feet”.

Approximately one-half of all Vermonters surveyed, 51.4%, noted they never ride a bicycle. The remainder, 48.4%, indicated they rode a bicycle anywhere from frequently to seldom.

Among only bicycle riders, 37.4% indicated they never ride near active highway traffic during an average summer month. Others reported doing so with frequency, in a given summer month, that ranged from daily (4.1%) to 20 - under 30 days (5.0%), to 7.9% at 10 to under 20 days and 43.8% at under 10 days.

Concern over personal safety was very strong with 81.0% indicating they were very or somewhat concerned about their personal safety when riding near active highway traffic.

While 45.0% of all self-reporting bicycle riders noted they wear a helmet “always”, 23.1% said “never”. Others indicated “often”, “sometimes”, and “seldom” – 12.0%, 9.9% and 8.7%, respectively.

Associated Performance Measures

Countermeasure Strategies in Program Area

Countermeasure Strategy
LE Education and Outreach
SA Education and Outreach

Countermeasure Strategy: LE Education and Outreach

Program Area: **Driver Education and Behavior**

Project Safety Impacts

State and local law enforcement will provide an education effort focused on the critical and significant emphasis areas outlined in the Vermont SHSP by administering interactive presentations at schools (age and audience specific) and at community events to reach a broader public audience. The interactive presentations are built by the respective agency and may include a PowerPoint, rollover demo, mock crashes, impaired vision goggles, and other highway safety presentations. Evaluation tools such as pre and post surveys are used.

The goal is to increase driver knowledge and awareness of occupant protection, impaired, distracted, drowsy and aggressive driving, locally identified highway safety issues for bicyclists and pedestrians, and generally have a positive influence on negative highway safety behaviors.

Linkage Between Program Area

Traffic injuries and fatalities continue to be a problem throughout Vermont. Based on recent crash data, Vermont continues to experience problems with impaired driving, speed/aggressive driving, distracted driving and occupant protection. The problem identification data used in focusing the educational curriculum will be readily identifiable in the next driver attitude survey.

Education and outreach, coupled with high visibility enforcement operations and other specifically designated national programs, such as the Click it or Ticket national mobilization, will have a measurable positive affect on the survey findings. Funding will be utilized to provide the physical resources to facilitate the education and outreach to the various communities served. It is also a goal of this initiative to create a statewide common curriculum to address many of the co-occurring problems throughout the State.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21402-402/406/407/408/411	Local Law Enforcement Community Education Programs
NH21402-409/NH21405D-017	Vermont State Police Traffic Safety Education Program

Planned Activity: Local Law Enforcement Community Education Programs

Planned activity number: NH21402-402/406/407/408/411

Planned Activity Description

Several law enforcement agencies (LEAs) will implement local education programs focused on community traffic safety awareness. LEAs will work with youth and adults to reduce distracted, aggressive, and impaired driving and to increase occupant protection use.

This funding is used for local education efforts and is focused on the critical and significant emphasis areas identified in the Strategic Highway Safety Plan. These projects are not counted as match for OP and DUI enforcement grants.

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

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

Costs under this planned activity include time for law enforcement officers working educational event activities, supplies for instructional materials, travel to trainings and conferences and maintenance for equipment.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
LE Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-402	FAST Act NHTSA 402 SA	Chittenden County Sheriff's Dept.	\$13,000.00	\$3,250.00	\$13,000.00
NH21402-406	FAST Act NHTSA 402 SA	Milton Police Department	\$11,484.00	\$2,871.00	\$11,484.00
NH21402-407	FAST Act NHTSA 402 SA	Orange County Sheriff's Dept.	\$18,667.00	\$4,667.00	\$18,667.00
NH21402-408	FAST Act NHTSA 402 SA	Rutland County Sheriff's Dept.	\$13,000.00	\$3,250.00	\$13,000.00
NH21402-411	FAST Act NHTSA 402 SA	Windham County Sheriff's Dept.	\$22,555.00	\$5,639.00	\$22,555.00

Planned Activity: Vermont State Police Traffic Safety Education Program

Planned activity number: NH21402-409/NH21405D-017

Planned Activity Description

This project allows the Vermont State Police to meet public demand for highway safety presentations in teen driver education classes, businesses, and other community groups, particularly in jurisdictions of primary local coverage. Educational areas include alcohol and other drugs impaired driving, speeding, distracted driving, occupant protection (including child restraints) and motorcycle safety. A primary focus is teen driver education classes with an emphasis on alcohol and drug impairment. When possible, presentation surveys are administered

for evaluation, which allows the State Police to ensure effective and educational messages are reaching the students. In partnership with the State Highway Safety Office (SHSO), an overall goal is to provide education to the general public in conjunction with the enforcement campaigns—in particular, *Drive Sober or Get Pulled Over* and *Click It or Ticket*. All materials are peer reviewed and pre-approved by the SHSO. Allowable expenses include overtime, travel time to and from the educational event, supplies and printed educational brochures, and other miscellaneous approved handouts.

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

Members of the Vermont State Police bring an expertise to the classroom that more than supplements the structure of the driver’s education classes. For instance, the unfortunate reality of a Trooper’s experience investigating numerous injuries or fatal crashes where seatbelts were not used, distracted or impaired driving was present, or speed was a contributing factor, is told through the eyes of the investigator. These experiences and expertise associated with investigating injury or fatal crashes brings value and influence to the educational experience of young operators soon to travel on Vermont roadways.

A majority of driver education classes are offered at the public high school level as part of the class curriculum and therefore no fees are assessed to the participants.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
LE Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405D-017	FAST Act 405d Impaired Driving Low	Vermont Department of Public Safety	\$14,743.00	\$3686.00	
NH21402-409	FAST Act NHTSA 402 SA	Vermont Department of Public Safety	\$14,743.00	\$3,686.00	\$0.00

Countermeasure Strategy: SA Education and Outreach

Program Area: **Driver Education and Behavior**

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

This Countermeasure best fits the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21402-405	Local Motion
NH21402-404	Teen Driver Educator Education Summit
NH21402-401	Project RoadSafe, Workplace Driver Safety
NH21402-410/NH405D-019	Vermont Highway Safety Alliance
NH21402-403	Safe Driving Program
NH21402-400	Highway Safety Program Coordinator
NH21402-414	Youth Safety Council - Turn Off Texting Course
NH21402-413	Vermont Department of Health - Road Users Group

Planned Activity: Local Motion

Planned activity number: NH21402-405

Planned Activity Description

Local Motion is a member-supported non-profit organization dedicated to helping Vermont communities become safe and welcoming places to bike and walk. The SHSO has funded Local Motion’s work with the Safe Streets Network, a broad-based campaign led by Local Motion and engaging local governments and other non-profits from across Vermont to provide bike/pedestrian education and outreach. Local Motion continues to strategically build a statewide network of local partners to utilize the existing “toolkit” of education, activities and materials developed by Local Motion. The continuing goal for this expanded network is to reduce bike-pedestrian/motor vehicle crashes by increasing rates of walking/biking and building a culture of respect on our streets and sidewalks. The philosophy is that everyone has a part to play—cyclists, pedestrians, and motorists alike. Based on their data-driven approach, Local Motion will provide training and technical assistance in the use of the “toolkits” programming and education strategies and resources to identified communities, thus developing local capacity to promote safe biking and walking.

Activity Name	Start Date	End Date
Bike Smart Trailer Fall Season	10/01/2020	11/30/2020
Winter Bike Smart Trailer Overhauls	12/1/2020	3/30/2021
Bike Smart Trailer Spring Season	4/1/2021	6/20/2021
Bike Smart Trailer Summer Season	6/22/2021	8/31/2021
Safe Routes to School Annual Meeting (Exact date TBD)	5/14/2021	5/20/2021
Work with schools on Safe Routes to School	10/01/2020	6/20/2021
Learn to Ride Class (Exact date TBD)	5/10/2021	5/10/2021
Learn to Ride Class (Exact date TBD)	6/6/2021	6/6/2021
Fall, Winter, Spring and Summer Safety Outreach	10/1/2020	8/31/2021
Late summer and fall safety pop-up demonstration projects	10/01/2020	10/31/2020
Spring & summer safety pop-up demonstrations projects	04/01/2021	08/31/2021
Safe Routes to School Learning Network Trainings	Ongoing	Ongoing

Costs under this planned activity include allowable expenditures for program coordinator activities and travel. Costs may also include supplies and general expenditures for operating costs e.g., postage, web tools and support.

Success is measured by the number of participants that receive training and instruction on bike and pedestrian safety, and over time, by the increase in reported numbers of people walking/biking/rolling on our roadways. The greater the number of educated and informed bicyclists and pedestrians sharing our roadways, the safer those roadways will be for all.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Education and Training
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-405	FAST Act NHTSA 402 SA	Local Motion	\$75,125.00	\$18,781.00	\$75,125.00

Planned Activity: Teen Driver Educator Education Summit

Planned activity number: NH21402-404

Planned Activity Description

The annual day-long Summer Summit is a collaboration between the Highway Safety Office and the DMV, designed to provide a full day of professional development for driver educators (Agency of Education and DMV licensed). The conference will provide information on impairment surrounding the use of marijuana and alcohol and the effects each substance has on driving. Information on edibles will also be presented. The day will include presentations on bicycle and pedestrian safety as well as motorcycle and school bus awareness by the motor vehicle operator. There will be outdoor demonstrations relating to sharing the road with others. Another presentation will involve a panel of driver educators sharing what they do during their parent night presentations at their own schools. A presentation will be shared by two driver educators relating to traffic safety in other countries.

Outdoor activities and presentations will involve sharing the road with school busses, motorcycles, bicycles and pedestrians.

A handout from each of the presenters will be provided to all driver educator attendees for use in their classes.

The conference allows for interactive time for driver educators to connect with each other, as well as pick up new materials and lesson plans to supplement their individual programs. Each year's planning includes a review of the past year's data, traffic safety issues, and instructor evaluations in order to identify the next conference's central theme. Participants receive personal development credit toward their driver educator required certification.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-404	FAST Act NHTSA 402 SA	Department of Motor Vehicles	\$7,575.00	\$1,894.00	\$7,575.00

Planned Activity: Project RoadSafe, Workplace Driver Safety

Planned activity number: NH21402-401

Planned Activity Description

Focusing on the safety of employees who drive for work, RoadSafe helps AGC/VT members and the Vermont business community understand the value of safe driving. Project RoadSafe is the only driver safety program in Vermont that deals with commercial driver safety. The mission of Project RoadSafe is to help Vermont businesses create a safe mobile workplace for their drivers, decrease distracted driving, reduce impaired driving, increase the use of seat belts and help make Vermont highways safer. This includes classroom motor vehicle safety training for students in Technical Career Centers, on-site driver safety training for businesses who require their employees to drive for work, and training and education initiatives as part of the Vermont Occupational Safety & Health Administration (VOSHA) and Mine Safety & Health Administration (MSHA) workplace safety training programs.

AGC involves more than 3,200 people of all ages in various RoadSafe activities. These extensive activities range from participation in trade shows and conferences (600+) to workplace safety

trainings (600+) to classroom driver training safety presentations (1,200+). RoadSafe is also involved in several other activities, including: Regional Planning Commission forums, serving as an active Board Member on the Vermont Safety & Health Council as well as the Vermont Youth Safety Council, the Drivers Education Summit presented by the Vermont State Department of Motor Vehicles Division, and several at company safety day events.

AGC continues their work yearly with the National Safety Council's "Alive @ 25" course. This course is taught at Cold Hollow Career Center in Enosburg Falls as four days of a 4-hour course for more than 100 students of varied Tech Programs. Randolph Technical Center also takes advantage of this course yearly by teaching 5 days of a 4-hour course to over 80 students of varied tech programs.

The National Safety Council DDC-4 defensive driving program reaches over 50 employees from several VT companies to successfully complete the course at varied company safety days.

AGC Staff continues participation in the annual rotation of statewide safety conferences for the public and private trade and business sectors, providing driver safety materials and several driver safety mini-training sessions for hundreds of attendees. The Project RoadSafe eNewsletter continues its semi-monthly distribution while posting relevant driver safety information and a regularly updated training schedule and other information on the AGC website, reaching over 250 members with each publication.

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

We plan to continue use of our electronic newsletter, update and reprint Office of Highway Safety approved brochures to be distributed at the trade shows/conferences, and use various forms of social media as well as the AGC/VT Magazine (*BuildBoard*) and marketing materials. In 2019, Project RoadSafe wrote "The Professional Truck Drivers Guidebook" and rolled out 3 Professional Truck Driver Awareness courses with 30+ attendees.

Our curriculum includes the following courses:

- In classroom motor vehicle safety training for students in technical career centers
- On-site driver safety training for businesses who require their employees to drive for work
- Training and education initiatives as part of the Vermont Occupation & Safety Administration (VOSHA) and Mining Safety & Health Administration (MSHA) workplace safety training programs
- Train employees and independent contractors' employees in the many facets of workplace traffic safety
- Assisting owners and their employees through outreach and on-site safety talks and training
- Project RoadSafe developed Professional Truck Driver Awareness Training

- Driver safety training classes using the four-hour National Safety Council's Defensive Driving Course (DDC-4)
- Four-hour AAA Driver Improvement Program
- NSC four-hour Alive @ 25 program for juniors and seniors in Vermont's technical career centers.
- Project RoadSafe's specialized driver safety refresher courses

In addition to the RoadSafe training and education curriculum, we plan to continue several collaborations with both public and private workplace driver safety-oriented organizations. We will continue our participation in business-related trade shows, conferences, and seminars. These include: VT Safety & Health Expo, as well as the council Chapter training sessions; VT Insurance Agents Assoc; VT League of Cities & Towns; VT Truck & Bus Assoc; VDH Worksite Wellness Conference; Central VT Economic Development annual conference; VTrans Contractors Workshop; VT Highway Safety Alliance annual conference; VT Utility Safety Conference; VADA annual meeting; CSA quarterly safety meetings; Alive @ 25 classes, DDC-4 classes; OSHA/MSHA training sessions; and other opportunities that may arise.

Planned Activities:

- Participate in at least 6 company safety days
- Conduct 4 National Safety Council DDC-4 classes
- Conduct 8 National Safety Council Alive @ 25 classes for technical career centers
- Conduct 3 Professional Truck Driver Awareness Courses
- Conduct driver safety training in four OSHA-10 classes for at least 150 participants
- Conduct driver safety training in eight MSHA classes for at least 1,200 participants
- Schedule two DDC-4 stand-alone classes for 20 participants
- Introduce Alive @ 25 to two additional career centers for about 20 participants
- Enhance the number of collaborative opportunities to give greater exposure to the RoadSafe driver safety message
- Ensure the continuation of the Compliance Safety Accountability (CSA) consortium with the Vermont Truck & Bus Association (VTBA), the Federal Motor Carrier's Safety Administration (FMCSA), and the Enforcement Division of the Vermont Department of Motor Vehicles
- Increase the number of RoadSafe's participation in company safety day events
- Update the RoadSafe Driver Safety Refresher course to correspond with new data

- Continue relationship with the Vermont Department of Labor for crash-injury data
- Maintain our membership with the Vermont Safety & Health Council and other driver safety-oriented organizations
- Continue to be a Board Member of both VT Safety & Health Council and Youth Safety Council
- Continue to participate in the Northern New England Advisory Group
- Enlarge the distribution of the RoadSafe e-newsletter to include business associations
- Enhance the RoadSafe page of the AGC/VT Web Site
- Update collateral materials used in training and education classes
- Expand communication efforts through social media, the AGC/VT website and the electronic and print editions of the AGC/VT magazine *BuildBoard*
- Continue to promote RoadSafe and work on getting on new company safety day agendas, trade shows and conferences to heighten exposure for Project RoadSafe
- Continue outreach to conference attendees via Constant Contact following up on training needs

Costs under this planned activity include allowable expenditures for administrative activities, contract services and travel. Costs may also include general expenditures for operating costs e.g., supplies and association memberships.

Since 2014 the administrator/trainer was funded at 32 hours a week, in this federal fiscal year the position has been reduced to 20 hours a week. The administrator/trainer will set up and teach Safe and Pro Driver classes and OSHA/MSHA Safe Driver classes.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-401	FAST Act NHTSA 402 SA	Associated General Contractors of VT	\$72,954.00	\$18,239.00	\$72,954.00

Planned Activity: Vermont Highway Safety Alliance

Planned activity number: NH21402-410/NH21405D-019

Planned Activity Description

In accordance with NHTSA's *Countermeasures That Work*, Ninth Edition, 2017, the VHSA proposes implementation of localized and statewide targeted educational campaigns consisting of exhibits, fairs, professional conferences, schools, social media campaigns, and community safety events. NHTSA recommends that media campaigns and education be a standard part of every State's efforts to reduce crashes due to behavioral issues. The VHSA fosters and utilizes partners and Alliance members at venues to reach the targeted audience and maximize the subject matter experts for the CEA's addressed. The four critical major emphasis areas selected for targeting enforcement and education are impaired driving, distracted driving, seat belt use, and speed and aggressive driving. Minor areas targeted are bike and pedestrian safety, motorcycle safety, and age appropriate solutions. The VHSA leverages opportunities for earned media, including social media through coordination of marketing with partners, in addition to paid social media. The organization develops and implements strategic outreach programs designed to change driver behavior using the guidance of source data and strategies from organizations such as NHTSA, GHSA, SHSO, NSC (Road to Safety), and the SHSA. The VHSA maintains a public presence and central resource for driving safety reports and information.

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

The VHSA provides stakeholders resources to further education, training and access to highway safety advocates through coordination and planning of focus groups, board meetings and a yearly conference.

In addition, the VHSA works to:

- Strengthen public understanding of seat belt laws; increase proper use and installation of child safety restraints; and continue education for pedestrians, bicyclists, and motorcyclists
- Improve public awareness of impaired driving and its associated dangers, and promote programs for education for individuals and organizations charged with addressing impairment issues

- Improve public awareness on what defines distracted driving and its associated laws and dangers
- Improve public awareness on what defines speeding and aggressive driving and its associated laws and dangers
- Educate young drivers in an effort to establish safe driving habits from the start

Use of funds requested in grant:

- Tabling at safety events
- Educational materials
- Social Media marketing
- Registration fees and travel costs for VHSA members to attend conferences
- Venue costs, supplies, speaker fees and travel for the VHSA Annual Conference
- Executive Director Position

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH21405D-019	FAST Act 405d Impaired Driving Low	VHSA	\$43,018.00	\$10,754.00	
NH21402-410	FAST Act NHTSA 402 SA	VHSA	\$25,000.00	\$6,250.00	\$25,000.00

Planned Activity: Safe Driving Program

Planned activity number: NH21402-403

Planned Activity Description

The Safe Driving Program is available at 11 community justice centers throughout Vermont. There are efforts to expand the number of locations for Safe Driving classes to improve accessibility for participants, especially those that have suspended licenses and/or transportation challenges. The increase in access supports the SHSO's objective to: improve the quality of driving in Vermont by lowering the rates of fatal crashes due to impaired or distracted driving; raise awareness of those charged with driving offenses about their responsibility to engage in safe driving habits; and help participants recognize the decision points involved in deciding to drive so they can create an effective Safe Driving Plan.

The project continues to focus on the goal to evaluate and improve the quality and consistency of program delivery statewide. Work has begun to update the Participant's Manual to include more updated statistical data and resources as well as a page added to the evaluation for the collection of additional participant feedback. This information is shared at the Annual Facilitator's Workshop to share best practices, provide resources to keep current with trends, and to update materials as new videos and statistics become available. New pilot initiatives, such as incorporation of responsible party speakers on day one, will continue to build processes so the program can bring this perspective to additional sites. One coordinator assists with the ongoing training and evaluation of facilitators, the collection of materials and the evaluation of Safe Driving classes. By September 30, 2020, The Vermont Safe Driver Program will complete the expansion of one new community justice center class site, train staff and volunteer facilitators, conduct a day-long Facilitator's Workshop, oversee the operation and assessment of the Safe Driving classes, conduct outreach to identify potential speakers for victim impact panels, bring responsible party speakers into additional classes, and ensure the success of the Red Ribbon Tree Ceremony in December of 2020.

The Safe Driving Class is an educational program designed to teach participants about the human consequences of unsafe, impaired, and/or distracted driving. This class is not mandatory to have one's license reinstated. In this class, through discussion and interactive activities, the participants learn how unsafe driving affects them, their family, and members of the community.

This program was originally designed by Mothers Against Drunk Driving (MADD), but the curriculum has been modified to focus on all types of behaviors that impact road safety. It is based on restorative justice practices that focus on community responsibility to be a safe driver and to raise awareness of potential impacts on others, both through exercises and victim speakers.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-403	FAST Act NHTSA 402 SA	Community Justice of South Burlington	\$26,741.00	\$6,685.00	\$26,741.00

Planned Activity: Highway Safety Program Coordinator

Planned activity number: NH21402-400

Planned Activity Description

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405E-000	FAST Act 405e Comprehensive Distracted Driving	VTrans Staff	\$20,000.00	\$5,000.00	
NH21402-400	FAST Act NHTSA 402 SA	VTrans Staff	\$90,000.00	\$22,500.00	\$0.00

Planned Activity: Youth Safety Council - Turn Off Texting Course

Planned activity number: NH21402-414

Planned Activity Description

The Youth Safety Council of Vermont (YSCVT) was formed in 2005 to promote and support youth safety programs, education, initiatives and studies. The YSCVT partners with youth safety experts and advocates to sustain and improve existing programs, support and conduct educational and informational activities, and increase public awareness of youth safety issues. The YSCVT has presented Turn Off Texting since 2011. Turn Off Texting is an educational program started by the Vermont Department of Motor Vehicles in 2009.

The Turn Off Texting demonstration raises awareness about the dangers of distracted driving by putting students behind the wheel of a golf cart to navigate a course of cones while texting. Alternately, an advanced driving simulator is used to provide near real-world distracted driving experience. In each setting, student drivers learn that the consequences of distraction include hitting cones (pedestrians or pets), or more realistic obstacles and victims in the driving simulator.

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

With distraction arising from selecting music, navigation, texting or phoning and many other activities inside a car, it is critical that young drivers learn the danger of losing focus while driving. Distraction is a harmful choice, but only a theoretical one until a student driver “lives through it” and experiences the dangers first-hand, an opportunity that Turn Off Texting safely provides.

The YSCVT conducts pre- and post-demonstration surveys. During the 2018-2019 TOT season, the Council presented Turn Off Texting at 69 sites to 1,218 student drivers. 1,080 surveys were

completed. Analysis of 711 of these surveys showed more than 100 additional students adopted the “Definitely would not text or email while driving” attitude after participating. This is cumulatively more than 14% of respondents. There were 28 simulator visits.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405E-002	FAST Act 405e Comprehensive Distracted Driving	Youth Safety Council	\$51,500.00	\$12,875.00	\$51,500.00

Planned Activity: Road Users Group

Planned activity number: NH21402-413

Planned Activity Description

Pedestrian Safety and other Vulnerable Road Users

Pedestrian-related crashes continue to be a concern for highway safety professionals and citizens of Vermont. Nationally, while overall highway fatalities have decreased, the percent of pedestrian deaths has increased. In 2018 in the United States almost 6,283 pedestrians were killed traffic crashes, that is 3.4% increase from 2017. In 2017 almost 142,400 hospitalizations and emergency department visits resulting from motor vehicle traffic-related pedestrian injuries (NHTSA 2017). Pedestrian-related crashes impact all ages, with 25 to 44-year-olds the most at risk for pedestrian-related injuries based on Vermont state EMS and hospital discharge data.

In 2018 there were 127 hospitalizations and emergency department visits related to pedestrian injuries involving motor vehicles. Though this is a slight decrease from 2017 numbers (133 hospitalizations and emergency department visits), this change is not significant. The rate of hospitalizations and ED visits decreased slightly form 21.3 visits per 100,000 in 2017 to 20.3 per 100,000 in 2018 (VT Pedestrian Injuries Data Brief).

From our EMS SIREN data for 2018 and 2019, the number of pedestrian vs vehicle that required an EMS evaluation remained the same. In 2018, 91 pedestrian patients were treated by EMS. In 2019, 93 patients were treated across the state. There were more hospitalizations and emergency department visits recorded, this is likely due to some crash victims being transported by private

vehicle, or the EMS services does not currently report into SIREN. During this same time, the number of bicycle related EMS evaluation decreased from 42 patients in 2018 to 37 patients in 2019; this is a decrease.

Education for people walking and driving is critical to ensure that everyone on the road safely shares the space. Public messaging targeting specific audiences can help ensure that all road users understand their rights and responsibilities when using Vermont roadways.

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

In addition to implementing recommended strategies, the program will complement public health approaches to pedestrian safety and injury prevention. This will be accomplished by promoting general safety policy through education and public awareness campaigns that support pedestrian safety, implementing a statewide pedestrian education program for school-aged children, creating safe walking routes for older adults, and conducting law enforcement training specific to protecting vulnerable road users. By utilizing Vermont Department of Health networks, we will promote safe walking and biking activity throughout Vermont.

The program staff will collaborate with existing and new partners, raising awareness through education, shared resources, communication and outreach expertise to support communities in teaching Vermonters about safe walking and driving. We will coordinate with Local Motion and regional Safe Routes to School (SRTS) representatives, provide on-going training and assistance to SRTS representatives around walking and biking safety, and develop resources for the SRTS and Watch For Me VT websites. We will also reach out to partners who serve vulnerable Vermonters, including older adults, people with disabilities, and people who ride the bus, to provide education on pedestrian and transportation safety.

Key activities will include:

- Continue public information campaign on pedestrian safety and Sharing the Road, Watch For Me VT
- Educational outreach Work with communities to implement pedestrian-friendly changes to high-risk zones, such as school zones

Costs under this planned activity include allowable expenditures for program coordinator activities and travel. Costs may also include supplies and general expenditures for operating costs e.g., postage and support.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-413	FAST Act NHTSA 402 SA	Department of Health	\$113,385.00	\$28,875.00	

Planned Activity: OP Assessment

Planned activity number: NH21405B-016

Planned Activity Description

OP Assessment

The purpose of the Occupant Protection Program Assessment is to provide the State of Vermont with a comprehensive review of its occupant protection program by identifying program strengths, accomplishments, and challenges. In addition to using data and other resources, this report provides valuable insights for occupant protection program planning.

The assessment process provides a systematic approach for measuring progress by following the format of the *Uniform Guidelines for State Highway Safety Programs, Guideline No. 20, Occupant Protection* (November 2006). These guidelines offer direction to states in formulating their plans for highway safety efforts that are supported with Section 402 (State and Community Highway Safety), Section 405(b) (Occupant Protection), and other grant funds. The guidelines provide a framework for developing a balanced highway safety program and serve as a tool with which states can assess the effectiveness of their own programs.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405B-016	FAST Act NHTSA 405b Occupant Protection	Agency of Transportation	\$25,000.00	\$6,250.00	

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Description and Analysis of State's Impaired Driving Problem

Vermont is committed to applying an evidence-based design to all aspects of its impaired driving programs. A review of impaired driving fatality data reveals that of the 44 fatal crashes in 2019; 5 involved operators suspected of driving under the influence of alcohol only; 15 involved an operator suspected of driving under the influence of drugs only; and 3 involved operators suspected of driving under the influence of both alcohol and drugs. Of the 44 fatal crashes, 13 drivers tested positive for Delta-9 THC, the active cannabinoid in marijuana. In total, 23 deaths, or 49% of all fatalities on Vermont highways in 2019 were attributable to impaired drivers.

The data discloses that approximately half of the fatalities in Vermont are substance related. In refining that further, close analysis reveals that alcohol is not the sole impairing substance that is causing death on Vermont highways. However, the linear trend line of alcohol-impaired fatalities in Vermont is descending, albeit at a slow, gradual rate. The gradual decrease is of some import when looking at long-term projections and, when coupled with the legislative act of legalizing another impairing substance that will be affecting the traveling public in Vermont. As reflected below, our alcohol fatality rate is trending at par with our five-year average and also consistent with the projected rate in 2021.

A closer analysis of the data above, when viewed in conjunction with the information below, gives insight to specific problem areas within the state. For instance, the six counties with the highest number of Alcohol Related Serious Bodily Injury Crashes (ARSBI crashes) where the BAC of the operator $\geq .08$ were Chittenden, Addison, Windham, Bennington, Washington, Windsor and Franklin. Not coincidentally, those counties are some of the most populous counties, with the highest traffic volume in the State. Chittenden county, the state's largest county, had the highest number of ARSBI crashes at 65. Whereas the five other listed counties had SBI crashes numbering between 19-32.

Motorcycle Enforcement

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

Historically, since the first Click It or Ticket (CIOT) campaign in 2002, Vermont has delivered quality multi-level educational and enforcement activities, including participation in all three major NHTSA mobilizations each year. Motorcycle enforcement overlaps with these campaigns in May (Motorcycle Awareness Month) and the September Labor Day campaign and includes other targeted events during the summer riding season.

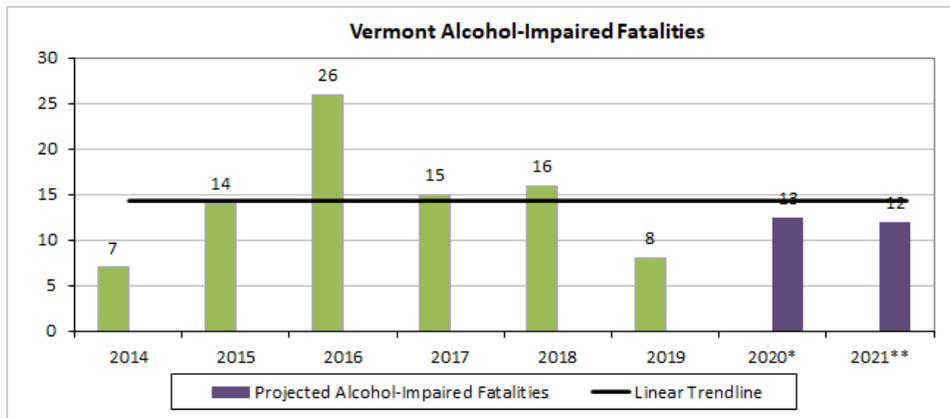
There are many motorcycle events in or around Vermont during the summer riding season, but three of these events directly impact traffic. The motorcycle races in Laconia, New Hampshire in June bring considerable traffic through the southern half of Vermont. In addition, groups from the greater New York capital district and western New York travel across New York Route 7 to Vt. Route 9 into Bennington and then on to New Hampshire. Multi-agency saturation patrols and

checkpoints are activated more for the appearance of omni-presence than enforcement. Local restaurants, pubs and bars benefit from increased activity beginning on the Thursday before the (weekend of the) races and continuing on for the next week. Some DUI and drug possession cases are generated, and traffic offenses increased. The Police Departments in Bennington, Wilmington, and Brattleboro frequently communicate when large groups move from one area to the other so that the agencies can plan for increased traffic. In recent years, the volume of traffic has slightly decreased, but remains heavy enough to warrant attention.

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

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

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



Year	Alcohol-Impaired Fatalities	5-Year Average
2014	7	16.4
2015	14	15.8
2016	26	17.4
2017	15	15.8
2018	16	15.6
2019	8	15.8
2020*	13	15.6
2021**	12	12.8

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

Data Analysis:

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

Alcohol Impaired Table 1

Vermont Highway Crashes by County (Serious Bodily Injury): All Crash Types where Operator BAC = > 0.08

Driver Counts, where BAC =>0.08						
County:	2013	2014	2015	2016	2017	2018
Addison	26	12	16	24	19	20
Bennington	32	27	25	27	30	23
Caledonia	11	11	10	14	7	16
Chittenden	85	67	88	73	60	65
Essex	2	3	1	4	2	2
Franklin	27	21	32	19	23	18
Grand Isle	6	4	7	3	4	6
Lamoille	17	18	19	24	20	16
Orange	19	13	17	18	17	10
Orleans	15	10	9	5	12	11
Rutland	38	26	34	38	26	7
Washington	26	11	18	32	21	19
Windham	39	31	44	38	32	28
Windsor	33	31	39	30	20	28
Total:	376	285	359	349	293	269

SBI, All Crashes, Driver Counts, Where BAC =>.08 broken out by Month

Month:	2013	2014	2015	2016	2017	2018
January	26	21	38	36	23	16
February	30	22	21	24	28	26
March	40	24	33	37	21	15
April	21	24	22	26	20	19
May	29	23	26	33	24	20
June	36	27	29	32	25	23
July	32	28	21	27	26	31
August	41	22	36	24	24	23
September	34	29	23	21	26	25
October	20	22	37	33	14	26
November	31	26	33	26	28	17
December	36	17	40	28	34	28
Total:	376	285	359	347	293	269

SBI, All Crashes, Driver Counts, Where BAC =>.08 broken out by operator gender

Sex:	2013	2014	2015	2016	2017	2018
Male	264	201	233	248	214	200
Female	110	82	126	98	78	67
Unknown	2	2	0	1	1	2
Total:	376	285	359	347	293	269

Vermont Highway Crashes: All Fatal Crashes Only with operator BAC => 0.08

Driver Counts, where BAC =>0.08						
County:	2013	2014	2015	2016	2017	2018
Addison	0	0	2	0	1	3
Bennington	0	1	1	3	1	1
Caledonia	0	0	1	2	0	1
Chittenden	2	1	2	1	2	1
Essex	1	0	0	0	1	0
Franklin	2	1	4	4	1	3
Grand Isle	0	0	0	1	0	0
Lamoille	1	0	0	2	1	0
Orange	3	0	1	0	0	0
Orleans	2	2	0	0	3	0
Rutland	2	1	2	3	2	1
Washington	1	0	1	1	0	1
Windham	0	0	0	4	1	2
Windsor	1	0	0	2	2	0
Total:	15	6	14	23	15	13

Vermont Impaired Driving Strategies

- Encourage Law Enforcement Agencies (LEAs) throughout the state to participate in National impaired driving enforcement campaigns, such as “Drive Sober or Get Pulled Over”.
- Provide instructive assistance to potential subgrantees by offering a grant training workshop prior to the submission of their grant application in GEARS.
- Support programs for the education of younger drivers regarding the dangers of driving while impaired and the laws affecting those age groups.
- Work with the Department of Motor Vehicles to support driver education programs, reinforcing impaired driving laws.
- Promote the expansion of WebCrash to map impaired driving crashes, and to forecast emerging impaired driving trends.
- Provide the Vermont Forensic Laboratory with funding for the necessary supplies, and staff training to facilitate the analysis of impaired driving related evidentiary samples.
- Support the Traffic Safety Resource Prosecutors and the Judiciary training program.
- Continued expansion of the Drug Evaluation and Classification Program (also referred to as the Drug Recognition Expert or DRE program) to provide more flexible statewide coverage.
- Provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to serve as prerequisite to those that may choose to enter the DRE program.
- Promote initial Standardized Field Sobriety Testing training for new police officers and SFST updates for those already certified, enabling them to keep current.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2021	5 Year	11.2

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: **DRE, ARIDE and SFST Program management and training**
Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

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

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

Linkage Between Program Area

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405D-014	VPA Impaired Driving Grants
NH21405D-300/301/302/303	DRE Call-out Pay

Planned Activity: Vermont Police Academy Impaired Driving Grants

Planned activity number: NH21405D-014

Planned Activity Description

Impaired driving is a top priority for the State Highway Safety Office (SHSO). Vermont is not unlike other states in the northeast in that it has been experiencing an increase in drug impaired driving. Driving impaired while under the influence of prescription drugs, as well as other over the counter and illicit impairing substances, continues to be a growing concern. According to the GHSA, the trend is that drug use is increasing. The SHSO and the Vermont Criminal Justice Training Council/Vermont Police Academy (VCJTC/VPA) are striving to address this growing problem.

Vermont's Drug Evaluation and Classification Program (also referred to as Drug Recognition Expert or DRE Program) began in 2005 and continues to expand its coverage throughout the state. Currently, the program has 56 active certified Drug Recognition Experts (DREs) with plans to expand further to those areas of the state with emerging or reoccurring impaired driving incidents. Data, intelligence and information will serve as a foundation of future strategies for geographic deployment of DREs within the state.

The DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. One DRE certification training is held each year and all members of the DRE team are required to re-certify every two years under International Association of Chiefs of Police (IACP) standards. In addition, two in-service trainings are coordinated each year to provide up to date best-practice information and required training hours for currently certified DREs.

The VCJTC/VPA has fully assimilated ARIDE training into their mandatory curriculum and mandates all officers graduating from a basic recruit class receive ARIDE training within three years of graduation. ARIDE training is becoming a highly desirable skill for the officer on patrol in Vermont. The training, a bridge between SFST and DRE training, prepares the officer to recognize certain signs of impairment by substances other than alcohol. The growth of ARIDE-trained officers increases the number of evaluations performed by Vermont DREs. ARIDE is a valuable tool in aiding Vermont law enforcement officers in detecting impaired drivers and developing potential DRE candidates. Currently, of the 1,817 (331 Level 2 and 1,486 Level 3) law enforcement officers in Vermont, 761 are ARIDE trained. The VPA conducts six (6) regional ARIDE trainings annually to satisfy the mandatory curriculum requirement and allow departments and agencies easier access.

Most officers have been trained in SFST, but many have not received SFST refresher training since the beginning of their careers. The VPA recognizes the importance of refresher training and believes it is necessary to keep skills sharp and officers up to date with best practices. Only two basic recruit classes of approximately 35-45 officers per class graduate each year from the VPA.

The VCJTC is responsible for all basic training and mandatory in-service training for all Vermont law enforcement officers, estimated at approximately 1,817 officers certified at either Level II or Level III (both levels are authorized to handle all impaired driving offenses).

In response to impaired driving problems in Vermont, the VCJTC will continue to evaluate current and emerging trends based on solid data in order to deliver the most efficient and effective countermeasures to combat impaired driving. There are a limited number of instructors in the state to provide ARIDE and SFST training. All training in ARIDE and SFST is provided on a part-time basis by officers that have full-time police jobs at their parent agency. The VPA currently has two (2) officers that completed their student teaching requirement to be certified SFST instructors. In addition, there are three (3) officers actively engaged to become SFST certified instructors.

The budget for the Drug Evaluation and Classification Program includes the following:

- › DRE training/conferences/supplies for requests for specific training opportunities for current DREs as approved by SHSO and requests for DRE specific supplies as needed
- › DRE Regional Training sponsored by VT, including funds for an in-state training for new DREs
- › SUNY Contract for DRE application software
- › When a DRE is unavailable, and a test needs to be completed, the purchase cost of blood kit(s)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DRE, ARIDE and SFST Program management and training

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405D-014	FAST Act 405d Impaired Driving Low	Vermont Police Academy	\$255,601.00	\$63,900.00	

Planned Activity: DRE Call-out Pay

Planned activity number: NH21405D-300/301/302/303

Planned Activity Description

Vermont's DRE program began in 2005 and continues to expand its coverage throughout the state. The DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. The Vermont Criminal Justice Training Council estimates that there will be between 375 and 400 evaluations completed in FFY20. The State Highway Safety Office (SHSO) provides funding for overtime call out pay for DREs to respond to law enforcement agency requests for evaluations statewide as needed. The statewide DRE call-out funding requests have been split between Northern and Southern parts of the state. The Department of Motor Vehicles and Department of Public Safety continue to be reimbursed directly by the SHSO.

Intended Subrecipients:

VT Dept of Public Safety
VT Dept of Motor Vehicles
Chittenden County Sheriff's Dept.
Rutland County Sheriff's Dept

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
DRE, ARIDE and SFST Program management and training

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH21405D-300/301/302/303	FAST Act 405d Impaired Driving Low	State and Local Law Enforcement	\$125,000.00	\$31,250.00	

Countermeasure Strategy: High Visibility Enforcement

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

Project Safety Impacts

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

- Saturation Patrols – Increased patrols by law enforcement officers in a targeted area with the goal of gaining compliance with traffic laws and creating a general deterrence to prevent traffic violations. The VT SHSO defines a Saturation Patrol for its grantee agencies as a patrol of a specific area by two (2) or more officers working together for not less than one (1) hour that involves active motor vehicle enforcement. The two officers do not need to be from the same agency, in fact inter-agency collaboration is encouraged.
- Wave – Increased enforcement of a specific unlawful traffic behavior in a targeted location for a short period of time that occurs periodically. For example, speed enforcement waves might be conducted several times a month for a few hours in an area with a documented speeding problem, or DUI waves may be conducted around special events that are known to result in higher than normal DUI incidences such as music festivals or major sporting events.
- Checkpoints – Most checkpoints are conducted as sobriety checkpoints in an effort to detect impaired drivers, however they can also be conducted as safety equipment checkpoints or to detect unrestrained occupants as part of an Occupant Protection enforcement program. Checkpoints are set up in a conspicuous location along a highway and vehicles are stopped in a specific sequence, such as every vehicle, every other vehicle, every third vehicle, etc. The frequency with which vehicles are stopped depends on staffing and traffic conditions. Most states (including Vermont) allow checkpoints but have strict rules governing their use in order to avoid constitutionality issues. See *State v. Martin*, 145 Vt. 562 (1985).
- Integrated Enforcement – High visibility enforcement strategies and elements incorporated into everyday enforcement. Integrating high visibility traffic enforcement as a standard practice and notifies the public that traffic enforcement is an agency priority and assists in reducing other crimes while at the same time creates general deterrence and encourages voluntary compliance with traffic laws. This is the most common enforcement method used by law enforcement agencies that do not have either a dedicated traffic unit or the ability to conduct grant-funded enforcement activities.
- Multi-Jurisdictional – Multi-jurisdictional efforts combine an agency’s resources and efforts with those of neighboring agencies. NHTSA has identified the multi-jurisdictional approach as being a critical countermeasure in traffic safety, especially when done in a highly visible manner and including a balance of enforcement and publicity. The law enforcement community employs this tactic through the use of regional task forces including the Chittenden County, Windham County, and Rutland County SHARP Teams, the Vergennes P.A.C.T.S team, Click It or Ticket Task Forces, and DUI Mobile Task Forces, all of which are described below and elsewhere in this Highway Safety Plan.

The HVE concept is a departure from traditional law enforcement tactics as it incorporates visibility elements such as electronic message boards, road signs, command posts, etc., designed

to make enforcement efforts obvious to the public. It is supported by a coordinated publicity and communication strategy and may also be enhanced through multi-jurisdictional efforts and partnerships between organizations dedicated to the safety of their communities.

Strategies

During each fiscal year, participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar is required, including not less than 3 mobilization campaigns in each fiscal year.

To support these national mobilizations, law enforcement agencies will conduct high visibility enforcement details throughout the state with approximately 50 municipal LEAs, combined with 10 State Police stations and 14 County Sheriffs' departments eligible to participate over the national mobilizations.

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

The Vermont State Police (VSP) provides primary law enforcement services to approximately 200 towns, representing approximately 90 percent of the land mass and 50 percent of the population in Vermont. In addition, VSP has primary responsibility for Vermont's four (4) interstate highways (I-89, I-91, I-93 and I-189). For most small, rural towns in Vermont that do not have their own municipal police department, the VSP is the default law enforcement agency. As a result of this wide-spread area of responsibility, VSP troopers investigate a majority (77% in 2019) of the fatal crashes that occur in Vermont. VSP is also in a position to have a statewide impact on speed, aggressive, and distracted driving behaviors regardless of municipality or county lines. VSP will be allocated funds to increase speed, aggressive and distracted driving enforcement on Vermont's high-speed rural roadways.

Work zone safety continues to be a concern for the State of Vermont, due to the fact that work zones are inherently more hazardous for both vehicular and pedestrian traffic. The SHSO will encourage all LEAs with highway safety grants to conduct speed, aggressive, occupant protection, impaired driving and distracted driving enforcement at designated work zones. In 2019 Vermont had one fatality where a flagger (pedestrian) was killed by an alleged impaired driver.

Impaired Driving Performance Measures

- Increase the current number of LEAs participating in national mobilizations to include impaired driving enforcement campaigns.
- Support a survey of young drivers to determine perceived risks and attitudes about impaired driving.

- Measure the increase in drugged driving major crashes and fatalities using geo-mapping
- Measure the number of training sessions the TSRPs are delivering to the members of the judiciary.
- Assist the Department of Motor Vehicles with the expansion of the Ignition Interlock Program.
- Increase the number of certified Vermont DREs.
- Fund additional ARIDE trainings in addition to SFST update trainings.

Linkage Between Program Area

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21164-101-130	High Visibility Alcohol Enforcement
NH21164-129	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH21164-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21164-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21164-124	Windham County Safe Highway Accident Reduction Program (SHARP)

Planned Activity: High Visibility Alcohol Enforcement

Planned activity number: NH21164-101-130

Planned Activity Description

More than 70 law enforcement agencies (LEAs), including 57 municipal police departments, 14 county sheriffs’ departments, the VSP, DMV Commercial Vehicle Enforcement Unit, and the Department of Liquor Control (DLC) serve approximately 626,000 residents of Vermont. The enforcement of alcohol impaired driving is a high priority for law enforcement agencies throughout the state.

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

In the past year, approximately 70% of all agencies in the state participated in national alcohol impaired driving mobilizations. This participation is reflective of the commitment of law enforcement in support of traffic safety initiatives and the enforcement of impaired driving laws. Unfortunately, low staffing levels frequently impact agencies' ability to participate in traffic safety mobilizations and sustained enforcement, as approximately 80% of LEAs employ fewer than 24 full time officers.

The enforcement model consists of a three-pronged approach: (1) During national mobilizations, participating agencies work cooperatively with nearby agencies to conduct sobriety checkpoints and saturation patrols. At times, two to three checkpoints are utilized during mobilizations of longer duration. (2) Impaired Driving grantee agencies use their funds for routine DUI enforcement and directed patrols within their respective areas of responsibility. Once again, they use their crash and DUI arrest data to determine locations for increased enforcement. (3) There is a DUI Task Force, modeled after the Click It or Ticket Task Force, in which smaller teams of specially selected officers work together. These teams use crash data and DUI arrest data to target geographic areas throughout the state. This increased enforcement model is especially useful during holidays such as St. Patrick's Day, Super Bowl Sunday and local high-profile community events.

During enforcement hours, agencies are required to participate in safety or sobriety checkpoints as well as saturation patrols. All agencies have the opportunity to apply for traffic safety equipment items directly related to improvement of efficiency and effectiveness of their Impaired Driving enforcement projects. This equipment includes but is not limited to: portable breath testing equipment, safety checkpoint lighting and sign packages, traffic cones, and scene lighting.

Vermont specific data for impaired motorcycle crashes in 2018 indicates there were fatalities in 2 of the 14 counties, and impaired motorcycle crashes in 5 of the 14 counties. Data for the last five years indicates that Chittenden, Windsor and Rutland Counties have the most multiple vehicle motorcycle crashes; with the most populous county of Chittenden having the most with 235. From 2015 to 2017 Vermont had a spike of motorcycle fatalities, but fortunately there was a significant drop of motorcycles fatalities in 2018 and that drop continued in 2019 as well. Vermont's CEA for Vulnerable users and motorcyclist's safety includes a strategy to enhance enforcement relating to occupant protection, DUIs and aggressive operation of motorcycles.

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

Intended Subrecipients

Sub-recipients are selected through data analysis and prior grant performance. The intended departments will be comprised of State, sheriff and local department both rural and urban.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH21164-101-130	164 Transfer Funds-AL	Sheriff Depts. and Local Law Enforcement	\$206,109.00		\$206,109.00
NH21405D-018	FAST Act 405d Impaired Driving Low	Department of Public Safety	\$125,000.00	\$31,250.00	

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

Planned activity number: NH21164-129

Planned Activity Description

Chittenden County data from 2014 to 2018 demonstrates that the county had 39 total fatalities, 268 serious crashes (includes fatal crashes), and 21,621 total reported crashes. Participating law enforcement agencies include: the Burlington, Colchester, Essex, Hinesburg, Milton, R, Saint Albans, Shelburne, South Burlington, Swanton, Williston, and Winooski Police Departments; the Chittenden and Franklin County Sheriffs' Departments; and the University of Vermont Police Services.

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

This list of activities is all inclusive of all SHARP projects, except for the added descriptions found under the respective regional projects.

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordinate Traffic Safety and Media PSA's and Press Releases
- Participate in road safety audits administered by the Agency of Transportation
- Attend meetings of the Vermont Highway Safety Alliance
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Chittenden and Franklin Counties
- Liaison with SHSO
- Liaison with all Chittenden and Franklin County Law Enforcement and surrounding Agencies

Administrative - Key Activities

- Inventory/needs assessment of current activities
- Issue Sub-awards to recipients in Chittenden and Franklin Counties
- Understanding of the 2 CFR 200 and NHTSA Grant Regulations
- Monthly preparation and submission of financial forms and activity sheets for each agency
- Monthly reimbursements and payments to sub-grantees
- Preparation and submission of monthly progress reports
- Administrative support to participating county law enforcement agencies
- Preparation and submission of final report and close out.
- Tracking and monitoring of budget and equipment

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21164-129	164 Transfer Funds-AL	Chittenden County Sheriff Department/Enforcement	\$182,873.00		\$182,873.00
NH21402-106	FAST Act NHTSA 402 OP	Chittenden County Sheriff Department/Enforcement	\$230,000.00	\$57,500.00	\$230,000.00
NH21164-130	164 Transfer Funds-AL	Chittenden County Sheriff Department/Project Director	\$37,753.00		\$37,753.00
NH21402-128	FAST Act NHTSA 402 OP	Chittenden County Sheriff Department/ Project Director	\$37,753.00	\$9,438.00	\$37,753.00
NH21405E-122	FAST 405e Comprehensive DD	Chittenden County Sheriff Department/ Project Director	\$37,753.00	\$9,438.00	

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

Planned activity number: NH21164-116

Planned Activity Description

Rutland County data from 2014 to 2018 demonstrates that the county had 39 total fatalities, 143 serious crashes (includes fatal crashes), and 4,013 total reported crashes. Participating law enforcement agencies include: the Brandon, Castleton, Fair Haven, Hartford, Killington, Norwich, Pittsford, Royalton, Rutland City, Rutland Town, Springfield, and Thetford Police Departments; the Rutland and Addison County Sheriffs’ Departments; and the Bethel and Poultney Constables.

Description of Duties: The role of the Project Director for the Rutland County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties that are found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection.

Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County

Liaison with all Rutland County Law Enforcement and surrounding Agencies

Administrative - Key Activities

Issue Sub-awards to recipients in Rutland and Windsor Counties

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21164-116	164 Transfer Funds-AL	Rutland County Sheriff Department/Enforcement	\$182,874.00		\$182,874.00
NH21402-117	FAST Act NHTSA 402 OP	Rutland County Sheriff Department/Enforcement	\$145,875.00	\$36,469.00	\$145,875.00
NH21164-117	164 Transfer Funds-AL	Rutland County Sheriff Department/ Project Director	\$27,842.00		\$27,842.00
NH21402-129	FAST Act NHTSA 402 OP	Rutland County Sheriff Department/ Project Director	\$27,842.00	\$6,961.00	\$27,842.00
NH21405E-123	FAST 405e Comprehensive DD	Rutland County Sheriff Department/ Project Director	\$27,842.00	\$6,961.00	

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

Planned activity number: NH21164-119

Planned Activity Description

Addison County data from 2014 to 2018 demonstrates that the county had 24 total fatalities, 97 serious crashes (includes fatal crashes), and 2747 total reported crashes. Participating law enforcement agencies include the Bristol, Middlebury, and Vergennes Police Departments.

Use the team approach for highway safety needs.

Description of Duties: The role of the Project Director for the Vergennes Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties that are found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection:

Enforcement - Key Activities

Coordinate ARIDE and other traffic safety training for law enforcement officers in Addison County

Liaison with Bristol and Middlebury Police Departments

Issue Sub-awards to recipients in Bristol and Middlebury

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21164-119	164 Transfer Funds-AL	Vergennes Police Department/Enforcement	\$43,450.00		\$43,450.00
NH21402-119	FAST Act NHTSA 402 OP	Vergennes Police Department/Enforcement	\$43,450.00	\$10,863.00	\$43,450.00

NH21164-120	164 Transfer Funds-AL	Vergennes Police Department/ Project Director	\$37,395.00		\$37,395.00
NH21402-130	FAST Act NHTSA 402 OP	Vergennes Police Department/ Project Director	\$37,395.00	\$9,349.00	\$37,395.00
NH21405E-124	FAST 405e Comprehensive DD	Vergennes Police Department/ Project Director	\$37,395.00	\$9,349.00	

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

Planned activity number: NH21164-124

Planned Activity Description

Windham County data from 2014 to 2018 demonstrates that the county had 28 total fatalities, 145 serious crashes (includes fatal crashes), and 6894 total reported crashes. Participating law enforcement agencies include: the Bellows Falls, Brattleboro, and Dover Police Departments, and the Windham County Sheriff’s Department.

Description of Duties: We envision the role of the Project Director for the Windham County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving techniques. The director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties that are found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection:

Enforcement - Key Activities

The Windham CSD is looking to purchase a new truck to be used for enforcement and for their very active education grant. The truck and the equipment to outfit the vehicle will be funded equally between 164AL, 402OP and 405E. The total estimated cost of the vehicle will be \$35,000.00. This vehicle will be used as the project director’s patrol vehicle as well as to support the current education initiatives (ETDSP) which requires a full-sized truck to tow an enclosed trailer that moves the associated simulators to each facility. Additionally, the educational events that the coordinator participates in can include large objects to move. The coordinator is also responsible for movement of speed carts, which aid in data collection. Utilizing this truck is valuable for moving equipment for checkpoints. This vehicle will serve as the primary patrol vehicle for the coordinator.

Vehicle information for the truck and equipment to outfit the vehicle:

2019 Ford F150 XL 4WD SuperCrew Police Responder

State contract for vehicle is currently \$34,149.75

An Itemized list of equipment to outfit vehicle and will need quotes:

- Lights/siren
- Radar
- Radio (UHF)
- Radio (VHF)
- Console
- Computer Mount

Coordinate ARIDE and other traffic safety training for law enforcement officers in Windham County

The SHSO program coordinator will submit a letter of request to Region 1 to purchase the patrol vehicle.

Liaison with participating Windham County Law Enforcement Agencies

Issue Sub-awards to recipients in Windham County

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21164-124	164 Transfer Funds-AL	Windham County Sheriff Department/Enforcement	\$60,000.00		\$60,000.00
NH21402-124	FAST Act NHTSA 402 OP	Windham County Sheriff Department/Enforcement	\$68,301.00	\$17,075.00	\$68,301.00
NH21164-125	164 Transfer Funds-AL	Windham County Sheriff Department/ Project Director	\$39,704.00		\$39,704.00

NH21402-131	FAST Act NHTSA 402 OP	Windham County Sheriff Department/ Project Director	\$39,704.00	\$6,961.00	\$39,704.00
NH21405E-125	FAST 405e Comprehensive DD	Windham County Sheriff Department/ Project Director	\$39,704.00	\$6,961.00	

Countermeasure Strategy: Highway Safety Office Program Coordinator

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

Project Safety Impacts

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

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

Linkage Between Program Area

Program coordination and grant administration for the State Highway Safety Office. Purpose of program activities is to provide Vermont highway users with information, knowledge and motivation to compel behavior modification to increase safety for the general population and individual. Duties are performed under the direction of the State Highway Safety Program Manager.

Duties include grant oversight, research and statistical analysis in support of the State Highway Safety Office. Activities include developing applicable data gathering systems to evaluate past and current program activities and operations for planning and the identification of future program options. The position also has responsibility for financial oversight of sub-grantees, preparation of the Highway Safety plans and reports, and monitoring of Highway Safety grants.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405D-012	HS Program Coordinator

Planned Activity: HS Program Coordinator

Planned activity number: NH21405D-012

Planned Activity Description

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Coordinator
Highway Safety Office Program Coordinator

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH21405D-012	FAST Act 405d Impaired Driving Low	VTrans Staff	\$19,992.00	\$4,998.00	\$0.00

Countermeasure Strategy: ID Supporting Enforcement

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

Project Safety Impacts

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

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

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

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

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

The program coordinator is tasked with identifying and prioritizing critical targeted areas regionwide so that officers can be deployed, and resources directed to the area's most in need of enforcement, with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement.

Linkage Between Program Area

The project director will set goals based on state and local data to attack traffic safety issues and use *Countermeasures That Work*, Ninth Edition (2017) as a resource to continually implement evidence-based Traffic Safety Enforcement Programs. The project director will also act as a representative voice and community figure for promoting common traffic safety issues using earned media messaging and public outreach to increase impact and improve effectiveness of enforcement. Statewide and local data analysis will identify the appropriate target audience and demographics. The project director will focus education efforts and activities with the goal to strengthen relationships with the community.

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy (Please see planned activities listed in the High Visibility Alcohol Enforcement section)

Unique Identifier	Planned Activity Name
NH21164-129	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH21164-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21164-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21164-124	Windham County Safe Highway Accident Reduction Program (SHARP)

Countermeasure Strategy: Laboratory Drug Testing Equipment

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

Project Safety Impacts

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

Linkage Between Program Area

Inability of Vermont's State Forensic Laboratory (VFL) to perform full range of blood testing relating to drugged driving. Confirmation testing (for analytes other than THC) for DUI-Drug cases are being shipped to an out-of- state laboratory for analysis. The cost of out of state testing on a larger scale has created a model that has inserted cost inhibitors into the cost of prosecution. The ability to perform these tests in Vermont will enhance prosecutor's ability to present these cases to Vermont juries, provide more accurate data on impairment instances in the State, and develop an expert pool that will buttress enforcement methods and process.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405D-016	Forensic Laboratory Support Program

Planned Activity: Forensic Laboratory Support Program

Planned activity number: NH21405D-016

Planned Activity Description

In February 2019, the VFL began testing blood samples for impairing drugs in DUID cases. The VFL utilizes an instrument called a Randox Evidence Investigator, using an immunoassay method to screen samples for a variety of impairing drugs. The VFL confirms samples that screen positive for Cannabinoids using High Performance Liquid Chromatography/Tandem Mass Spectrometry (LC-MS/MS). If confirmation is required for analytes other than THC, samples are sent to an independent laboratory. Currently all blood drug testing performed at the VFL is outside the laboratory's scope of accreditation. Access to high quality training opportunities and state of the art technical 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 and expand its ability to also provide testing and testimony as forensic toxicology analysts in DUI-D cases.

During FFY2021 the implementation of 100% highway safety activities will include:

- Validation of instrumentation for drugs other than THC and metabolites
- Continuing the purchase of equipment and supplies
- Updating LIMS software for Toxicology
- Continuing the training of analysts in new methods and procedures
- Applying for an expansion of the VFL's scope of accreditation to include blood drug testing methods

Contract Services for 100% highway safety activities:

- Contract with THIncIT (formerly) The Computer Solution Company [TCSC] for annual maintenance of laboratory information management system and development of a Toxicology module
- Contract with ANAB for annual fees pertaining to the laboratory's accreditation
- Contract with Collaborative Testing Services, the provider of proficiency tests in the forensic field (requirement of analytical staff for accreditation)
- Contract with Law Calibration and BioTek, (or similar, VFL is exploring other providers), calibration service providers of thermometers, weight sets, balances, pipettes, etc.
- Contract with ENV Services to perform annual evaluation/certification of biological safety cabinets and fume hoods
- Contract with Tradebe to dispose of biohazardous and chemical waste
- Contract with NMS Labs to perform Toxicology testing for DUID cases

- Contract with Foley Distributing for lab coat rental/cleaning and other laboratory supplies (paper towels, bench paper etc.)
- Contract with REMI Elmer to provide extended service for the blood alcohol analysis instrument
- Contract with Waters Corporation to provide extended service for the blood drug confirmation instrument
- Contract with Peak to provide extended service for the nitrogen generator used with the blood drug confirmation instrument

Supplies for 100% highway safety activities:

- Printers/ink
- DMT field supplies
- Standards/controls
- Compressed gas/supplies
- Repairs/parts/tools
- Miscellaneous laboratory supplies
- Blood kits
- Reference/training materials
- Screening and confirmation kits

Personnel:

- 1 Forensic Chemist

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Laboratory Drug Testing Equipment

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405D-016	FAST Act 405d Impaired Driving Low	Department of Public Safety	\$275,000.00	\$68,750.00	

Countermeasure Strategy: Prosecutor Training

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

Project Safety Impacts

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

Linkage Between Program Area

The TSRPs work with the State's Attorneys, their deputies, and the assistant attorneys general in every Vermont county in the prosecution of impaired driving cases and other dangerous driving cases, such as reckless and/or distracted driving cases. The TSRPs provide an additional asset and support for those impaired driving cases and other dangerous driving cases, such as reckless and distracted driving cases, which may pose some extenuating challenges, or which could influence the creation of new law. The TSRPs are fully engaged with the state's DRE program, assisting and instructing at the Vermont sponsored DRE school, and participate extensively in the screening process for new DRE school candidates. The TSRPs also strive to promote awareness of the DECP protocol to deputy prosecutors working on impaired driving cases in their counties and routinely assist or lead prosecution in drugged driving cases across the state. Further, the TSRPs litigate the majority of Vermont appeals before the Supreme Court that involve driving while impaired, gross negligent operation, and negligent operation. In addition, the TSRPs provide an advisory role to interagency workgroups and serve as the primary contact between prosecutors and the legislature on matters relating to highway safety. The TSRPs were closely involved with the development, introduction and stabilization of Vermont's recently passed drugged driving law.

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

TSRPs are aiming to produce and provide more impaired driving resources to prosecutors statewide. Some of the resources that the TSRPs are working to provide include an updated DUI

legal manual; expert bank; brief bank; trial court decision bank, and banks related to specific challenges raised by the defense.

TSRPs are also working on providing advisory memorandums to prosecutors and law enforcement on new caselaw and trends regarding impaired driving cases.

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

Efforts related to this year's legislative session include informing legislators of a proposed bill for an aggravated and/or enhanced DUI charge for having a child in the vehicle while impaired and/or having a BAC of .16% or higher. In addition, TSRPs also worked in conjunction with VLF and law enforcement agencies to provide information to the governor in response to a proposed bill to reduce the per se amount from .08% to .05%.

Rationale

This Countermeasure best fits the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405D-015/NH21405E-001	Traffic Safety Resource Prosecutor (North and South)
NH21405D-021	National Center DWI Courts Foundational Training

Planned Activity: Traffic Safety Resource Prosecutor (North and South)

Planned activity number: NH21405D-015/NH32505E-001

Planned Activity Description

The TSRPs work with the State Attorneys, their deputies, and Assistant Attorneys General in every Vermont county in the prosecution of impaired driving cases, which may pose exceptional challenges that affect prosecution on a statewide level, or which could influence the creation of new law. Additionally, the TSRPs handle the prosecution of fatal crash cases.

The TSRPs are fully engaged with the state's DRE program, assisting and instructing at the Vermont sponsored DRE school, and participate extensively in the screening process for new DRE school candidates. The TSRPs also strive to promote awareness of the DECP protocol to deputy prosecutors on working impaired driving cases in their counties and routinely assist or lead prosecution in drugged driving cases across the state.

TSRPs strive to provide training to prosecutors throughout the year on topics such as horizontal gaze nystagmus, evidence and investigation, and prosecution of drugged driving cases. The TSRPs also routinely work to provide training to law enforcement on areas such as investigation of

impaired driving cases, impaired driving laws, search and seizure, evidence collection and preservation, and testimony. In addition, TSRPs work to bring nationally recognized trainers to Vermont to provide training on various areas of investigation and prosecution of impaired driving and fatal crashes.

TSRPs are working with the regional judicial liaison to create and provide an appropriate judicial training, specifically on the area of drugged driving. TSRPs are engaged in the community, providing educational presentations to high schools and local community groups on impaired driving.

The TSRPs litigate the majority of Vermont appeals before the Supreme Court that involve driving while impaired, gross negligent operation, and negligent operation. In addition, the TSRPs provide an advisory role to interagency workgroups and serve as the primary contact between prosecutors and the legislature on matters relating to highway safety.

Efforts related to this year's legislative session include informing legislators of a proposed bill for an aggravated and/or enhanced DUI charge for having a child in the vehicle while impaired and/or having a BAC of .16% higher. In addition, TSRPs worked in conjunction with the Vermont Forensic Lab (VFL) and law enforcement agencies to provide information to the governor in response to a proposed bill to reduce the pro se amount from .08% to .05%. The TSRPs worked closely with the VFL staff during FFY2020 and will continue to work with them in 2021 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program. In FFY 2019, VFL began testing evidentiary blood samples in drugged driving cases; TSRPs have and will continue to work closely with VFL on all matters relating to this. Additionally, TSRPs work with VFL to facilitate mock trials, which provide the opportunity for trial preparation training for both prosecutors and chemists.

TSRPs will continue to work with the state Crash Reconstruction Team in order to put forward the best possible evidence in fatal and serious injury crash cases.

TSRPs are aiming to produce and provide more impaired driving resources to prosecutors statewide. Some of the resources that TSRPs are working to provide include an updated DUI legal manual; expert bank; brief bank; trial court decision bank, and banks related to specific challenges raised by the defense.

TSRPs are also working on providing advisory memorandums to prosecutors and law enforcement on new caselaw and trends regarding impaired driving cases.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prosecutor Training

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405E-001	FAST Act 405e Comprehensive Distracted Driving - Flex	Department of States Attorney's and Sheriff's	\$115,000.00	\$28,750.00	
NH21405D-015	FAST Act 405d Impaired Driving Low	Department of States Attorney's and Sheriff's	\$182,044.00	\$45,511.00	

Planned Activity: National Center DWI Courts Foundational Training

Planned activity number: NH21405D-021

Planned Activity Description

The National Center for DWI Courts (NCDC) offers a 3.5-day training to assist courts interested in establishing a treatment court, as well as for already established courts whose teams have experienced high turnover. The SERDTD falls into the latter category. Since Fall 2018, the team grew from 10 to 13 members, with the addition of two new case managers and a law enforcement officer. A new probation supervisor joined the team in late 2018, a new coordinator was hired in February 2019 and the judge joined the team in September 2019. Only two members of the original group– the clinical director and defense counsel – remain.

Given the degree of change, the team would greatly benefit from engaging in the intensive three-day Foundational Training NCDC. Taught by highly experienced DUI Court professionals, the training would be an opportunity to review best practices, learn about the most up-to-date research and engage in team-building discussions.

The training will be held at a Mentor Court, with other DUI Court teams from around the country. Because we are the only DUI Court in New England this would provide us with the rare opportunity to explore how other courts operate. All 13 members of the team will attend the training, take part in the post-training implementation and follow up evaluation. Ultimately, our goal is to become an even stronger, more efficient team so that we can continue to build on the success of our program.

Many of the team members are new to this kind of program. Treatment courts are meant to operate in the spirit of cooperation, but building a cooperative team requires common training and agreed-upon goals and ideas. Since the program was first established there has been a great deal of research

about DWI courts and an evolution of what are considered best practices. Many of the program's practices have not kept with those developments.

After the training is completed, the team will create an action plan that will include markers of success. At our quarterly System's Meetings in 2021 we will review our progress, which will include evaluating outcome data (such as increasing the number of participants served, reducing the time between arrest and referral and referral and sentencing), feedback from stakeholders, including program participants, the Windham, Windsor and Orange State's Attorneys Offices and public defenders, as well as a self-assessment of how well the team is functioning.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prosecutor Training

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405D-021	FAST Act 405d Impaired Driving Low	Department of States Attorney's and Sheriff's	\$20,169.00	\$5,042.00	

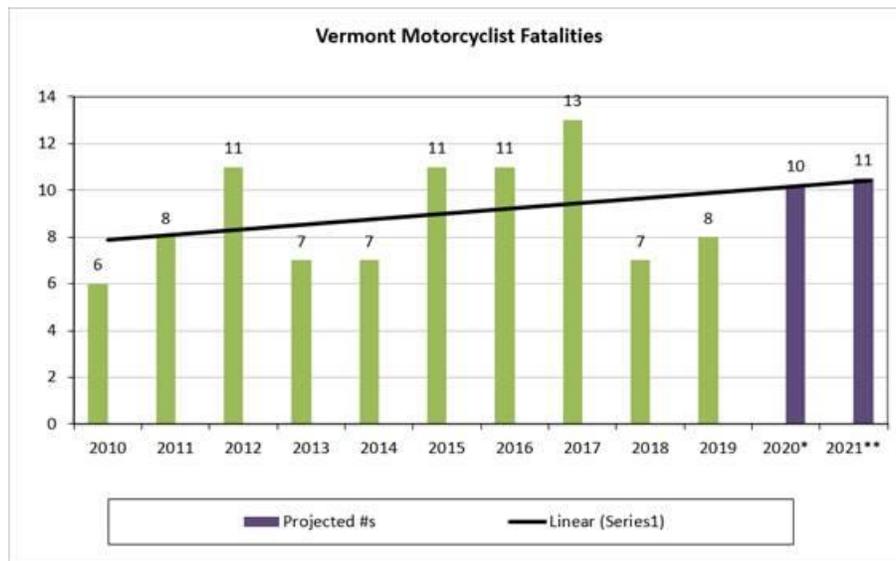
Program Area: Motorcycle Safety

Description of Highway Safety Problems

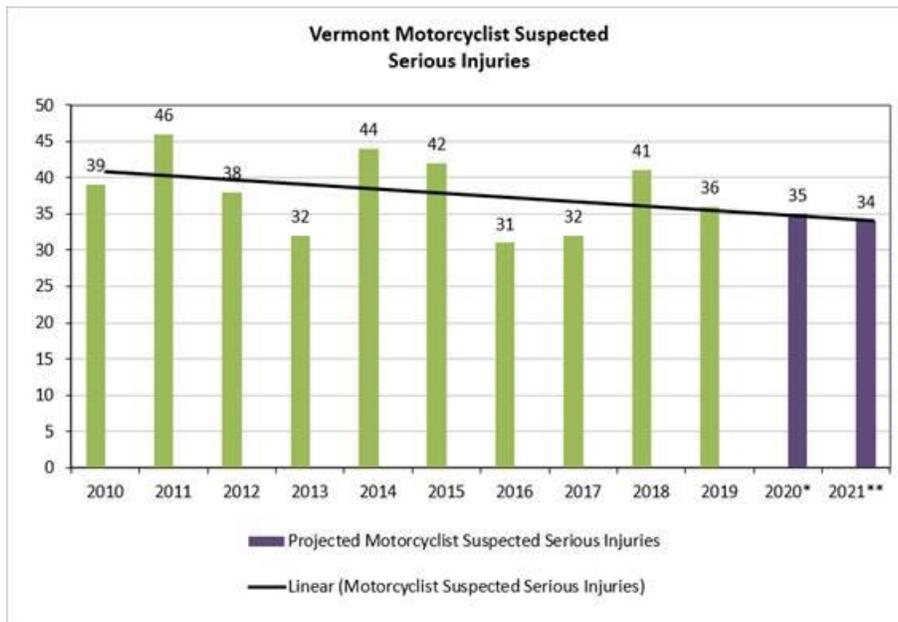
Whereas Vermont historically has a relatively low number of fatalities each year, the task of predicting trends and commonalities is difficult and almost indiscernible. Therefore, although the graphs below reflect some changes in trends, it is difficult to place much weight on these indications. For instance, in 2017 we had 13 fatalities, whereas in the following year we had 7, nearly a 50% decrease. In the fiscal year 2020, to date, Vermont has had 1 motorcycle fatality. Likewise, in 2017 we had 32 serious bodily injury crashes involving motorcycles, whereas in the following year Vermont had 41. Although there is no exact measure of the number of motorcycles using Vermont 's highways, we do know that the Department of Motor Vehicles reports that motorcycle registrations in the state are staying relatively level at approximately 30,000 per year.

Registered Motorcycles Statistics

Calendar Years:	2016	2017	2018	2019
Vermont:	30,748	30,205	30,049	30,934



Year	Motorcyclist Fatalities	5-Year Average
2010	6	7.6
2011	8	7.2
2012	11	8
2013	7	8
2014	7	7.8
2015	11	8.8
2016	11	9.4
2017	13	9.8
2018	7	9.8
2019	8	10
2020 Projection	10	9.8
2021 Projection	11	9.8



Year	Motorcyclist Suspected Serious Injuries	5-Year Average
2010	39	
2011	46	
2012	38	
2013	32	
2014	44	39.8
2015	42	40.4
2016	31	37.4
2017	32	36.2
2018	41	38
2019	36	36.4
2020 Projection	35	35
2021 Projection	34	35.6

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-7) Number of motorcyclist fatalities (FARS)	2021	5 Year	9.8
2021	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2021	5 Year	0.60

Countermeasure Strategies in Program Area

Countermeasure Strategy
Motorcycle Rider Training

Countermeasure Strategy: Motorcycle Rider Training

Program Area: **Motorcycle Safety**

Project Safety Impacts

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

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

Linkage Between Program Area

The course will provide information about:

- Basic vehicle control
- Motorcycle helmets and riding gear
- Being seen in traffic
- Crash avoidance
- Handling dangerous surfaces and situations
- Dealing with animals
- Carrying passengers and cargo
- Dealing with mechanical problems
- Your responsibilities as a motorcyclist
- Group riding

The goal is commensurate with the objective of adequate training and education for motorcyclists on our highways. The linkage between this countermeasure and the overall goal lies in education and at the same time modification of operators' behaviors.

Rationale

This Countermeasure best fits the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405F-000	State Motorcycle Rider Education Program

Planned Activity: State Motorcycle Rider Education Program

Planned activity number: NH21405F-000

Planned Activity Description

The purpose of the Motorcycle Rider Education Program is to provide motorcycle safety training to at least 1,200 individuals during the motorcycle training season. Courses are designed to train individuals interested in obtaining a first-time motorcycle endorsement, and individuals already holding a motorcycle endorsement interested in honing their motorcycle skills. Training includes exercises designed to teach the basics of motorcycle operation while enhancing skill levels. It also includes instruction on wearing proper riding gear (DOT helmet, eye protection, full fingered gloves, motorcycle riding jacket and pants, and over the ankle footwear), the risks associated with using drugs or alcohol while riding, and how to be visible to other motorists. Courses are provided

at eight training facilities located in Berlin, East Dorset, Pittsford, Dummerston, Highgate, St. Johnsbury, and two sites in Colchester.

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405F-000	FAST Act 405f Motorcycle Programs	Department of Motor Vehicles	\$20,548.00	\$5,137.00	

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

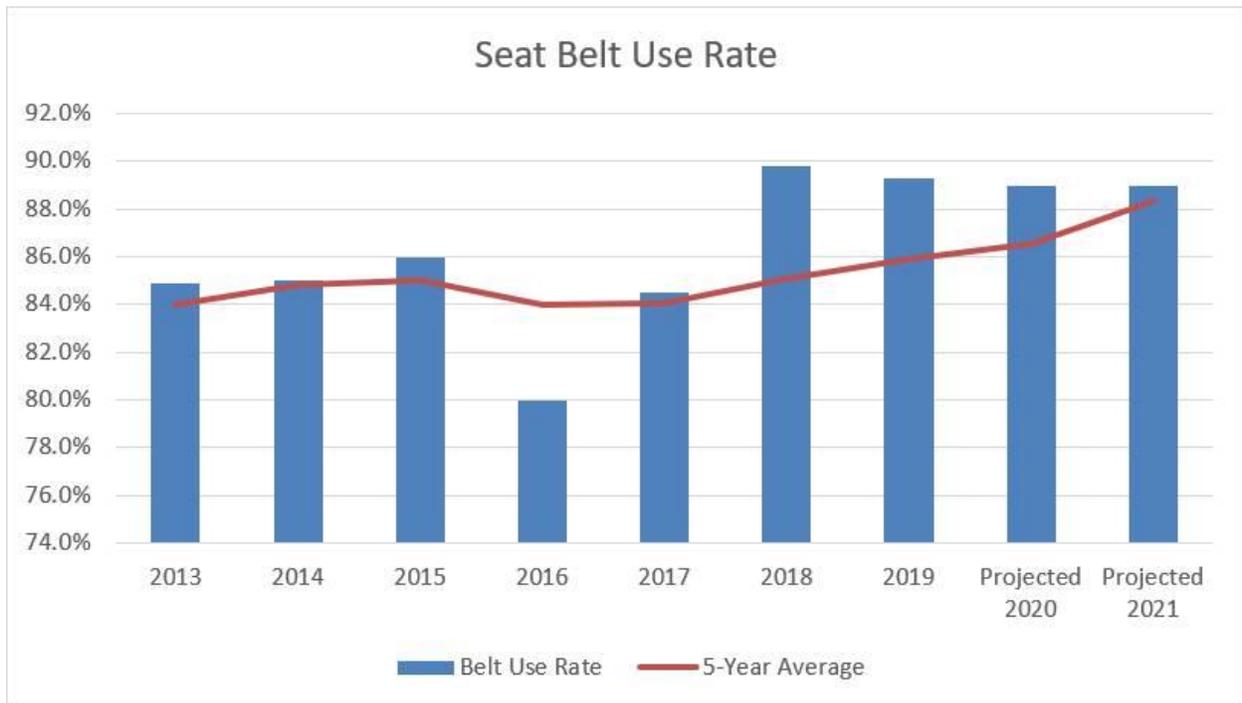
Description of Highway Safety Problems

Occupant Protection Plan

Identification of Safety Problems:

Seat Belt Use

The State of Vermont has a secondary seat belt law. However, our seat belt usage rate is at par with other New England States with primary laws. The five-year moving average for seat belt usage in Vermont is fluctuating between 84 and 89%. The most recent Attitude Survey conducted for the SHSO revealed that 88.2% of motor vehicle operators indicated that they “always wore seat belts during the daytime” and 89.6% reported that they “always wore their restraint at night.” These two surveys when read per materia, demonstrate that to consistently break the 85% usage rate ceiling we must modify behavioral patterns and practices of the motoring public so that seatbelt usage becomes the norm while one is an occupant in a motor vehicle in Vermont.



Frequency: Use of Seat Belts	2014 Day	2014 Night	2015 Day	2015 Night	2016 Day	2016 Night	2017 Day	2017 Night	2018 Day	2018 Night
Always	91.6	92.4	93.2	94.6	90.8	91.6	85.8	86.0	88.2	89.6
Frequently	4.4	3.8	3.2	2.4	4.8	3.2	7.8	7.2	7.0	5.2
Occasionally	1.6	1.2	1.2	0.8	2.2	2.2	2.6	3.2	2.2	2.4
Rarely	0.6	0.2	0.8	1.0	0.6	1.0	2.6	2.6	1.6	1.8
Never	1.8	2.0	1.2	1.0	1.2	1.6	1.0	0.8	1.0	0.8
Unsure / Don't know	0.0	0.4	0.2	0.2	0.4	0.2	0.2	0.2	0.0	0.2

Source: The SHSO plans on administering an Attitude Survey in FFY2020 once carry forward funds are known. Center for Research and Public Policy, 2017; Vermont Agency of Transportation, Governor’s Highway Safety Program Attitude Survey.

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

The SHSO staff has developed and implemented strategies in compliance with the requirements of the provisions defined the FAST Act, Section 1300.21. Applying the FAST Act, matrix Vermont is categorized as a “lower belt rate use state,” reporting a belt use rate of 89.3%.

Nationally, child passenger safety seats are estimated to reduce the risk of death in car crashes by 71% for infants and 54% for toddlers ages 1 to 4. [1] It is further estimated that between 1975 and 2015, child restraints saved 10,940 lives of children ages 4 and younger.[2] Between 2015 and 2018 at least 5 children under the age of 8 received serious injury in a crash in Vermont due to no or improper seat belt use. To instill in the driving public in Vermont an awareness of the law and importance of proper seat belt usage for children the SHSO is working closely with the Vermont Department of Health to educate operators and train technicians on proper use.

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

A targeted, at risk, segment of the motoring public for the lack of seat belt usage is the 18 to 34-year-old males who do not regularly wear their seatbelts, the VHSA have launched a public information and education effort that features 16-year-old racecar driver Evan Hallstrom of Hallstrom Motorsports. The outreach includes a poster and media campaign. Hallstrom Motorsports is contributing to this effort with in-kind services that include a *Click It or Ticket* graphic on the hood of two of their racecars.

In review of the 2016 data, 65% of unbelted males were either the driver or the passenger in all categories of crash types. A further breakdown of the data shows 33% of drivers are in the 16-24 age range. Vermont realizes this is an issue as it is a critical emphasis area in the SHSP to improve younger driver safety. The SHSO has many projects that focus on this age group: Law Enforcement Education presentations to school groups, Youth Safety Council, AGC, Safety Day

at the Vermont State House, Driver Education trainings by LEAs and the Driver Educators' Summit. The SHSO staff is looking at curriculums from the various agencies and looking for ways to streamline. While the current presentations are done very well, the SHSO is going to put more of an effort in resources to this problem area.

[1] *Centers for Disease Control and Prevention*; webpage 6/8/18, <https://www.cdc.gov/features/passengersafety/index.html>

[2] *Id.* at <https://www.cdc.gov/features/passengersafety/index.html>

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	60.0
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2021	5 Year	264.2
2021	C-3) Fatalities/VMT (FARS, FHWA)	2021	5 Year	0.82
2021	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2021	5 Year	22.2
2021	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2021	5 Year	88.6

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: CPS Statewide Program and Data Collection

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

Project Safety Impacts

Maintain a roster of trained and certified technicians by location(s), local fitting stations statewide, annual schedule of public inspection events, website, helpline and printed materials for outreach and education and voucher system for income-eligible families to access seats.

Linkage Between Program Area

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405B-000/NH21402-412	Child Passenger Safety (CPS) Statewide Program and Data Support

Planned Activity: CPS Statewide Program and Data Support

Planned activity number: NH21405B-000/NH21402-412

Planned Activity Description

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

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

- › Organize and manage regional system of district Health Offices for voucher distribution to income-eligible families to access seats, including a log of each site's annual distribution data
- › Support regional organization of local inspection events statewide and promotion of inspection events calendar
- › Support roster of fitting stations and the CPS Educator's Program
- › Collect inspection and installation data from fitting stations and inspection events
- › Maintain a roster of 150+ certified technicians and instructors statewide
- › Conduct and evaluate:
 - Three national standardized basic certification courses as needed
 - Three regionally sited Tech Updates with CEUs
 - Recertification training as needed and other trainings as funding allows
 - Conduct Basic Certification course for New CPS Technicians
 - Conduct Special Needs classes as needed (Safe Travel for All Children)
 - Conduct Technician School Bus child safety seat certification as needed
 - Conduct course Assistant and Instructor Candidate Training as needed.

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

The budget consists of allowable expenditures for program coordinator activities, CAP %, inspection supplies, car seats, contract for seat shipping services, conference travel, mileage/instate travel, SUV gas, SUV and trailer maintenance, marketing and education outreach materials, operating expenses for tech fees and in-house training.

Planned Activities:

- Conduct three (3) four-day CPS Technician courses for new CPS Technicians in FY2021. Locations will be chosen regionally, based on the number of techs per capita around the state. Additional Certification classes as needed based on specific requests and need.
- Maintain a core minimum of 140-180 certified Technicians (mostly volunteers employed as EMTs, fire fighters, medical staff, police and allied professionals at local fitting station sites statewide)

- While these individuals are not paid with grant funding for their time, they are to be monitored by the CPS staff and provided with training and materials necessary to provide service to the public
- Host three regionally cited CPS Tech Update Fall FY2021 that offers continuing education credits to Technicians
- Maintain the CPS for law enforcement curriculum in coordination with the Vermont Police Academy. Continue to develop and update culturally competent materials to target minorities and recent immigrant populations.

Baseline Data from FFY2019:

- Number of fitting stations: 60, 35.83% completing inspections each month
- List of CPS Partners: EMS, Fire, Hospitals, Pediatrician offices, Day Care Facilities, DMV, Law Enforcement
- Number of car seats checked at hospitals: 861
- Percentage of misuse: 58%
- Number of seats distributed: 865
- Number and type of hotline calls: 94
- Website visits/usage: 10.337
- Number of technicians trained and recertified: 185
- Recertification rate: 61.2%

Injuries are the leading cause of death for Americans ages 1 to 44 and are responsible for nearly 193,000 deaths per year. For Vermont, this is a significant issue. The rate of injury in Vermont is higher than the national rate (66.0 per 100,000 people versus 58.4 per 100,000 people), according to a 2015 report "The Facts Hurt: A State-by-State Injury Prevention Policy Report." Vermont is 1 of 16 states that does not have a primary seat belt law, which highlights the continued need for a robust child passenger safety program. An estimated 263 lives (child occupants 4 and younger) were saved by the use of child restraints and almost 2,800 lives would have been saved in 2013 if unrestrained occupants 5 and older in fatal crashes had worn their seat belts (NHTSA 2013). Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71% for infants (younger than 1 year old) and by 54% for toddlers (1 to 4 years old) in passenger cars.

Vermont EMS Statewide Incident Reporting Network (SIREN) data during the last two years (2018-2019) 203 motor vehicle crashes involved children (under 12). Of those crashes, 163 children were evaluated by EMS, of those, 39% had no signs or symptoms of injury. This

highlights the excellent work of the CPS program in ensuring that children are in safety seats, however we still have work in continuing to educate Vermonters. During calendar 2019, an average of 2 misuses were reported per passenger safety seat inspection. The top five types of misuse during the calendar year 2019 included: incorrect lower anchors, incorrect seat belt, incorrect car seat harness, incorrect recline angle, and an incorrect tether.

The following strategies will be implemented for this program:

- Provide low-cost seat distribution in local communities statewide;
- Coordinate certification and other training opportunities for CPS technicians; and
- Educate the public and relevant professionals serving children and families on correct car seat and seat belt use for children (infant to 18) in passenger vehicles, emergency vehicles, school buses, and commercial transportation.

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

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Child Passenger Safety (CPS) Statewide Program and Data Collection

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405B-000	FAST Act 405b OP Low	Department of Health	\$150,000.00	\$19,500.00	
NH21402-412	FAST Act NHTSA 402 SA	Department of Health	\$35,000.00	\$8,750.00	

Countermeasure Strategy: OP Data Collection

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

Project Safety Impacts

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

Linkage Between Program Area

Persistent seat belt usage rate which ranks significantly below the national average.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405B-014	Annual Seat Belt Survey

Planned Activity: Annual Seat Belt Survey

Planned activity number: NH21405B-014

Planned Activity Description

The SHSO will conduct the 2020 annual observational survey using the new survey sites (required by NHTSA) designed to increase stability of year-to-year survey results. The results of this survey will set a new baseline from which Vermont will measure compliance rates. The survey will utilize NHTSA's revised uniform criteria, approved for implementation in 2013.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Data Collection

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405B-000	FAST Act 405b OP Low	Preusser Research Group, Inc.	\$78,000.00	\$19,500.00	

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

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

Project Safety Impacts

In 2002, the seat belt use rate in Vermont was just below 68% statewide. At that time, Vermont implemented the state's first *Click It or Ticket* (CIOT) Mobilization. NHTSA provided the state with special funding to support expanded media outreach spreading the CIOT tagline throughout Vermont for the first time. Through increasing partnerships with law enforcement and education agencies across the state engaged in data driven enforcement focused the state continues to perform education and enforcement details identified as low use areas of the state. This combined effort has helped to increase the seat belt use rate to 89.3%

Vermont realizes youth seat belt usage is an issue as it is a critical emphasis area in the SHSP to improve younger driver safety. The SHSO has many projects that focus on this age group: Law Enforcement Education presentations to school groups, Youth Safety Council, AGC, and the Driver Educators Summit. The SHSO staff is looking at curriculums from the various agencies and looking for ways to streamline. While the current presentations are done very well, the SHSO continues to put more of an effort in resources to this problem area by implementing a new Chittenden Countywide education project. Our OP focus remains males, age 18-34, pickup truck drivers driving at night and on the weekends.

Vermont's Seat Belt Use Rate (2007-2019)

TABLE 1
Annual Weighted Seat Belt Use Rates 2007-2019 (Weighted)

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

TABLE 2
2019 Statewide Unweighted Survey Results (% Belted)

Variable	Driver	Passenger	Total
Sex			
Male	85.9%	80.6%	85.2%
Female	93.4%	92.1%	93.1%
Vehicle Type			
Car	92.2%	90.0%	91.8%
Truck	78.7%	80.6%	79.0%
SUV	91.5%	89.7%	91.1%
Van	90.6%	85.8%	89.4%
Time of Week			
Weekday	89.9%	88.3%	89.7%
Weekend	87.1%	87.2%	87.1%

TABLE 3
2019 Statewide Unweighted Survey Results by
County Groupings (% Belted)

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

Linkage Between Program Area

During calendar year 2019, it is estimated that 49% of all traffic fatalities were improperly restrained. Currently, approximately 10% of Vermonters are not properly restrained on a regular basis. Additionally, 81% of Vermont’s motor vehicle traffic fatalities happen in rural areas. With many small rural police agencies in Vermont, there are limited resources for supplemental short-term, high visibility enforcement and costly law enforcement equipment to achieve increased restraint use and maintain use at acceptable levels.

Rationale

The Countermeasure was selected as it best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21402-101-131	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH21402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH21402-117	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21402-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21402-124	Windham County Safe Highway Accident Reduction Program (SHARP)

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

Planned activity number: NH21402-101-131

Planned Activity Description

Vermont law enforcement agencies have participated in the annual Click It or Ticket (Day and Night) campaigns since 2002. During the past 18 years, all available resources have been deployed and supported by use of data to determine areas of low seatbelt usage and high, unrestrained crash locations.

The number of agencies participating in High Visibility Enforcement campaigns has leveled off to approximately 80% of all Vermont law enforcement agencies. The seatbelt use rate in 2017 rose to 84.5% and in 2018 it climbed again to 89.8%. In 2019 the seat belt use rate was 89.3% and the trend is showing the rate stabilizing at nearly 90%. The national CIOT enforcement campaigns are key to Vermont's Occupant Protection (OP) program. Funding is provided to partnering agencies to engage in OP enforcement, including child passenger safety seats and education, throughout each year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

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

In order to supplement regular patrols and enforcement efforts, the Click It or Ticket Task Force was created. The Vermont CIOT Task Force is divided geographically into groups of officers

from agencies throughout the state. Due to the flexibility of the Task Force concept, officers frequently work into the evening and nighttime hours when seat belt compliance declines and more severe crashes occur. Guided by data, these teams are a highly productive resource.

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

Vermont plans on participating in the NHTSA “Border to Border” (B2B) initiative, working collaboratively with the State of New York along Vermont’s western border. This operation has included both day and nighttime seat belt enforcement events working with several New York law enforcement agencies. In 2019, Vermont participated for the first time in a multi-state B2B event organized by the State of New Hampshire to kick-off the annual CIOT mobilization. In the fall of 2020 and spring of 2021, Vermont plans to participate in the modified CIOT national mobilizations.

2019 Click It or Ticket National Mobilization (May 20 - June 2)											
	Pre-Registered*	Participated*	Total # of Sat. Patrols & Ckpts	Total # of Vehicles Contacted	Total # of Seatbelt Tickets	Total # of CPS Tickets	Total # of Speed Tickets	Total # of TXT or H/H Device Tix	Total # of Other Tickets	Total # of Arrests	Total H.V.E. Hours Worked
	*	*	<<=====	*	1=Yes, 0=No						
Municipal LEAs											
Municipal Sub-Totals	36	38	165	3,339	108	7	466	116	548	77	1801.75
Sheriffs' Departments											
Sheriffs' Sub-Totals	11	12	136	1,920	134	11	536	50	317	22	1285.75
State Police Stations											
VSP Sub-Totals	8	10	142	2,911	6	0	672	31	338	108	978.50
Other Agencies											
Others' Sub-Totals	2	2	39	2,416	0	0	4	0	70	0	769.50
GRAND TOTALS	57	62	482	10586	248	18	1678	197	1273	207	4835.5
	*	*	<<=====	*	1=Yes, 0=No						
CIOT Task Forces	(not included in Grand Totals above)										
North			49	1,141	91	9	155	50	241	12	619.75
South			41	1,424	111	9	592	51	200	9	631.75
Task Force Totals			90	2,565	202	18	747	101	441	21	1251.50

Intended Subrecipients

Sub-recipients are selected through data analysis and prior grant performance. The intended departments will comprise of State, sheriff and local department both rural and urban.

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipients	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-101-131	FAST Act NHTSA 402	State, Sheriff and Local Law Enforcement	\$1,100,096.00	\$255,749.00	\$922,997.00

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

Planned activity number: NH21402-106

Planned Activity Description

Chittenden County data from 2014 to 2018 demonstrates that the county had 39 total fatalities, 268 serious crashes (includes fatal crashes), and 21,621 total reported crashes. Participating law enforcement agencies include: the Burlington, Colchester, Essex, Hinesburg, Milton, Richmond, Saint Albans, Shelburne, South Burlington, Swanton, Williston, and Winooski Police Departments; the Chittenden and Franklin County Sheriffs' Departments; and the University of Vermont Police Services.

This list of activities is all inclusive of all SHARP projects, except for the added descriptions found under the respective regional projects.

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

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordinate Traffic Safety and Media PSA's and Press Releases
- Participate in road safety audits administered by the Agency of Transportation
- Attend meetings of the Vermont Highway Safety Alliance
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Chittenden and Franklin Counties
- Liaison with SHSO
- Liaison with all Chittenden and Franklin County Law Enforcement and surrounding Agencies

Administrative - Key Activities

- Inventory/needs assessment of current activities
- Issue Sub-awards to recipients in Chittenden and Franklin Counties
- Understanding of the 2 CFR 200 and NHTSA Grant Regulations
- Monthly preparation and submission of financial forms and activity sheets for each agency
- Monthly reimbursements and payments to sub-grantees
- Preparation and submission of monthly progress reports
- Administrative support to participating county law enforcement agencies
- Preparation and submission of final report and close out.
- Tracking and monitoring of budget and equipment

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-106	FAST Act NHTSA 402OP	Chittenden County Sheriff Department/Enforcement	\$230,000.00	\$57,500	\$230,000.00
NH21164-129	164 Transfer Funds-AL	Chittenden County Sheriff Department/Enforcement	\$182,873.00		\$182,873.00
NH21164-130	164 Transfer Funds-AL	Chittenden County Sheriff Department/Project Director	\$37,753.00		\$37,753.00
NH21402-128	FAST Act NHTSA 402OP	Chittenden County Sheriff Department/ Project Director	\$37,753.00	\$9,438.00	\$37,753.00
NH21405E-122	FAST 405e Comprehensive DD	Chittenden County Sheriff Department/ Project Director	\$37,753.00	\$9,438.00	

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

Planned activity number: NH21402-117

Planned Activity Description

Rutland County data from 2014 to 2018 demonstrates that the county had 39 total fatalities, 143 serious crashes (includes fatal crashes), and 4013 total reported crashes. Participating law enforcement agencies include: the Brandon, Castleton, Fair Haven, Hartford, Killington, Norwich, Pittsford, Royalton, Rutland City, Rutland Town, Springfield, and Thetford Police Departments; the Rutland and Addison County Sheriffs’ Departments; and the Bethel and Poultney Constables.

Use the team approach for highway safety needs.

Description of Duties: The role of the Project Director for the Rutland County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties that are found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection.

Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County

Liaison with all Rutland County Law Enforcement and surrounding Agencies

Issue Sub-awards to recipients in Rutland and Windsor Counties

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-117	FAST Act NHTSA 402OP	Rutland County Sheriff Department/Enforcement	\$145,875.00	\$36,469.00	\$145,875.00
NH21164-116	164 Transfer Funds-AL	Rutland County Sheriff Department/Enforcement	\$182,874.00		\$182,874.00
NH21164-117	164 Transfer Funds-AL	Rutland County Sheriff Department/ Project Director	\$27,842.00		\$27,842.00
NH21402-129	FAST Act NHTSA 402OP	Rutland County Sheriff Department/ Project Director	\$27,842.00	\$6,961.00	\$27,842.00
NH21405E-123	FAST 405e Comprehensive DD	Rutland County Sheriff Department/ Project Director	\$27,842.00	\$6,961.00	

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

Planned activity number: NH21402-119

Planned Activity Description

Addison County data from 2014 to 2018 demonstrates that the county had 24 total fatalities, 97 serious crashes (includes fatal crashes), and 2747 total reported crashes. Participating law enforcement agencies include the Bristol, Middlebury, and Vergennes Police Departments.

Use the team approach for highway safety needs.

Description of Duties: The role of the Project Director for the Vergennes Project is to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties that are found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection.

Coordinate ARIDE and other traffic safety training for law enforcement officers in Addison County

Liaison with Bristol and Middlebury Police Departments

Issue Sub-awards to recipients in Bristol and Middlebury

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-119	FAST Act NHTSA 402OP	Vergennes Police Department/Enforcement	\$43,450.00	\$36,469.00	\$43,450.00
NH21164-119	164 Transfer Funds-AL	Vergennes Police Department/Enforcement	\$43,450.00		\$43,450.00

NH21164-120	164 Transfer Funds-AL	Vergennes Police Department/ Project Director	\$37,395.00		\$37,395.00
NH21402-130	FAST Act NHTSA 402OP	Vergennes Police Department/ Project Director	\$37,395.00	\$9,349.00	\$37,395.00
NH21405E-124	FAST 405e Comprehensive DD	Vergennes Police Department/ Project Director	\$37,395.00	\$9,349.00	

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

Planned activity number: NH21402-124

Planned Activity Description

Windham County data from 2014 to 2018 demonstrates that the county had 28 total fatalities, 145 serious crashes (includes fatal crashes), and 6894 total reported crashes. Participating law enforcement agencies include: the Bellows Falls, Brattleboro, and Dover Police Departments, and the Windham County Sheriff’s Department.

Description of Duties: We envision the role of the Project Director for the Windham County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving techniques. The director will be the conduit of traffic safety enforcement and education through performance of the following activities and duties that are found in the Enforcement Key Activities and Administrative coordination description in the Chittenden CSD SHARP projects for Impaired Driving and Occupant Protection:

Enforcement - Key Activities

The Windham CSD is looking to purchase a new truck to be used for enforcement and for their very active education grant. The truck and the equipment to outfit the vehicle will be funded equally between 164AL, 402OP and 405E. The total estimated cost of the vehicle will be \$35,000.

Coordinate ARIDE and other traffic safety training for law enforcement officers in Windham County

Liaison with participating Windham County Law Enforcement Agencies

Issue Sub-awards to recipients in Windham County

Countermeasure strategies

Countermeasure strategies in this planned activity

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

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-124	FAST Act NHTSA 402OP	Windham County Sheriff Department/Enforcement	\$63,301.00	\$17,075.00	\$63,301.00
NH21164-124	164 Transfer Funds-AL	Windham County Sheriff Department/Enforcement	\$60,000.00		\$60,000.00
NH21164-125	164 Transfer Funds-AL	Windham County Sheriff Department/ Project Director	\$39,704.00		\$39,704.00
NH21402-131	FAST Act NHTSA 402OP	Windham County Sheriff Department/ Project Director	\$39,704.00	\$6,961.00	\$39,704.00
NH21405E-125	FAST 405e Comprehensive DD	Windham County Sheriff Department/ Project Director	\$39,704.00	\$6,961.00	

Countermeasure Strategy: OP Supporting Enforcement

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

Project Safety Impacts

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

The formation of county-wide or regional programs is not a mandatory requirement. The decision to create and/or join a regional entity lies solely with county, municipal law enforcement or other non-profit partners. If an entity chooses not to participate in a regional

program National Highway Traffic Safety Administration (NHTSA) funding may continue with the SHSO as it currently does.

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

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

A regionalization project includes a regionwide Project Director who will organize, supervise, and promote enforcement as well as plan and implement educational activities. In addition, the director will facilitate and supervise OP, Distracted Driving, and Speed enforcement activities and funding for combined regionwide sub-awards.

The project director is tasked with identifying and prioritizing critical targeted areas regionwide so that officers can be deployed, and resources directed to the area's most in need of enforcement, with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement.

Linkage Between Program Area

The project director will set goals based on state and local data to attack traffic safety issues and use *Countermeasures That Work*, Ninth Edition (2017) as a resource to continually implement evidence-based Traffic Safety Enforcement Programs. The project director will also act as a representative voice and community figure for promoting common traffic safety issues using earned media messaging and public outreach to increase impact and improve effectiveness of enforcement. Statewide and local data analysis will identify the appropriate target audience and demographics. The project director will focus education efforts and activities with the goal to strengthen relationships with the community.

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

Rationale

The Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy (Please see planned activities listed in the High Visibility Alcohol Enforcement section)

Unique Identifier	Planned Activity Name
NH21402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)

NH21402-117	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21402-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21402-124	Windham County Safe Highway Accident Reduction Program (SHARP)

Program Area: Planning & Administration

Description of Highway Safety Problems

What We Do

Vermont SHSO awards federal highway safety grant funds to local, state and non-profit agencies for projects to improve highway safety and reduce deaths and serious injuries due to crashes. SHSO is also involved with the Vermont Highway Safety Alliance (VHSA) which has allowed us to build upon a network of highway safety professionals, working in collaboration to increase highway safety through these federally funded programs.

The SHSO has an in-house staff of three Program Coordinators with specific subject matter areas of expertise, to include Occupant Protection, Distracted Driving, Impaired Driving, Law Enforcement (DUI and OP Enforcement) and Education Outreach programs. The staff of the SHSO manages state highway safety grant funds by providing guidance, oversight and monitoring for our partners.

The programs administered through the SHSO are federally funded through the National Highway Traffic Safety Administration (NHTSA). Our programs are defined and approved each year in the SHSO Highway Safety Plan (HSP) and align with the State's Strategic Highway Safety Plan (SHSP). Through these plans, we analyze data, identify problems, define emphasis areas, and set goals in order to administer funds to programs in a responsible manner in accordance with federal guidelines.

Our Mission

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

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
NH21402-001	Electronic Grant Management	
NH21402-000	SHSO Planning and Administration	

Planned Activity: Electronic Grant Management

Planned activity number: **NH21402-001**

Planned Activity Description

The most significant planned activity undertaken by the SHSO during the most recent 5-year period has been the adaptation of the Grant Electronic Application and Reporting System (GEARS). SHSO currently utilizes a web-based program management system titled GEARS. 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.

Countermeasure strategies

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Contractor	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-001	FAST Act NHTSA 402PA	SHI/AGATE	\$50,000.00	\$50,000.00	\$50,000.00

Planned Activity: SHSO Planning and Administration

Planned activity number: **NH21402-000**

Planned Activity Description

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

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

Personnel

Salaries and related expenses

for:

- Manager
- Program Administrator
- Administrative Services Manager
- Program Coordinator

Operating Expenses

- Advertising - Print
- Fee for Space
- Office Supplies
- Postage
- Printing and Binding
- Rental of Copier/Fax/Printer/Scanner

Other Purchased Services
HSP/Annual Report Contractor
GHSA Dues

Dues

Countermeasure strategies

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-000	FAST Act NHTSA 402PA	SHSO	\$288,849.00	\$288,849.00	\$0.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

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

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

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

Speed, distracted/aggressive driving and impaired driving are almost always at the core of a crash. The Vermont State Police Speed Enforcement grant allows for additional troopers to monitor traffic and enforce speed laws statewide. In reviewing our FFY 2018 data, we are seeing an upward trend in our fatalities and incapacitating injury crashes being directly related to the causation of speed. The SHSO and VHSA are working with our state, federal and local partners to continue to get the word out about this problem. In reviewing two weeks of speed cart data from Interstate 89, between Exits 12-17 (Chittenden County), an average of 96.7% of the South Bound traffic was exceeding the posted speed limit by 10 mph. The state has instituted a Safety Corridor in this section, with increased enforcement, speed carts, and media to get the message out to slow down. This area is currently under the review of a Regional Planning Commission to send out information about safety corridors.

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	C-1) Number of traffic fatalities (FARS)	2021	5 Year	60
2021	C-2) Number of serious injuries in traffic crashes (State crash data files)	2021	5 Year	264.2
2021	C-3) Fatalities/VMT (FARS, FHWA)	2021	5 Year	0.82
2021	C-6) Number of speeding-related fatalities (FARS)	2021	5 Year	25.4
2021	C-7) Number of motorcyclist fatalities (FARS)	2021	5 Year	9.8

Countermeasure Strategies in Program Area

Countermeasure Strategy
Crash Reconstruction
Highway Safety Office Program Coordinator
Law Enforcement Liaison
Speed, Aggressive and Distracted Driving

Countermeasure Strategy: Crash Reconstruction

Program Area: **Police Traffic Services**

Project Safety Impacts

Reducing the time crash investigators spend collecting data at the scene.

Quicker opening of roadways at crash scenes.

Continuing to produce accurate forensic evidence for prosecutions related to crashes.

Provide crash reconstruction training and equipment to the VSP.

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

Linkage Between Program Area

Uniform comprehensive crash reconstruction and investigation and incident reporting assists in gathering information to determine who, what, when, where, why, and how motor vehicle crashes and incidents occur. The data gathered is used in planning, evaluating and furthering occupant protection and impaired driving highway safety program goals. A lag time exists between the crash date and the time the crash researcher begins data collection. Scene evidence, such as tire marks and other witness marks, tend to diminish with time. Due to the difficulties associated with scene data collection, crash causation factors are not always readily determined at the scene of a crash by officers not specially trained in reconstruction skills.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21402-201	Crash Reconstruction Support

Planned Activity: Crash Reconstruction Team (CRT) Support

Planned activity number: **NH21402-201**

Planned Activity Description

The VSP CRT is the primary investigation unit for serious bodily injury and fatality crashes in the State of Vermont. The team responds to more than 49 motor vehicle crashes annually. Approximately 35% of these calls are generated by local and county law enforcement agencies. The team utilizes four Sokkia and one Top Con total station instruments deployed throughout the state. In addition, the CRT equipment uses complex diagramming software that the crash reconstructionists must know how to operate. As more vehicles are equipped with Event Data Recording systems, the CRT is receiving more frequent calls to perform the downloads on these vehicles to capture speed, braking, seat belt usage and engine throttle. Four small Unmanned Aerial Vehicles (sUAVs) were purchased and several pilots have been trained throughout the state to help the team document scenes. The time on scene using sUAVs to complete documentation of a crash scene is less than a quarter of the time required for a total station to document the same information. This results in the roadway being closed down for a much shorter length of time and reduces the troopers exposed to traffic on the highway.

There are 11 fully certified crash reconstructionists on the team who each have over 280 hours of classroom training. This year VSP added four new members to the CRT, but they are not fully certified at this time. Troopers are selected to attend three levels of nationally recognized trainings to become a certified crash reconstructionist. This technical support in serious crashes has improved overall traffic reporting in determining more accurate contributing circumstances. It is estimated that as much as 48% of all crashes had impaired driving components. Complete and extensive investigation of traffic crashes is the first step toward successful determination of causation factors and subsequent adjudication, when appropriate. Budget funds are dedicated to the training of troopers and for purchase of new equipment such as sUAVs for documenting scenes, and for cost of software updates for reconstruction equipment, Total Stations, and Crash Data Retrieval (CDR) cables.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Crash Reconstruction

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-201	FAST Act NHTSA 402	Department of Public Safety	\$38,501.00	\$5,000.00	\$21,176.00

Countermeasure Strategy: Highway Safety Office Program Coordinator

Program Area: **Police Traffic Services**

Project Safety Impacts

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

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

Linkage Between Program Area

Program coordination and grant administration for the State Highway Safety Office. Purpose of program activities is to provide Vermont highway users with information, knowledge and motivation to compel behavior modification to increase safety for the general population and individual. Duties are performed under the direction of the State Highway Safety Office Manager.

Duties include grant oversight, and research and statistical analysis in support of the SHSO. Activities include developing applicable data gathering systems to evaluate past and current program activities and operations for planning and the identification of future program options. The position also has responsibility for financial oversight of sub-grantees, preparation of the Highway Safety plans and reports, and monitoring of Highway Safety grants.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21402-290	HS Program Coordinator

Planned Activity: HS Program Coordinator

Planned activity number: **NH21402-290**

Planned Activity Description

Program coordination is provided by three staff members who ensure SHSO policies are followed, enforcement strategies are effective, and awardees are compliant with best practices. The coordinators review grant documents and ensure that financial transactions are properly filed, documented and accurately reported. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial

reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development and arrange for training when required. Coordinators 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.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Coordinator
Highway Safety Office Program Coordinator

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-290	402 PTS-Police Traffic Services	VTrans Staff	\$45,000.00	\$11,250.00	\$0.00

Countermeasure Strategy: Law Enforcement Liaison

Program Area: **Police Traffic Services**

Project Safety Impacts

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

Continue to increase interest in the support of SHSO ‘s priority initiatives. Increase LEAs participation in national enforcement campaigns.

Linkage Between Program Area

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21402-203/NH21405D-011/NH21405E-101	Law Enforcement Liaison North
NH21402-202/NH21405D-010/NH21405E-102	Law Enforcement Liaison South

Planned Activity: Law Enforcement Liaisons

Planned activity number: NH21402-203/NH21405D-011/NH21405E-101/ NH21402-202/NH21405D-010/NH21405E-102

Planned Activity Description

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

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

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

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

Distracted Driving: The LELs support efforts to curb distracted driving and promote and collect data for the Connect to Disconnect (C2D) HVE campaign. C2D 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 over \$1M in Distracted Driving Enforcement grant funds to law enforcement agencies statewide and the LELs will be coordinating those efforts.

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

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement Liaison

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Contractor	Estimated Funding Amount	Match Amount	Local Benefit
NH21405D-011	FAST Act 405d Impaired Driving Low	LEL North	\$30,000.00	\$7,500.00	
NH21405E-101	FAST Act 405e - Comprehensive DD	LEL North	\$30,000.00	\$7,500.00	
NH21402-203	FAST Act NHTSA 402PT	LEL North	\$30,000.00	\$7,500.00	\$0.00
NH21405D-010	FAST Act 405d Impaired Driving Low	LEL South	\$30,000.00	\$7,500.00	
NH21405E-102	FAST Act 405e - Comprehensive DD	LEL South	\$30,000.00	\$7,500.00	
NH21402-202	FAST Act NHTSA 402PT	LEL South	\$30,000.00	\$7,500.00	\$0.00

Countermeasure Strategy: Speed, Aggressive and Distracted Driving

Program Area: **Police Traffic Services**

Project Safety Impacts

Crash location maps and other data will be used to target areas and roadways for enforcement on Vermont's major routes, consistent with the TSEP model.

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

Linkage Between Program Area

One of the major causes of crashes on Vermont roads is excessive speed, including driving too fast for road and weather conditions. In 2019, 14 of Vermont's 44 fatal crashes (32%) were found to be speed related. Vermont law requires drivers to drive at a reasonable and prudent rate of speed for roadway conditions, in addition to adhering to the posted speed limit. In Vermont, dangers associated with driving over the speed limit are compounded by winter driving and roadway conditions. In 2019, Vermont law enforcement agencies collectively issued 86,316 traffic tickets, representing a decrease of nearly 2% from the previous year. Of those tickets, nearly 51% (44,343) were issued for speeding violations.

Since 2009, when Vermont first began regulating the use of portable/handheld electronic devices while driving, the number of tickets issued by law enforcement for these violations has increased. In 2019, Vermont law enforcement officers issued a total of 4,228 citations for these violations, representing nearly 5% of all tickets issued.

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

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21402-207	Vermont State Police Speed, Aggressive, and Distracted Driving Enforcement

Planned Activity: Vermont State Police Speed, Aggressive, and Distracted Driving Enforcement

Planned activity number: NH21402-207

Planned Activity Description

The Vermont State Police (VSP) provides primary law enforcement services to approximately 200 towns, representing approximately 90% of the landmass and 50% of the population in Vermont. In addition, VSP has primary responsibility for Vermont’s four (4) interstate highways (I-89, I-91, I-93 and I-189). The VSP is the default law enforcement agency for most rural towns that do not have their own municipal police department. As a result of the wide-spread area of responsibility, State Troopers investigate the majority of injury and fatal crashes in the state. The VSP investigated 74% of the fatal crashes that occurred on Vermont highways in 2018 and that increased to 77% in 2019. Given the landmass covered by the VSP, they have a statewide impact on speed, aggressive, and distracted driving behaviors regardless of municipality or county lines.

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

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Speed, Aggressive and Distracted Driving

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-207	FAST Act NHTSA 402 PT	Department of Public Safety	\$100,000.00	\$25,000.00	\$0.00

Program Area: **Racial Profiling Data Collection**
Description of Highway Safety Problems

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

A professor at the University of Vermont conducted a study in 2017 that looked at traffic stop data from the 29 largest departments in the State. In summary the report concluded that black and Hispanic drivers were stopped and searched at a higher frequency than white drivers. The report also opined that white and Asian drivers are more often found with contraband when stopped. The report entitled "Driving while Black and Brown in Vermont" examined traffic data from the year of 2015. It should be noted that the Vermont law enforcement community harbors concerns about the quality of the data and the methods of analysis that were used for this study, as the data used in the analysis was from 2015, the first year law enforcement agencies were required to collect it.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	Evidence Based Race Data Enforcement Reporting	2021	Annual	50.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Data Collection and Analysis

Countermeasure Strategy: Fair and Impartial Police Training, Data Collection and Analysis

Program Area: **Racial Profiling Data Collection**

Project Safety Impacts

The expected safety impact upon complete compliance by all law enforcement agencies with race data reporting requirements would be to ameliorate the effects of implicit bias from the

process of motor vehicle enforcements stops. The chosen countermeasure would provide a near complete data subset of race data information from which an analysis could be taken, and the results of that analysis transformed and incorporated into a training tool for law enforcement. The funding for this planned activity will originate from the subject grant.

Linkage Between Program Area

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH211906-001	Fair and Impartial Police Training

Planned Activity: Fair and Impartial Police Training

Planned activity number: NH211906-001

Planned Activity Description

The Vermont Criminal Justice Training Council will develop a Request for Proposal to allow for a contractor or contractor(s), to develop and administer live training relative to FIP on behalf of the Council. This training will be specifically targeted to race data collection and be developed in concert with the Council and the Law Enforcement Community. Presently, it is envisioned the hired contractor(s) will administer this training in 2021 to all Vermont Law Enforcement Officers in live, classroom settings regionally throughout the State. Funding for this will allow the Council to hire a contractor to enact this vision. If funding is approved, the genesis of a targeted RFP will occur.

This training will translate to a more targeted approach for future potential trainings by providing scientifically measurable data. The data will help Vermont's Law Enforcement Executives make targeted decisions and craft policy change where data supported evidence directs them to do so. A significant portion of this process includes the collection of data pertaining to race. Vermont Law Enforcement Officers would benefit from training relative to the proper recording of data, so translatable, scientific methodology can be applied to analyze policing in our communities relative to bias.

In doing so, all Vermont Law Enforcement Officers will receive this training per statutory mandate. The result of the training will be consistent data collection that will be recorded by Law Enforcement Officers for further analysis. The analysis will aid in providing information to Law Enforcement Executives for specifically targeted training, policy development and implementation.

The contractor(s) will provide the Council with a detailed monthly report, outlining the training process and its progress. This will help ensure this training is reaching the entire Vermont Law Enforcement Community. This will translate to the Council being able to fulfill its mission to meet statutory requirements for FIP training and provide meaningful, usable data.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Data Collection and Analysis

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH211906-001	FAST Act 1906 Prohibit Racial Profiling	Vermont Criminal Justice Training Council	\$375,000.00	\$93,750.00	

Program Area: Traffic Records

Description of Highway Safety Problems

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

Planning in FY 21, Vermont will continue to deploy the electronic citation system statewide, this has proven to significantly improve the timeliness and accuracy of citations issued within the state. Additionally, the Department of Public Safety is working diligently to secure long term funding to maintain the system.

This traffic records strategic plan includes projects that improve crash reporting (i.e. AOT Crash Data Reporting System), EMS run reporting (i.e. SIREN), and the further deployment of the DPS E-Citation Implementation project. New this year will be the beginning (Phase 1) of the Integration of SIREN and CRASH data fields. This will begin with “test” data fields and use of the guidance provided by the GoTeam final report.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2021	Target for Citation Uniformity	2021	Annual	50
2021	Electronic Citation Usage	2021	Annual	50

Countermeasure Strategies in Program Area

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

Countermeasure Strategy: Highway Safety Office Program Coordinator

Program Area: **Traffic Records**

Project Safety Impacts

Facilitation of TRCC meetings and TR assessments; assist with the application and submission of the 405C Traffic Records Improvements application.

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

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

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

Linkage Between Program Area

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

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21402-300	TRCC Program Coordinator

Planned Activity: TRCC Program Coordinator

Planned activity number: NH21402-300

Planned Activity Description

A State Highway Safety Office Behavioral Safety Unit staff member manages the Traffic Records Program as well as all Law Enforcement grants and other scheduled assessments/evaluations. The individual tracks time proportionally between traffic records and police traffic under the 405 fund programs.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Coordinator

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-300	FAST Act NHTSA 402 TR	VTrans Staff	\$45,000.00	\$11,250.00	\$0.00

Countermeasure Strategy: Improves accessibility of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

Hardware and software upgrades and development of a plan with recommendations to improve run-time field loss of law enforcement connectivity in rural areas of the state.

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

Data improvement recommendations contained in the 2016 Traffic Records Assessment.

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

Linkage Between Program Area

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

Rationale

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

The current traffic ticketing system used in Vermont is a manual, paper-based system. The number of traffic tickets has declined 37% from 138,058 tickets in 2006 to 89,316 tickets in 2019. In 2018, there were 7,786 tickets (9.1%) that were dismissed due to various process, data quality problems or other non-quality related issues. These quality data problems included illegible tickets, missing data, wrong data, and tickets filed outside the statutory limits. In current practice, it takes 30 days or more after the ticket is issued to the motor vehicle operator before the traffic ticket arrives at the Judicial Bureau.

Most police agencies wait until they have several traffic tickets before mailing the ticket batches to the Judicial Bureau, causing a cyclical backlog in the processing of tickets. Also, the Judicial Bureau has stated that a significant problem with processing traffic tickets is illegibility. Additionally, no efficient method to data mine information from the current paper-based system exists.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405C-700	AOT Crash Data Reporting System
NH21405C-702	e-Citation

Planned Activity: AOT Crash Data Reporting System

Planned activity number: NH21405C-700

Planned Activity Description

This is a project for ongoing enhancements to the crash data interface. The FFY2021 goal is to complete four components: 1) To use the new Model Minimum Uniform Crash Criteria (MMUCC) standards to update the Uniform Crash Report Form and implement any necessary changes. 2) Build a Crash Collection Stand Alone Client Application. The client application will provide law enforcement with the ability to create and submit crash reports from the field. When connectivity is lost, law enforcement will be able to continue with crash reporting and submit at a time when connectivity is re-established. The Client Application was a recommendation in both the Vermont 2012 Crash Data Improvement Program (CDIP) review as well as in the 2012 and 2016 Traffic Records Assessments. This feature will provide for improved timeliness in reporting, per the Crash Data Improvement Program (CDIP) and TR Assessments. 3) SIREN - Web Crash bridge. NHTSA suggests a link for the purposes of looking for outcomes across these datasets. With the NHTSA GO Team help, this project should move forward starting with an MOU between VTrans & DOH. 4) e-Citation - Web Crash bridge/interface. Now that e-Citation is up and running, it would be helpful have a link to this data. 5) Investigate and potentially implement a predictive analytics software in Web Crash for Law Enforcement to use in their data driven directed patrols. 6) Integrate roadway data into Web Crash. Having the roadway data entered at time of crash entry would save time and resources to do this work after the crash is submitted.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405C-700	FAST Act 405c Data Program	Agency of Transportation	\$95,000.00	\$23,750.00	

Planned Activity: e-Citation

Planned activity number: NH21405C-702

Planned Activity Description

E-Citation is a pilot project based on the implementation proposal in the 2012 Master Business Plan. Regular review and evaluation of all aspects of the effort will be conducted by the e-Citation interagency advisory work group with regular reports provided to the TRCC.

The Vermont Department of Public Safety will continue to build the electronic citation platform and expand the program (phase #3) of the TraCS e-Citation software to a statewide program in FY2021. This process will build on the learning experience from the previous introduction of phases that have been implemented. The goal of the e-Citation system is to provide operation at roadside to all Law Enforcement agencies.

Projected expenditures are as follows:

1. Contract services are for the National Model fee (Iowa contract), Agency of Digital Services and TEG support for TRACS software.
2. Supplies for printers.
3. Equipment to include printers and bar code scanners.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405C-702	FAST Act 405c Data Program	Department of Public Safety	\$167,680.00	\$41,920.00	

Countermeasure Strategy: Improves completeness of a core highway safety database

Program Area: **Traffic Records**

Project Safety Impacts

This performance measure is based on the I-T-1 model.

Vermont will improve the timeliness of the Vermont EMS Statewide Incident Reporting Network (SIREN) as measured in terms of a decrease in the average number of days from the occurrence of an EMS Run to the date the EMS Patient Care Report is entered into the EMS database within a period determined by the State.

The state will show measurable progress using the following method: The average number of days from the occurrence of an EMS Run to the date the EMS Patient Care Report is entered into the EMS database using a baseline period of April 1, 2015 to March 31, 2016 and a current period of April 1, 2019 to March 31, 2020.

There were 105 reporting services during the baseline period with an average timeliness of 1.90 days. There were 108 reporting EMS agencies during the current performance period with an average timeliness of 2.00 days. As detailed in the supporting documentation, there has been an decrease in the timeliness of 0.10 days.

Linkage Between Program Area

Vermont will improve the Integration of the EMS system as measured in terms of an increase of:

The percentage of appropriate records in the EMS file that are linked to another system or file. Specifically, the percentage of records linked between Vermont’s pre-hospital electronic patient care reporting system (SIREN – Statewide Incident Reporting Network) and hospital electronic medical record databases with spinal injury outcomes reported.

The state will continue to measure progress using the following method: The percentage of hospital spinal injury outcome records from the hospital electronic medical record database that were linked with records in SIREN with motor vehicle crash related injuries.

Rationale

This Countermeasure best fits this planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405C-701	SIREN

Planned Activity: SIREN

Planned activity number: NH21405C-701

Planned Activity Description

The Vermont Department of Health Emergency Medical Services ongoing completion of the SIREN data system implementation involves the following key components:

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

Contracted Services: The contract for Field-Bridge (the laptop-based software for real-time EMS data entry) will be continued. Field-Bridge is essential for ongoing SIREN implementation and enhancements, including continued work on the CRASH-SIREN data linkage development. A data linkage host will also be established for an efficient, cost effective approach to the hospital data linkage effort.

Training: System users and administrators will require additional targeted training to implement and fully utilize SIREN. Specific planning and training will also be required with the contractor hired to develop the SIREN hospital data linkage implementation.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405C-701	FAST Act 405c Data Program	Department of Health	\$55,393.00	\$13,848.00	

Program Area: Media

Description of Highway Safety Problems

The Agency of Transportation (VTrans) seeks to retain qualified, strategic and innovative marketing firm(s) for the development and implementation of a variety of traffic safety-related advertising media campaigns and initiatives to the SHSO on either a full-time or on-call basis to meet the goals of the VTrans Highway Safety Plan. Specifically, working toward the target of “Zero Deaths” by promoting highway safety awareness through education and enforcement, thereby reducing crashes, saving lives, and improving the overall quality of life for those using Vermont’s roadways. The Vermont Highway Safety Alliance (VHSA), a collaboration of public and private sector organizations representing the 4 Es of traffic safety, is engaged in marketing and promotional activities and selecting pertinent outreach tools and evaluation strategies.

Countermeasure Strategy: Media Campaigns

Program Area: **Media Campaigns**

Project Safety Impacts

The SHSO is beginning a new multiyear media initiative that focuses on what Vermonters are doing right while using our roadways rather than the consequences of bad decisions. As the title above suggests this is truly a shift in our messaging that challenges road users to become engaged and make decisions for the right reasons. The data tells us that not all Vermonters are engaged while using our roadways and as a result, unintended consequences occur.

Linkage Between Program Area

The idea behind this *engaged driving* initiative is to create an opportunity for Vermonters to start thinking and talking about what’s appropriate behind the wheel, in the passenger’s seat, while riding bikes, motorcycling, and while walking on our roadways. “Shift Vermont” is a program designed to help share techniques and strategies to reduce distractions, to improve vehicle operation behaviors and grow engagement of those using our roadways. This approach is based on the concept of Positive Culture Framework, a system that promotes health and safety by building on shared values, beliefs and attitudes.

Rationale

This Countermeasure best fits the planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NH21405E-400	Creative Media (New) - DD Message
NH21405E-401	Media Buys (New) - DD Message
NH21405E-402	Media Buys (New) - DD Work Zone Message
NH21405E-403	Creative (New) - DD Work Zone Message

NH21405E-404	Creative (New) - DD II Message
NH21405E-405	Media Buys (New) - DD II Message
NH21405E-406	Creative (New) - DD and Motorcycles
NH21405E-600	Creative Introduction to SHIFT (New)
NH21405E-601	Media Buy Introduction to SHIFT (New)
NH21405E-602	Creative Media (New) – Impaired (SHIFT)
NH21405E-603	Creative Media (New) – Speed (SHIFT)
NH21405E-604	Media Buys (New) – Impaired (SHIFT)
NH21405E-605	MEDIA Buys (New) – Speed (SHIFT)
NH21405E-606	Creative Media (New) – Motorcycle (SHIFT)
NH21405E-606	Media Buys (New) – Motorcycle (SHIFT)

Planned Activity: Distracted Driving DD Media Projects – Shift Vermont

Planned activity number: NH21405E-400-406

Planned Activity Description

Strategies: Create and utilize social, television and radio media to engage drivers and create better behavior choices from our road users. Media buys will be used to target the respective audience for the project. The media “story” will be created by the vendor and approved by the SHSO and the VTrans Public Information Officer. In reviewing Vermont’s four years of citation data for DD we have found that men and women each received nearly 50% of this type of traffic citation. We believe that our CRASH data is under reported in the area of DD driving as it can be difficult to tell if the portable electronic device was in use. The vendor for this project has not been chosen at this time.

Goals: To influence VT’s road users to make better decisions while driving by encouraging others to drive well “Shift Vermont.”

Project Description: media vendor, in conjunction with VTrans SHSO staff, will create a :30 second DD Public Service Announcement and deploy using the concept and tagline “Shift Vermont” under the following areas:

- DD Shift Creative Message and Media Buys – target all motor vehicle operators, particularly ages 16-50, by emphasizing why the operator is not to use their portable electronic devices (PED) while operating a motor vehicle on everyday trips.
- DD Shift Work Zone Creative Message and Media Buys– target all motor vehicle operators, particularly ages 16-50, by emphasizing why the operator is not to use their PED while operating a motor vehicle through work zones.

- DD Shift Creative Message II and Media Buys – target younger operators, age 15-30, by emphasizing why the operator is not to use their PED while operating a motor vehicle on everyday trips.
- DD and Vulnerable Users Safety Creative Message and Media Buys – target all motor vehicle operators emphasizing they don't use a PED because they value the lives of motorcycles, pedestrians, bicyclists etc.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media Campaigns

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405E-400	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	
NH21405E-401	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	
NH21405E-402	FAST Act 405e Distracted Driving	TBD	\$70,000.00	\$17,500.00	
NH21405E-403	FAST Act 405e Distracted Driving	TBD	\$60,000.00	\$15,000.00	
NH21405E-404	FAST Act 405e Distracted Driving	TBD	\$70,000.00	\$17,500.00	
NH21405E-405	FAST Act 405e Distracted Driving	TBD	\$70,000.00	\$17,500.00	
NH21405E-406	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	

Planned Activity: Media Projects – Shift Vermont

Planned activity number: NH21405E-600-606

Planned Activity Description

Strategies: Create and utilize social, television and radio media to engage drivers and create better behavior choices from our road users. Media buys will be used to target the respective audience for the project. The media “story” will be created by the vendor and approved by the SHSO and the VTrans PIO. The vendor for this project has not been chosen at this time.

Goals: To influence VT’s road users to make better decisions while driving by encouraging others to drive well “Shift Vermont.”

Project Description: media vendor, in conjunction with VTrans SHSO staff, will create a :30 second DD PSA and deploy using the concept and tagline “Shift Vermont” under the following areas:

Introduction to Shift Vermont Creative and Media Buys – target all motor vehicle operators. The idea behind this *engaged driving* initiative is to create an opportunity for Vermonters to start thinking and talking about what’s appropriate behind the wheel, in the passenger’s seat, while riding bikes, motorcycling, and while walking on our roadways.

- Shift Vermont Impaired Driving Creative and Media buys. Target all motor vehicle operators, skewed toward 19-39-year old operators, by describing why they make better choices using resources like Uber, Lyft, calling a friend, taxicab, giving their keys to their friend etc.
- Shift Vermont Speed Creative and Media buys. Target all motor vehicle operators, skewed toward 19-34-year old male operators, by describing why they make better choices using examples like the number of minutes saved is not worth it, I don’t want to hurt anyone else etc..
- Shift Vermont Motorcycle Creative and Media buys. Target all motorcycle riders with one rider describing why he wears the appropriate safety gear and DOT approved helmet, that they never drive impaired, he drives the speed limit so that he can get home to his family.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media Campaigns

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405E-400	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	
NH21405E-401	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	
NH21405E-402	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	
NH21405E-403	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	
NH21405E-404	FAST Act 405e Distracted Driving	TBD	\$75,000.00	\$18,750.00	
NH21405E-405	FAST Act 405e Distracted Driving	TBD	\$63,500.00	\$15,875.00	
NH21405E-406	FAST Act 405e Distracted Driving	TBD	\$10,000.00	\$2,500.00	

Planned Activity: Occupant Protection Media Projects – Shift Vermont

Planned activity number: NH21402-500/NH21405B-015

Planned Activity Description

Strategies: Create and utilize social, television and radio media to engage drivers and create better behavior choices from our road users. Media buys will be used to target the respective audience for the project. The media “story” will be created by the vendor and approved by the SHSO and the VTrans PIO. In reviewing Vermont Seat Belt Survey data and reports our target market continues to be male, pickup drivers, at night, ages 16-34 and in several rural areas of the state. The vendor for this project has not been chosen at this time.

Goals: To influence VT’s road users to make better decisions while driving by encouraging others to drive well “Shift Vermont.”

Project Description: media vendor will create a :30 second seat belt PSA and deploy using the concept and tagline “Shift Vermont” under the following areas:

Shift Vermont Seat Belt Creative and Media buys. Target all operators with one operator describing why she/he wears his/her seat belt.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media Campaigns

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21402-500	FAST Act NHTSA 402 PM	TBD	\$5,000.00	\$1,250.00	
NH21405B-015	FAST Act 405b Occupant Protection	TBD	\$35,116.00	\$8,779.00	

Planned Activity: Motorcycle Safety Media Buy

Planned activity number: NH21405F-001

Primary Countermeasure Strategy ID:

Planned Activity Description

Problem Statement: As the weather warms up, more motorcycles are on the road, which results in an increase of motorcycle crashes during the summer months. Other motorists need to be aware of motorcycles on the road and the potential blind spots they may experience while driving.

Strategies: Use a .30 second video on local and gas station television to promote blind spot awareness and motorcycle safety on Vermont’s roadways.

Goals: To influence Vermont’s road users to be aware of potential blind spots within their vehicles and be extra vigilant about looking for motorcycles on the roadways.

Project Description: VTrans rebranded a .30 second motorcycle safety “blind spot awareness” video from the Traffic Safety Marketing site to be broadcast on local television and gas station television to promote motorcycle safety. HMC will do the media buys and manage the broadcast schedule. Additional carry forward funds will be applied to this project for a May 2021 deployment. The vendor for this project has not been chosen at this time.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Media Campaigns

Funding sources

Activity Number	Funding Source ID/Eligible Use of Funds	Subrecipient	Estimated Funding Amount	Match Amount	Local Benefit
NH21405F-001	FAST Act 405f Motorcycle Programs	TBD	\$17,049.00	\$4,262.00	

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
NH21402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH21164-129	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH21402-101-131	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH21164-101-130	High Visibility Alcohol Enforcement
NH21402-117	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21164-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21402-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21164-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21402-124	Windham County Safe Highway Accident Reduction Program (SHARP)
NH21164-124	Windham County Safe Highway Accident Reduction Program (SHARP)

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Evidence-based means approaches that are proven effective with consistent results when making decisions related to countermeasure strategies and projects. Vermont uses evidence-based approaches to reduce all crash rates. The SHSO has direct access to timely crash data and other traffic enforcement related information to add in the formation and utilization of proven evidence-based solutions. The flexibility of the SHSO TSEP enables direct application to priority enforcement projects based on the evaluation of these data sets. For example, the seat belt use rate survey, occupant protection citations issued and improperly restrained (operators/occupants) crash data are incorporated into the strategies directing occupant protection enforcement grants. Likewise, impaired driving crashes and arrests are indicators of where DUI and drugged driving enforcement efforts must be directed. The TSEP approach is applied to speeding, distracted driving and all other SHSO critical emphasis areas which may emerge.

- › Periodic analysis by the SHSO staff of aggregate statewide crash data coupled with localized data facilitates the State's data-based approach to highway safety problems. Local data is the

cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems which require the application of local data.

- › During the grant application process each potential sub-awardee is issued an application prepared by SHSO in GEARS with local data that identifies target areas of crash locations with associated times of the day and day(s) of the week that the majority of crashes occur. The data supports problem identification and is the foundation for setting performance targets and measurable outcomes.
- › Funding for sub-awardees is commensurate to the jurisdiction's proportion of the overall state problem.

It is a policy of the SHSO to assure that all NHTSA funds are being used in the most effective and productive way possible to effect safety on Vermont roadways. To accomplish this, it is necessary to monitor and assess ongoing grant programs and their performance. Therefore, in furtherance of this objective all participating agencies are required to submit monthly activity reports and quarterly progress reports.

SHSO Program Coordinators are tasked with evaluating all agency reports and assessing productivity and progress towards defined goals and outcomes. Program Coordinators work closely with other members of the SHSO staff and LELs to determine if any strategic adjustments, modifications or other changes are necessary and appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provides feedback which enables project adjustments where and when appropriate.

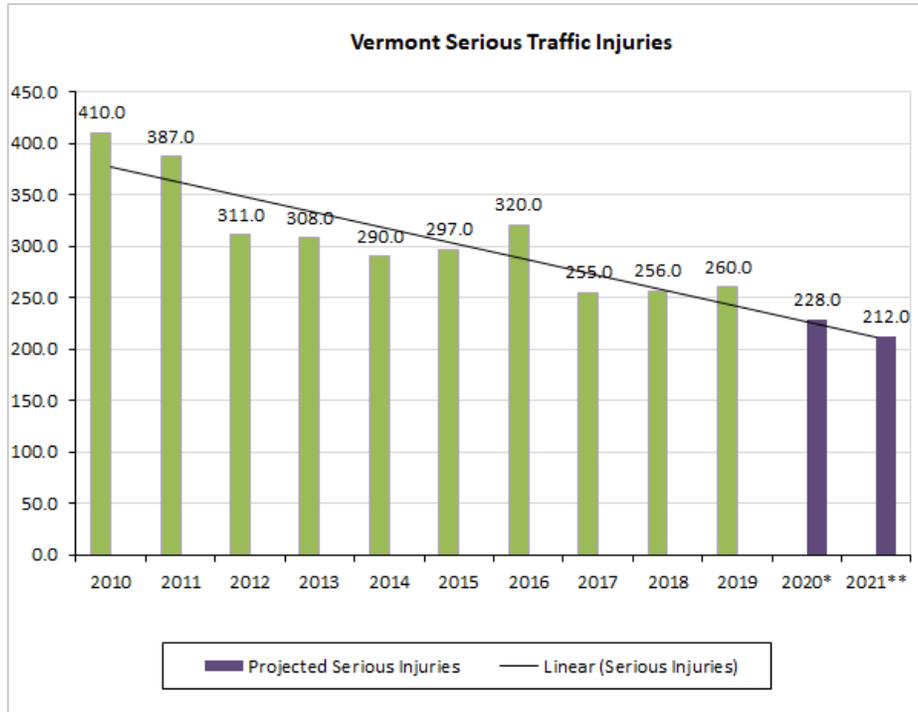
Although the exercise of discretion is an important tool in the program coordinators oversight of programmatic activity and systems the following is a partial listing of items and events that shall require a programmatic site visit and program assessment:

- Over 40% of grant award expended by the end of the first quarter of the fiscal year.
- Under 10% of grant award expended by the end of the second quarter of the fiscal year.
- Lack of progress in achieving performance measures.
- Not participating in a required campaign.
- Activity reporting two months or more in the arrears.
- Failure to file a final report within 45 days of the end of the performance period: or
- Any other just cause as determined by the program administrators.

The redeployment and allocation of resources is a programmatic and databased decision. For instance, the information below indicates that Vermont had 69 fatal crashes during the most recent completed and verified FARS reporting in 2018. A close look at the aggregate data reveals, that when examined by county, the counties with the highest population are also the counties with the proportionally greatest amount of fatalities. Moreover, the data shows that the greatest amount of fatalities are occurring on rural roadways. This SHSO analysis includes

Serious Bodily Injury crash analysis and the steady reductions in those crashes that are due in part by the HVE and education performed by our law enforcement partners.

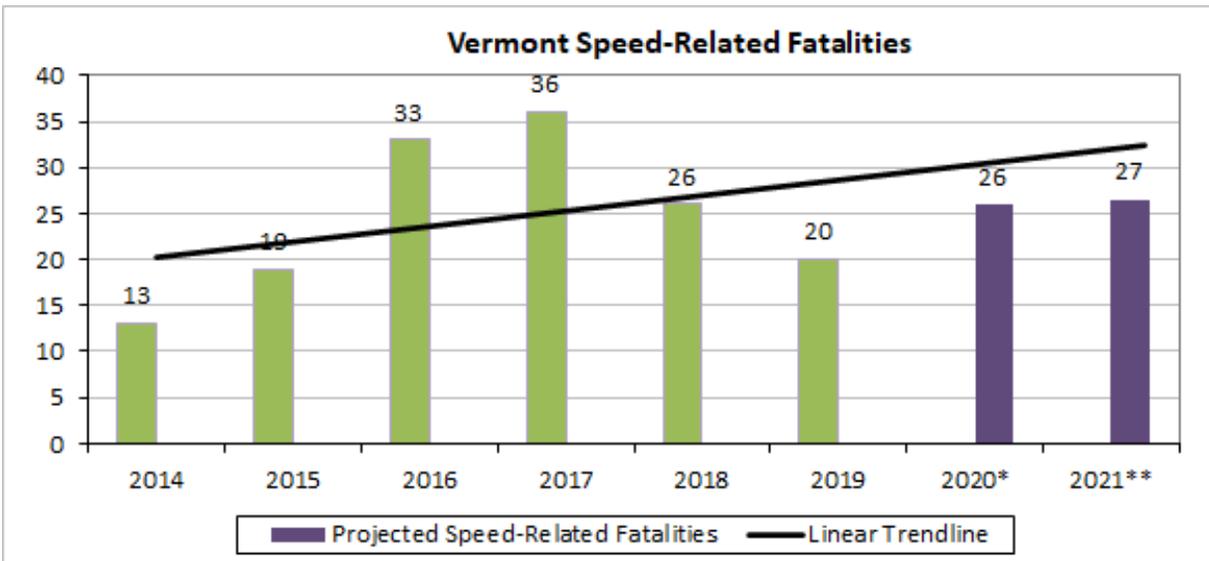
Site visits and program monitoring allow SHSO to assess needs within a specific area and effectiveness of specific programs in that area. If it is found that the grantees are not meeting program requirements or vice-versa are meeting program requirements and having success a redeployment of resources may be necessary to achieve SHSO goals and objectives.



One area that has received a great deal of attention and focus by HVE and other targeted enforcement is high speed areas the data is clear that Vermont is trending up in the number of fatalities that are speed related and it continues to be an area of attention in allocating law enforcement resources and engineering response. [See Information Below]

Speed Related Fatalities

Year	Speed-Related Fatalities	5-Year Average
2014	13	22.2
2015	19	20.6
2016	33	23.2
2017	36	23.8
2018	26	25.4
2019	20	26.8
2020*	5	24.0
2021**	30	23.4



Deployment of Resources

Potential sub-awardees are required to use countermeasures and evidence-based strategies to address the problem areas identified in their agreement. The selected strategies and countermeasures are designed using local data. TSEP is applicable to all SHSO priority programs.

- › The applicant agency must demonstrate sufficient available resources to successfully accomplish the agency’s stated objectives. These enforcement resources must be deployed based on data analysis on focused data-driven strategies to ensure efficiency and effectiveness.
- › Vermont’s approach to TSEP provides enforcement coverage in all of the state’s 14 counties. SHSO’s partnership with the Vermont State Police, all sheriff’s departments, and 92% (48 of 52) of municipal agencies, provides a multi-tiered, interlocking system of sustained enforcement in those areas identified using all available data sets.
- › Clear and concise goals and expected outcomes are developed and described within the agency’s grant application.

A county-wide Safe Highway Accident Reduction Program (SHARP) model has been implemented in Chittenden, Rutland, Addison and Windham Counties. In each of these “Regional Enforcement models” there is a dedicated project director. The Project Director organizes, supervises, and promotes law enforcement activities and also plans and implements educational initiatives. Additionally, the coordinator facilitates and supervises OP, DUI, Distracted Driving, and Speed enforcement activities.

The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The project director provides the team with a

cohesive approach and consistent oversight to address local problems effectively and efficiently. The director sets goals based on state and local data to confront traffic safety issues and continually implement evidence-based enforcement. The director also tracks and assesses productivity and progress through monitoring of activity reports and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals. Quarterly meetings are held with a representative from each agency to discuss and evaluate the strategies and results of the enforcement activity. Modifications to the project are made based on the input and results of these meetings.

Effectiveness Monitoring

Vermont's execution of an Evidence-Based TSEP is based on three components:

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

To support Vermont's evidence-based enforcement strategies, specific data-driven media messaging and public outreach have been, and will be, created to increase impact and improve effectiveness of the SHSO communication plan. Vermont's statewide and local data identifies the target audience to deliver the appropriate message to the right demographic. For example, localized data indicates the geographic areas of the state with the lowest belt use rates.

The TSEP process incorporates Data Driven Approaches to Crime and Traffic Safety (DDACTS) and closely follows the strategies listed in the seven guiding principles:

- Partner and Stakeholder Participation
- Data Collection
- Data Analysis
- Strategic Operations
- Information Sharing and Outreach
- Monitoring, Evaluation and Adjustments
- Outcomes

The utilization of geo-mapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of a statewide TSEP. The following is a timeline description of the Vermont TSEP process.

Statewide data is certainly important and serves as a well-defined background for operational planning and subsequent deployment of resources. But traffic safety problems are also local issues and are most effectively and efficiently addressed with local strategies and countermeasures. Vermont's approach to using local data and attacking traffic safety issues at the local level with local data and available resources is a basic exercise in TSEP.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Communication Campaign
High Visibility Enforcement
ID Supporting Enforcement
OP Supporting Enforcement
Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Unique Identifier	Planned Activity Name
NH21402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH21164-129	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH21402-101-131	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH21164-101-130	High Visibility Alcohol Enforcement
NH21402-117	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21164-116	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21402-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21164-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21402-124	Windham County Safe Highway Accident Reduction Program (SHARP)
NH21164-124	Windham County Safe Highway Accident Reduction Program (SHARP)

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Driver Education and Behavior
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT and Task Force Participants

Barre City Police Dept.
Barre Town Police Dept.
Bennington County Sheriff's Dept.
Bennington Police Dept.
Berlin Police Dept.
Chittenden SHARP (includes up to 15 additional agencies)
Department of Motor Vehicles
Essex County Sheriff's Dept.
Grand Isle County Sheriff's Dept.
Lamoille County Sheriff's Dept.
Ludlow Police Dept.
Manchester Police Dept.
Morristown Police Dept.
Northfield Police Dept.
Orange County Sheriff's Dept.
Orleans County Sheriff's Dept.
Rutland County SHARP (includes up to 15 additional agencies)
St. Johnsbury Police Dept.
Vergennes Police Dept. (includes up to 3 additional agencies)
Vermont State Police (includes 10 field stations)
Washington County Sheriff's Dept.
Weathersfield Police Dept.
Wilmington Police Dept.
Windham County Sheriff's Dept. (includes up to 4 additional agencies)
Windsor County Sheriff's Dept.
Winhall Police & Rescue
Woodstock Police Dept.

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

Vermont law enforcement agencies have participated in the annual CIOT (Day and Night) campaigns since 2002. During the past 18 years, all available resources have been deployed and

supported by use of data to determine areas of low seat belt usage and high, unrestrained crash locations.

The number of agencies participating in the HVE campaigns has leveled off to approximately 80% of all Vermont law enforcement agencies. During 2018-2019 the seat belt use rate remained relatively steady with a slight decrease from 89.8% in 2018 to 89.3%. The national CIOT enforcement campaigns are a key to Vermont's Occupant Protection (OP) Program. Funding is provided to partnering agencies to engage in OP enforcement, including child passenger safety seats and education throughout each year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

The SHSO has identified specific geographic areas which historically have low belt use. These areas tend to be rural/agricultural areas connected by rural roadways. Vermont has a vast network of rural roads with 14,174 Total Miles of Local and State Roadways. High crash locations on these rural roadways are reviewed before planning enforcement details. Vermont law enforcement officials conduct OP enforcement in these areas. Ongoing and periodic enforcement is conducted day and night, especially May through September when data shows a higher rate of unbelted fatalities occur.

In May 2020, Vermont participated in a modified NHTSA statewide initiative. This operation included both day and nighttime seatbelt enforcement events. In the fall of 2020 and spring of 2021, it is hoped that the state can return to normal mobilization that include partnerships with neighboring states.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Passenger Safety (CPS) Statewide Program and Data Collection

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
NH21405B-000/NH21402-412	Child Passenger Safety (CPS) Statewide Program and Data Support

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

Planned inspection stations and/or events: **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 30 events**

Populations served - at risk: **60 fitting stations and 30 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:

Countermeasure Strategy
Child Passenger Safety (CPS) Statewide Program and Data Collection

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
NH21405B-000/NH21402-412	Child Passenger Safety (CPS) Statewide Program and Data Support

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

Estimated total number of classes: **7**

Estimated total number of technicians: **40-60**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: **No**

Occupant protection statute: **Yes**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program: **No**

Occupant protection program assessment: **Yes**

Occupant protection statute

Requirement Description	State citation(s) captured
Requirement for occupants to be secured in a seat belt.	Yes
Requirement for occupants to be secured in an age appropriate child restraint.	Yes
Coverage of all passenger motor vehicles.	Yes
Minimum fine of at least \$25.	Yes

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **23 V.S.A 1259(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **23 V.S.A 1259(b)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age appropriate child restraint.**

Legal Citation: **23 V.S.A 1258(1)-(3)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age appropriate child restraint.**

Legal Citation: **23 V.S.A 1258(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **23 V.S.A 1259(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **23 V.S.A 1259(b)(1)-(7)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25.**

Legal Citation: **23 V.S.A 1259(f)(1)**

Amended Date: **6/30/2015**

Legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **23 V.S.A 1259(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age appropriate child restraint.**

Legal Citation: **23 V.S.A 1258(1)-(3)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in an age appropriate child restraint.**

Legal Citation: **23 V.S.A 1258(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Child restraint systems; Persons under age 18 (Exemptions for Minors)**

Legal Citation: **23 V.S.A 1258(b)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **23 V.S.A 1259(a)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt (Exemptions)**

Legal Citation: **23 V.S.A 1259(b)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Requirement for occupants to be secured in a seat belt.**

Legal Citation: **23 V.S.A 1259(b)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Coverage of all passenger motor vehicles.**

Legal Citation: **23 V.S.A 1259(b)(1)-(7)**

Amended Date: **6/30/2015**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25.**

Legal Citation: **23 V.S.A 1259(f)(1)**

Amended Date: **6/30/2015**

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

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

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
NH21405B-000/NH21402-412	Child Passenger Safety (CPS) Statewide Program and Data Support
NH21402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH21402-101-131	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH21402-117	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21402-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21402-124	Windham County Safe Highway Accident Reduction Program (SHARP)

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

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

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
NH21402-402/406/407/408/411	Local Law Enforcement Community Education Programs

NH21405B-015	OP Media
NH21405B-014	Seat Belt Survey
NH21405B-016	OP Assessment
NH21405B-000/NH21402-412	Child Passenger Safety (CPS) Statewide Program and Data Support
NH21402-106	Chittenden County Safe Highway Accident Reduction Program (SHARP)
NH21402-101-131	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
NH21402-117	Rutland County Safe Highway Accident Reduction Program (SHARP)
NH21402-119	Vergennes Safe Highway Accident Reduction Program (SHARP)
NH21402-124	Windham County Safe Highway Accident Reduction Program (SHARP)

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
10/16/2019
1/15/2020
4/15/2020

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Jim Baraw and Mandy White**

Title of State's Traffic Records Coordinator: **Program Coordinator and Data Analyst**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

2.3 TRCC Committees

2.3.1 Executive Committee

Name / Title	Organization	Function
Joshua Schultz Director	Operations and Safety Bureau	Highway Safety
Allison LaFlamme Administrator	State Highway Safety Office, Behavioral Safety	Highway Safety
John Quinn Secretary and State CIO	Agency of Digital Services	Information Technology
Mark Levine, MD Commissioner	Department of Health	Injury Surveillance System
Joe Flynn Secretary	Agency of Transportation	Crash/Roadway
Michael Schirling Commissioner	Department of Public Safety	Law Enforcement
Patricia Gabel State Court Administrator	Court Administrators Office	Citation
Wanda Manoli Commissioner	Department of Motor Vehicles	Driver/Vehicle

2.3.2 Technical Committee

Name / Title	Organization	Function
Joe Arduca Safety Program Manager	FMCSA	FMCSA
Jennifer Pittsley IT Manager	ADS IT	Information Tech
Sgt. Owen Ballinger Vermont State Police	Vermont State Police Traffic Operations	Law Enforcement
James H. Baraw Highway Safety Office TRCC Co Chair	Agency of Transportation State Highway Safety Office Behavioral Safety Unit	Highway Safety

Name / Title	Organization	Function
Sgt. Jay Rigger VT State Police	Vermont State Police Traffic Safety Unit	Law Enforcement
Chelsea Dubie SIREN Data Analyst	Department of Health	Injury Surveillance System
Karen Gennette Director, Crime Research Group	Crime Research Inc.	Research
Christopher Herrick Deputy Commissioner E-Ticket IT Manager	Department of Public Safety	Information Tech
Jon Kaplan AOT Bike/Ped Coordinator	Agency of Transportation	Roadway
Deb Laferriere Exec. Assistant	Judiciary	Citation
Mike Smith Director of Driver Improvement	Department of Motor Vehicles	Driver/Vehicle
Jeffrey Loewer Chief Information Officer	Vermont Judiciary	Citation
Ture Nelson FHWA Region Administrator	FHWA	FHWA
Charlene Oakley Regional Program Manager	NHTSA Region 1	NHTSA
Laurie Roberts AOT Technician II	Agency of Transportation State Highway Safety Office	Crash
Skyler Genest DLC Chief	Department of Liquor Control	Law Enforcement
Cindy Taylor Training Coordinator	Vermont Police Academy	Law Enforcement
Roger Thompson Safety Engineer	FHWA	FHWA
Lise Veronneau	Burlington PD	Law Enforcement

Name / Title	Organization	Function
Dan Batsie EMS Div Chief	Department of Health	Injury Surveillance System
Gabriel Cano Deputy Regional Administrator	NHTSA Region 1	NHTSA
Eleni Churchill Sr. Trans Planner	Agency of Transportation	Roadway
Evelyn McFarlane VHSA Coordinator	Vermont Highway Safety Alliance	Highway Safety
Leslie Bodette CJTC Trainer	Vermont Police Academy	Law Enforcement
Johnathan Croft AOT Mapping Chief	Agency of Transportation	Roadway
Dan DeMille Regional Program Manager	NHTSA Region 1	NHTSA
Aleigh Jerome Regional Program Manager	NHTSA Region 1	NHTSA
Mario Dupigny-Giroux Traffic Safety Engineer	Agency of Transportation State Highway Safety Office	Roadway
Donna Earle DMV Chief of Records	Department of Motor Vehicles	Driver/Vehicle
Col. William Elovirta Chief	Department of Motor Vehicles	Law Enforcement/ Commercial Driver/Vehicle
Paul White Law Enforcement Liaison	Agency of Transportation State Highway Safety Office Behavioral Safety Unit	Law Enforcement/ Highway Safety
Bill Jenkins Law Enforcement Liaison	Agency of Transportation State Highway Safety Office Behavioral Safety Unit	Law Enforcement/ Highway Safety
Lt. Tara Thomas VT State Police	Vermont State Police Traffic Safety Unit	Law Enforcement

Name / Title	Organization	Function
Business Administrator		
Mandy White Data Unit Manager TRCC Co Chair	Agency of Transportation State Operations & Safety Bureau	Crash, FARS
Jennifer Gratton	University of Vermont Medical Center – Trauma Program Manager	Health Care Information

Traffic Records System Assessment

7.1.1 Crash Recommendations

- *Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont plans to continue to train more law enforcement officers to use Web Crash electronically in the field as well as researching technologies that could make this easier when connectivity is a problem. We will plan a MMUCC review to see where we are at with our most current crash report form. Since the Traffic Records Assessment, we changed the injury codes on the crash report form to reflect the new MMUCC elements and the manual reflects the same definition as well. We will also continue to explore new interfaces with other traffic records programs such as EMS and enhance those we currently have.

Related Project: AOT Crash Data Reporting System

- *Improve the data quality control program the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont will explore possible ways to track errors that make it through to the database. Crashes are not “rejected” in Web Crash because they cannot be submitted without a minimum amount of data. We will also look for ways to institute a more formal performance measurement monitoring program.

Related Project: AOT Crash Data Reporting System

7.1.2 Data Use and Integration Recommendation

1. *Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State of Vermont Department of Information and Innovation will continue existing efforts to implement a formal data governance process.

The TRCC continues to promote the development of a Traffic Records Inventory of the State’s traffic records data systems (i.e. crash, roadway, ISS, citation, vehicle, driver, etc.). The inventory will contain or reference the data dictionaries, ownership, and business rules for each of the constituent data systems

Related Project: EMS Siren and Web CRASH interface.

7.1.3 Driver Recommendations

- *Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will promote the development of a State of Vermont Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g. vehicle, crash).

Related Project: No related project.

- *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will emphasize the importance of data quality control programs to each of the traffic records data component systems, including the Driver data system.

Related Project: No related project.

7.1.4 Roadway Recommendations

1. *Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: VTrans understands the recommendation and can see the benefits of a single data dictionary. There are currently different data systems and processes, each with specific data schemas that may not be able to be pulled together into a single dataset but could have their schemas defined in a single data dictionary. This could be done provided adequate resources are available.

Related Project: No related project.

Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: Quality assurance and quality control are important to the integrity of any data system, and VTrans needs to review the recommendation and evaluate to what extent this can be implemented within the existing system.

Related Project: VTrans will need to define projects associated with this recommendation, which has not happened at this time.

There are limited resources and staffing available to perform all the necessary tasks to support collection, storage, and analysis of the roadway data elements and as much as we may want to implement certain solutions, resources may not be available to do so.

7.1.5 Vehicle Recommendations

- ***Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

- ***Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

- ***Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

7.1.6 Citation/Adjudication Recommendations

1. ***Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in pilot phase II, and moving into Phase III; a statewide implementation plan. This will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

2. ***Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This

initiative, currently in its planning phase, will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Citation Upgrade project.

Related Project: DPS E-Citation Implementation

7.1.7 EMS/Injury Surveillance Recommendations

1. *Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The TRCC will review and evaluate integration opportunities of the various traffic records data sets.

Related Project: SIREN

2. *Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The TRCC will promote the use of completeness and accuracy performance measures for Vermont's Injury Surveillance data systems.

Related Project: SIREN

Traffic Records for Measurable Progress

State highway safety data and traffic records system assessment section

7.1.1 Crash Recommendations

- *Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont plans to continue to train more law enforcement officers to use Web Crash electronically in the field as well as researching technologies that could make this easier when connectivity is a problem. We will plan a MMUCC review to see where we are at with our most current crash report form. Since the Traffic Records Assessment, we changed the injury codes on the crash report form to reflect the new MMUCC elements and the manual reflects the same definition as well. We will also continue to explore new interfaces with other traffic records programs such as EMS and enhance those we currently have.

Related Project: AOT Crash Data Reporting System

- *Improve the data quality control program the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont will explore possible ways to track errors that make it through to the database. Crashes are not “rejected” in Web Crash because they cannot be submitted without a minimum amount of data. We will also look for ways to institute a more formal performance measurement monitoring program.

Related Project: AOT Crash Data Reporting System

7.1.2 Data Use and Integration Recommendation

1. *Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State of Vermont Department of Information and Innovation will continue existing efforts to implement a formal data governance process.

The TRCC continues to promote the development of a Traffic Records Inventory of the State’s traffic records data systems (i.e. crash, roadway, ISS, citation, vehicle, driver, etc.). The inventory will contain or reference the data dictionaries, ownership, and business rules for each of the constituent data systems

Related Project: EMS Siren and Web CRASH interface.

7.1.3 Driver Recommendations

- *Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will promote the development of a State of Vermont Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g. vehicle, crash).

Related Project: No related project.

- *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will emphasize the importance of data quality control programs to each of the traffic records data component systems, including the Driver data system.

Related Project: No related project.

7.1.4 Roadway Recommendations

1. *Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: VTrans understands the recommendation and can see the benefits of a single data dictionary. There are currently different data systems and processes, each with specific data schemas that may not be able to be pulled together into a single

dataset but could have their schemas defined in a single data dictionary. This could be done provided adequate resources are available.

Related Project: No related project.

Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

State Accepts Recommendation. State Response: Quality assurance and quality control are important to the integrity of any data system, and VTrans needs to review the recommendation and evaluate to what extent this can be implemented within the existing system.

Related Project: VTrans will need to define projects associated with this recommendation, which has not happened at this time.

There are limited resources and staffing available to perform all the necessary tasks to support collection, storage, and analysis of the roadway data elements and as much as we may want to implement certain solutions, resources may not be available to do so.

7.1.5 Vehicle Recommendations

- *Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

- *Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

- *Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

7.1.6 Citation/Adjudication Recommendations

1. *Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in pilot phase II, and moving into Phase III; a statewide implementation plan. This will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

2. *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in its planning phase, will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

7.1.7 EMS/Injury Surveillance Recommendations

1. *Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The TRCC will review and evaluate integration opportunities of the various traffic records data sets.

Related Project: SIREN

2. *Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The TRCC will promote the use of completeness and accuracy performance measures for Vermont's Injury Surveillance data systems.

Related Project: SIREN

Traffic Records Supporting Non-Implemented Recommendations

The State accepted all recommendations and is planning to implement each that was proffered.

Completeness of Model Inventory of Roadway Elements Collection at Intersections

Label: M-C-01

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 13-March-2020

Narrative

The measure shows the percentage of state road -to-state road intersections on the Federal Aid Highway Network with no missing fundamental elements, and the percentage of intersections on the Federal Aid Highway Network with no missing fundamental elements

The State began the mapping of the state road-to-state road intersections on the Federal Aid Highway Network and the intersections on the Federal Aid Highway Network in 2017. The goal is to map all missing fundamental elements of the Model Inventory of Roadway Elements Collection.

By the end of March 2019, the number of elements collected was 5219, or 42% of the total elements. As of March 31st, 2020, the program had achieved 5273, or 100% of the total roadway elements.

Measurements

Start Date	End Date	State Roadway Elements	Percent of Total Elements
April 1, 2017	March 31, 2018	1155	8%
April 1, 2018	March 31, 2019	5219	42%
April 1, 2019	March 31, 2020	5273	100%

Start Date	End Date	Federal Roadway Elements	Percent of Total Elements
April 1, 2017	March 31, 2018	1155	8%
April 1, 2018	March 31, 2019	6,374	46%
April 1, 2019	March 31, 2020	13247	100%

Accuracy of Model Inventory of Roadway Elements Collection at Intersections

Label: M-A-01

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 13-March-2020

Narrative

The measure shows the accuracy of state road -to-state road intersections on the Federal Aid Highway Network with no missing fundamental elements, and the percentage of intersections on the Federal Aid Highway Network with no missing fundamental elements

The State began the mapping of the state road-to-state road intersections on the Federal Aid Highway Network and the intersections on the Federal Aid Highway Network in 2017. The goal is to map all missing all fundamental elements of the Model Inventory of Roadway Elements Collection.

By the end of March 2019, the number of elements collected was 6,374, or 46% or the total elements. As of March 31st, 2020, the program had achieved 13,247, or 100% of the total roadway elements.

Measurements

Start Date	End Date	Federal Roadway Elements	Percent of Total Agencies
April 1, 2017	March 31, 2018	1,155	8%
April 1, 2018	March 31, 2019	6,374	46%
April 1, 2019	March 31, 2020	13,247	100%

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Document
Vermont FY2021 405c Master Doc.pdf

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
NH21405C-700	AOT Crash Data Reporting System

NH21405C-702	e-Citation
NH21405C-701	SIREN

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Document
Vermont FY2021 405c Master Doc.pdf

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **2/6/2017**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(e) Distracted driving grant

Sample Questions

15. Drivers who are distracted by activities not related to driving:

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

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?: **Primary Offense**

Date enacted: **9/30/2014**

Date amended: **6/30/2019**

Prohibition on texting while driving.

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **23 V.S.A. 1095(b)**

Amended Date: **9/30/2014**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **23 V.S.A. 1095(b)(a)**

Amended Date: **9/30/2014**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25 for an offense.**

Legal Citation: **23 V.S.A. 1095b(c)(1)(2)**

Amended Date: **9/30/2014**

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: **23 V.S.A. 1095b(3)(a-e)**

Amended Date: **9/30/2014**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least \$25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:**Primary Offense**

Date enacted: **5/31/2010**

Date amended: **6/30/2019**

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least \$25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **23 V.S.A. 1095a(a)(b)**

Amended Date: **6/30/2019**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **23 V.S.A. 1095a(a)(b)**

Amended Date: **6/30/2019**

Citations

Legal Citation Requirement: **Minimum fine of at least \$25 for an offense.**

Legal Citation: **23 V.S.A. 1095a(d)**

Amended Date: **6/30/2019**

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: **23 V.S.A 1095a(c)**

Amended Date: **6/30/2019**

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

- Motorcycle rider training course: **Yes**
- Motorcyclist awareness program: **No**
- Reduction of fatalities and crashes: **No**
- Impaired driving program: **Yes**
- Reduction of impaired fatalities and accidents: **No**
- Use of fees collected from motorcyclists: **No**

Motorcycle rider training course

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

State authority agency: **Department of Motor Vehicles**

State authority name/title: **Wanda Minoli, Commissioner**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula:

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Bennington County	1,473
Caledonia County	1,108
Chittenden County	5,196
Franklin County	1,923
Rutland County	2,536

Washington County	2,382
Windham County	1,994

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **30,934**

Impaired driving program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2021	C-1) Number of traffic fatalities (FARS)	5 Year	2017	2021	60	1
2021	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2017	2021	12.8	5
2021	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2017	2021	9.8	7
2021	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2017	2021	0.60	8

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

Countermeasure Strategy
High Visibility Enforcement
Motorcycle Rider Training

Unique Identifier	Planned Activity Name
NH21164-101-130	High Visibility Alcohol Enforcement
NH21405F-000	State Motorcycle Rider Education Program

Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.

County or Political Subdivision	# of MCC involving an impaired operator
Addison County	0
Bennington County	1
Caledonia County	0
Chittenden County	2
Essex County	1
Franklin County	3
Grand Isle County	0
Lamoille County	0
Orange County	1
Orleans County	2
Rutland County	0
Washington County	0
Windham County	2
Windsor County	2

Total number of motorcycle crashes involving an impaired operator:

Total # of MCC involving an impaired operator: **14**

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: **Assurance**

Assurance

Countermeasure strategies and Planned activities supporting the assurance that the State will undertake activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Fiscal Year	Countermeasure Strategy	Program Area
2021	Data Collection and Analysis	Racial Profiling Data Collection

Unique Identifier	Planned Activity Name
NH211906-001	Fair and Impartial Police Training

Projects Validation:

State: **VERMONT**

Legal Citation Law Validation: **1**

Certifications, Assurances, and Highway Safety Plan PDFs

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.