

September 2019

# **Highway Safety Plan FY 2020 Vermont**

## 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: **Yes**
- S. 405(d) Alcohol-Ignition Interlock Law: **Yes**
- S. 405(h) Nonmotorized Safety: **No**
- S. 405(d) 24-7 Sobriety Programs: **Yes**
- 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 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; and, 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

Education and Safety Unit at the Department of Motor Vehicles (DMV)

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 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  
State Highway Safety Office Behavioral Unit  
State Highway Safety Program Behavioral Safety Unit  
TextLess Live More  
Town of Barre  
Two Rivers-Ottawaquechee 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 Automotive Distributors Association  
Vermont Department of Health  
Vermont Department of Liquor Control  
Vermont Department of Tourism and Marketing  
Vermont Driver and Traffic Safety Education Association  
Vermont Forensic Laboratory  
Vermont Insurance Agents Association  
Vermont Judicial System  
Vermont League of Cities and Towns  
Vermont Local Roads  
Vermont Sheriffs Association (and member departments)  
Vermont State Police (VSP)  
Vermont Truck and Bus Association (and member companies)  
Volunteer Citizens  
VTrans Highway Safety Data Unit  
VTrans Highway Safety Infrastructure Unit

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 outlining 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 the 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. The Fatality Analysis Reporting System (FARS) and the Uniformed Crash Reporting System both of which are housed at VTrans. The most current FARS data is for calendar year 2017 and is available on the FARS website. 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 the 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 agencies 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: DMV; VDH; the Judiciary; The Chiefs' and Sheriffs' Association; The League of Cities and Towns; VSP; The Department of Corrections; The Vermont Truck and Bus Association; AAA of Northern New England; Regional Planning Commissions; Vermont Bicycle and Pedestrian Coalition; The Department of Liquor Control; The Department of Education; The Youth Safety Council of Vermont; Vermont Local Roads (now part of VTrans); AARP Driver Safety; and Work Safe TCI. 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.

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 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 the spring of 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 internal 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, coordinator contacts by the Administrator and Deputy Administrator. Additionally, the 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/Valcour CAD systems

Vermont Judicial Bureau

Vermont Seat Belt Survey

Vermont Attitude 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 outlining 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.

- › Behavioral Safety Unit
- › 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 analytic 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 the VTrans as fatal or incapacitating injury crashes), the analytic team was better able to identify areas and locations as statistically viable areas for programmatic focus. Using this definitive metric facilitated a clear reading of data and incorporated fatalities, serious injuries and fatality rates into the information and data under review. A description of the core data performance measures 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 bicyclists 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
13	Electronic Citation Usage	In Progress
13	EMS Usage of NEMSIS V3	Met

13	Evidence Based Race Data Enforcement Reporting	In Progress
13	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

Projection: To decrease traffic fatalities by 4.37% from the five-year average of 62.0 in 2012 - 2016 to a five-year average of 56 by December 31, 2019.

Progress: The State of Vermont (SOV) projects that there will be 32 deaths in 2019 on Vermont roadways. The SOV is projected to close calendar year 2019 at the five year moving average of 58 deaths and may not meet the projection of 56 deaths. Our ultimate goal is to always work toward Zero Deaths. As of this writing Vermont has experienced 8 fatalities on our roadways.

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

Progress: **In Progress**

#### Program-Area-Level Report

Projection: To maintain serious traffic injuries at the five-year average of 265.5 which is the rate from 2012 - 2016 through December 31, 2019.

Progress: The State of Vermont (SOV) projects that there will be 245 serious injuries resulting from motor vehicle crashes in 2019. The SOV is also projecting that it will close calendar year 2019 below the five year moving average of 270 serious injuries as result of motor vehicle crashes. The State of Vermont has witnessed a gradual, but consistent reduction of serious bodily injury crashes over the last 10 years.

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

Progress: **In Progress**

#### Program-Area-Level Report

Projection: To reduce fatalities per 100 million vehicle miles traveled by 6.97% from the five-year average of 0.86 in 2012 – 2016 to a five-year average of 0.80 by December 31, 2019.

Progress: Vermont data for this section was provided by the VTrans OHS division and rates may differ slightly from the rates recorded in the FARS due to enhanced methodology changes. The

data shows that Vermont will not reach the five-year average of 0.80 by the end of the 2019 calendar year.

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

Progress: **In Progress**

##### Program-Area-Level Report

Projection: To decrease unrestrained passenger vehicle occupant fatalities 18.48 Percent from the five-year average of 23.8 in 2012-2016 to a five year average of 19.4 by December 31, 2019.

Progress: The State of Vermont (SOV) now projects that there will be 12 unrestrained passenger vehicle occupant fatalities in 2019 and currently there have been 2 of these deaths on our roadways as of June 2019. The SOV is on pace to close calendar year 2019 at the five year moving average of 19 fatalities which is below the projection of 19.4 by December 31, 2019. Our review of the data as of this writing leads us to the conclusion that 2019, based on our present number of fatalities, is an anomaly year and unlikely to be replicated in the immediate future or at this pace through the calendar year.

#### 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

Projection: To decrease alcohol impaired driving fatalities 1.14 percent from the 2012-2016 five-year average of 17.4 people to 17.2 people through December 31, 2019.

Progress: The State of Vermont (SOV) projects that there will be 8 alcohol impaired deaths in 2019 and currently there have been 0 deaths on our roadways as of June 2019. The SOV is on pace to close calendar year 2019 at the five year moving average of 14 deaths. If we stay on this current pace the SOV meet this goal. Our ultimate goal is to always work toward zero deaths. Our review of the data as of this writing leads us to the conclusion that 2019, based on our present number of fatalities where alcohol was a contributing factor, is an anomaly year and unlikely to be replicated in the immediate future or maintained at this pace through the calendar year.

#### 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 23.2 from 2012-2016 through December 31, 2019.

Progress: The State of Vermont (SOV) projects that there will be 11 speed related deaths in 2019 and currently there have been 4 deaths on our roadways as of June 2019. The SOV is on pace to close calendar year 2019 below the five year moving average of 22 speed related deaths. If we continue at this projected pace we will be near the projected 20 speed related deaths. The

ultimate goal is to always work toward zero highway deaths. Our review of the data as of this writing leads us to the conclusion that 2019, based on our present number of fatalities where speed was a contributing factor, is an anomaly year and unlikely to be replicated in the immediate future or maintained at this pace through the calendar year.

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

Progress: **In Progress**

##### Program-Area-Level Report

Projection: To maintain, or reduce, motorcycle fatalities at the five-year average of 9.4 people from 2012-2016 through December 31, 2019.

Progress: The State of Vermont (SOV) projects that we will have 3 motorcycle deaths in 2019 and that is based on the 1 death on our roadways as of June 2019. The SOV is on pace to close calendar year 2019 below the five year moving average of 8.4 deaths and thus we have exceeded our target of 9.4. The ultimate goal is to always work toward zero deaths on our highways. Our review of the data as of this writing leads us to the conclusion that 2019, based on our present number of motorcycle fatalities, is an anomaly year and unlikely to be replicated in the immediate future or maintained at this pace through the calendar year.

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

Progress: **In Progress**

##### Program-Area-Level Report

Projection: To reduce the number of un-helmeted motorcyclist fatalities by 50% from the five-year average of 1.0 in 2012-2016 to .50 through December 31, 2019.

Progress: The State of Vermont (SOV) projects that there will be 1 death(s) in 2019 and currently there have been 0 un-helmeted motorcyclist deaths on our roadways as of June 2019. The SOV is on pace to close calendar year 2019 at the five year moving average of 1 death. Our ultimate goal is always to always work toward Zero Deaths.

#### 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 26.47 percent from the five-Year average of 6.8 in 2012-2016 to a five-year average of 5.0 by December 31, 2019.

Results: The State of Vermont (SOV) projects that there will be 5 drivers age 20 or younger deaths in 2019 and currently there have been 1 death on our roadways as of June 2019. The SOV is projected to close calendar year 2019 at the five-year moving average of 5 drivers age 20 or younger deaths and achieve the projection of 5 people. Our ultimate goal is always to always work toward Zero Deaths.

### 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 6.67% from the five-year average of 6.0 in 2012-2016 to 5.60 through December 31, 2019.

Progress: The State of Vermont (SOV) projects that there will be 7 pedestrian deaths in 2019 and currently there has been 1 pedestrian death on our roadways as of June 2019. The SOV is on pace to close calendar year 2019 at the five year moving average of 5 deaths and if we continue at this rate we will meet our projection of 5. Our ultimate goal is always to always work toward Zero Deaths.

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

Progress: **In Progress**

#### Program-Area-Level Report

Projection: To maintain the number of Bicycle Fatalities at the five-year average of 1.0 in 2012-2016 through December 31, 2019.

Progress: The State of Vermont (SOV) now projects through a trend line that there will be 1 bicycle death in 2019 and currently there have been 0 bicycle deaths on our roadways as of June 2019. The SOV is on pace to close calendar year 2019 at or below the five year moving average of 1 bicycle death and at this current rate we will meet or exceed the projection of 1 five-year average. Our ultimate goal is always to always work toward Zero Deaths.

### 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 increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 1.38% from the five-year average of 84.0% (2012-2016) to 84.4% by December 31, 2019.

Progress: The State of Vermont (SOV) has not received the results of the 2019 Annual Seat Belt Survey. As of June 2019, there have been 8 fatalities on our roadways, 33% of those with seatbelts available were unbelted. Our goal as a State is to perform better than the five-year average of 86.6% seat belt use rate through the end of 2019.

### Performance Measure: Target for Citation Uniformity

Progress: **In Progress**

#### Program-Area-Level Report

This performance measure shows the percentage of Vermont citations issued electronically versus paper. The State started issuing electronic citations on 7/1/2016.

For the current measurement period, 18.0% 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%

**Performance Measure: Electronic Citation Usage**

Progress: **In Progress**

**Program-Area-Level Report**

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

The State began piloting its 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 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 30<sup>th</sup>, 2019.

**Measurements**

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

**Performance Measure: EMS Usage of NEMESIS V3**

Progress: **Met**

### Program-Area-Level Report

Projection: Vermont will improve the Uniformity of EMS patient care reports as measured in terms of an increase in the number of NEMSIS V3 compliant EMS patient care reports entered into the database or obtained via linkage to other databases.

The state will show measurable progress using the following method: Count the number of NEMSIS V3 reports during the baseline period and compare against the same numbers during the performance period.

This performance measure demonstrates an increase in uniformity of EMS patient care reports during the performance period as compared to the baseline period.

**The result is a 100 % increase in uniformity of NEMSIS V3 compliant data reports.**

Progress: The State of Vermont (SOV) has met it's target goal of 100% uniformity with the 1-U-02 criteria.

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

Progress: **In Progress**

#### 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.

Progress: In progress, awaiting report.

### Performance Measure: Increase in Positive Highway Safety Behaviors that correspondence to C-1 through C-11

Progress: **In Progress**

#### Program-Area-Level Report

The target is derived by reviewing the results of an attitude survey and those results are then quantified and qualified in to the respective highway safety targeted behaviors. That data is then capable of measurement and the underlying behaviors can be affected by specifically targeted by applying educational approaches. The target reflects a number of those surveyed who's behavior was said to have been modified through these educational endeavors.

## 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	2016	2020	58.00
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	243.00
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	0.82
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	21
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	14
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	23.80
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	10
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	0.50
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	4
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	5.2
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	1.00
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	86.8
13	Target for Citation Uniformity	Annual	2020	2020	22
14	Electronic Citation Usage	Annual	2020	2020	30
15	Timeliness of EMS Agency Reporting In SIREN	Annual	2020	2020	100.00

16	Evidence Based Race Data Enforcement Reporting	Annual	2020	2020	100.00
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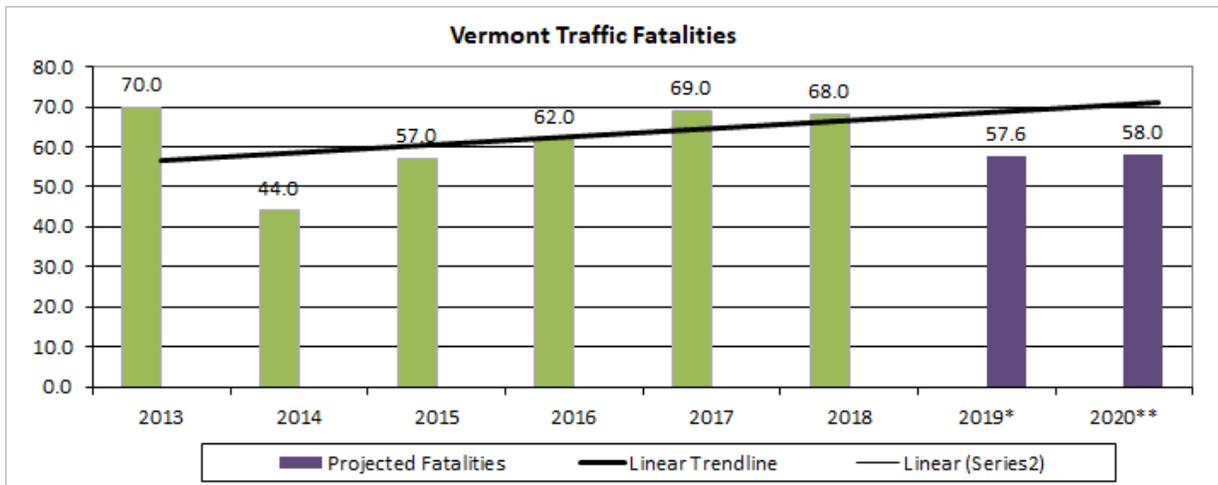
### Performance Measure: C-1) Number of traffic fatalities (FARS)

#### Performance Target details

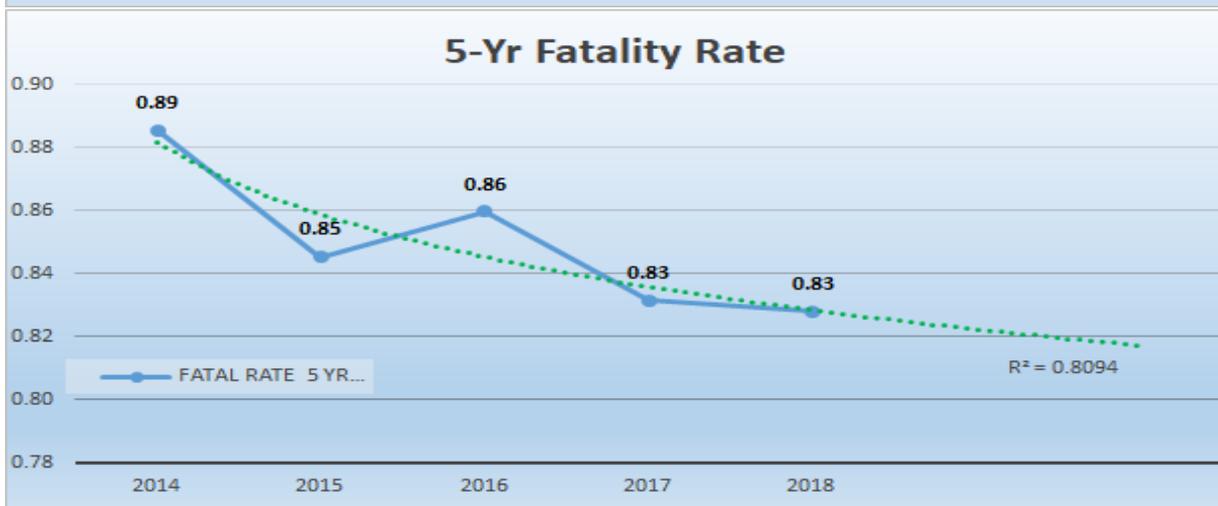
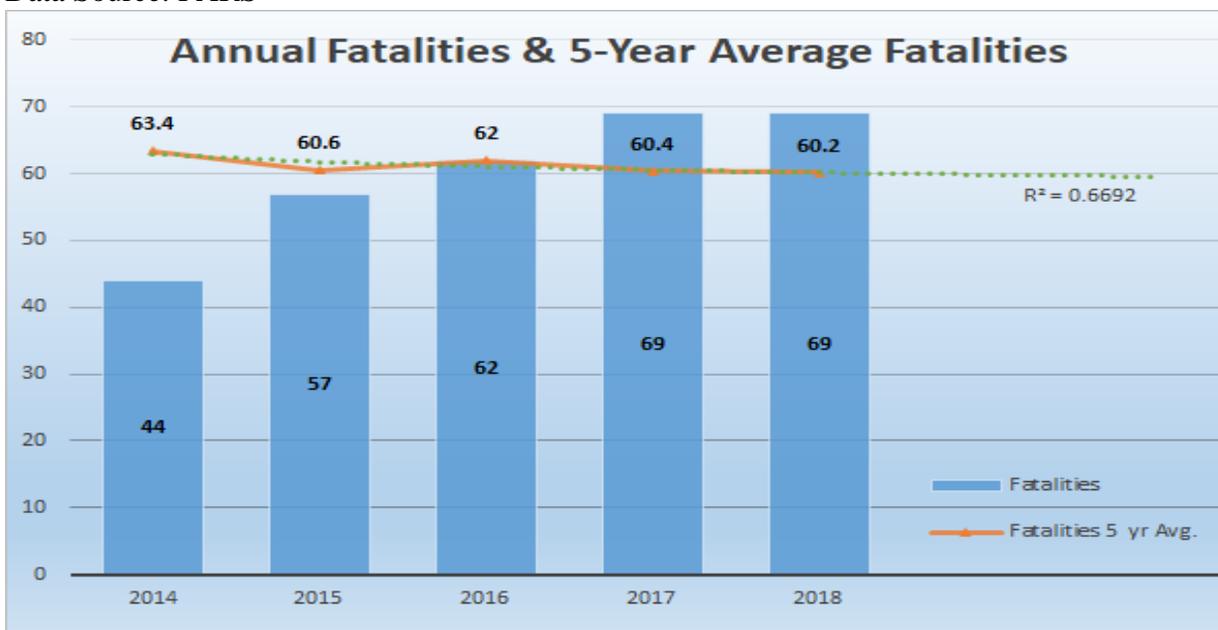
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	58.00	5 Year	2016

#### Performance Target Justification

**GOAL: To decrease traffic fatalities by 4.13% from the five-year average of 60.4 in 2013 - 2017 to a five-year average of 58 by December 31, 2020.** The five-year average of traffic fatalities in 2017 in Vermont was 60, however in 2018 Vermont experienced 69 fatalities . The projected moving average of fatalities for 2020 is 60 based upon a comparison of prior year data at this same time. 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 9 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. A review of Vermont data from calendar year 2018 indicates a total of 68 fatalities on Vermont roadways. Of the 68, the following contributing factors were identified: In 2018 Alcohol Impaired fatalities accounted for 7.25% of all fatalities as compared to 8.57% in the previous year; In 2018 62% of all fatalities were not wearing seatbelts or were improperly restrained, as compared to 52% in the previous year; In 2018 23.19% of decedents in crashes in Vermont tested positive for Active Cannabis - Delta 9 THC as compared to 25.71% in the previous year. In 2018 speed was a contributing factor in 31.88% of all fatal crashes in Vermont. In the previous year it was a contributing factor in 38.57% of all fatalities. These particular contributing factors will be discussed in relevant sections in this plan.



Data Source: FARS



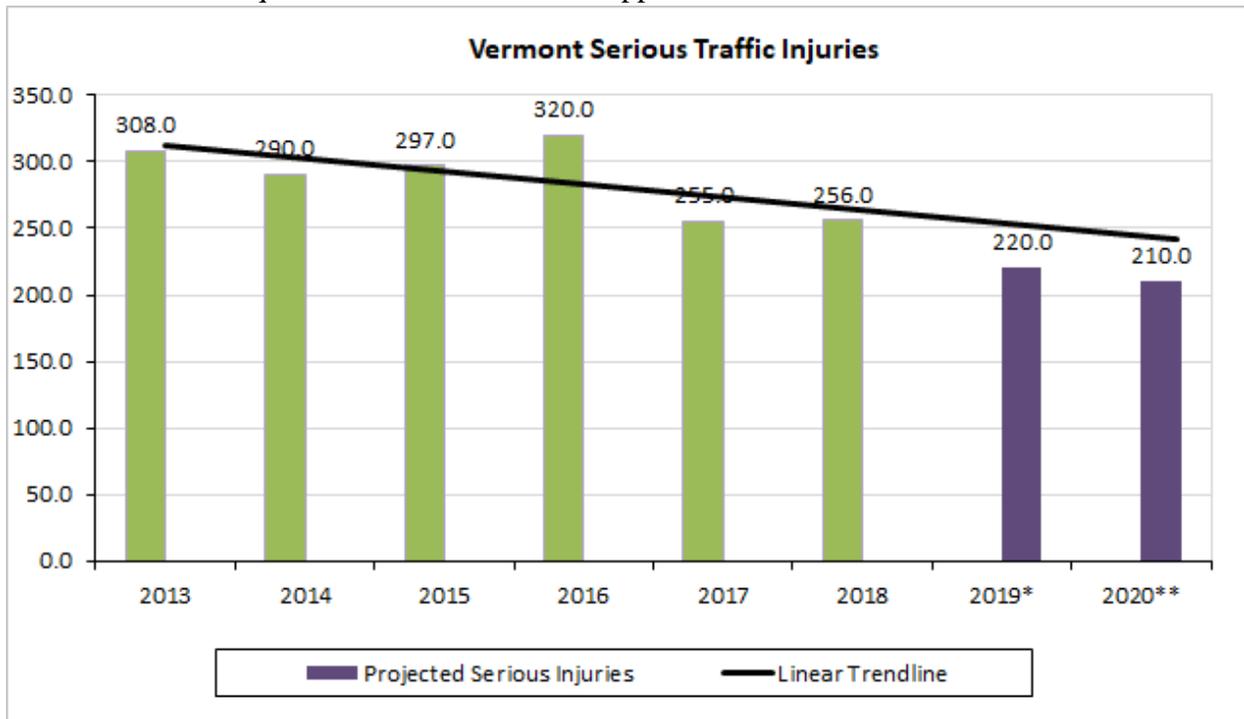
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

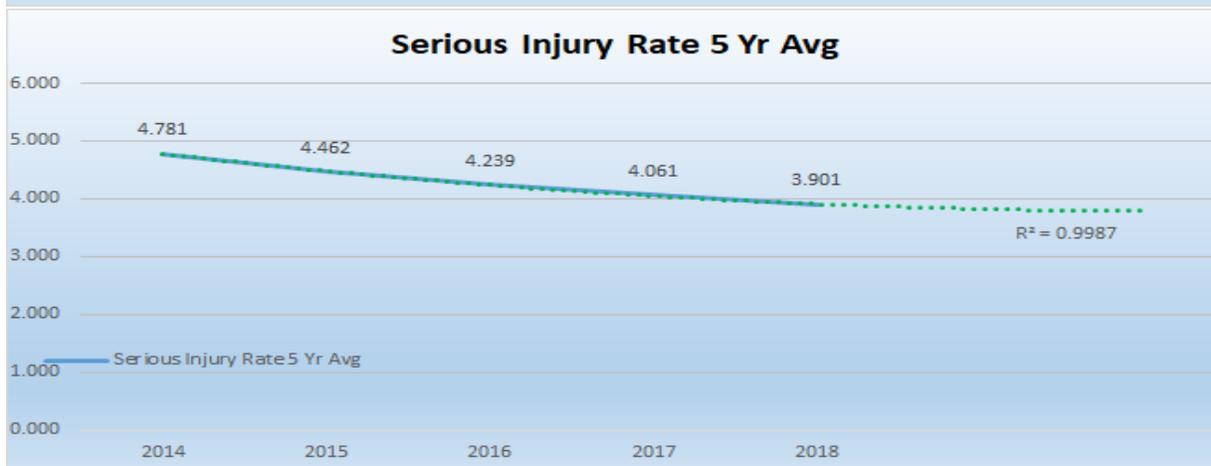
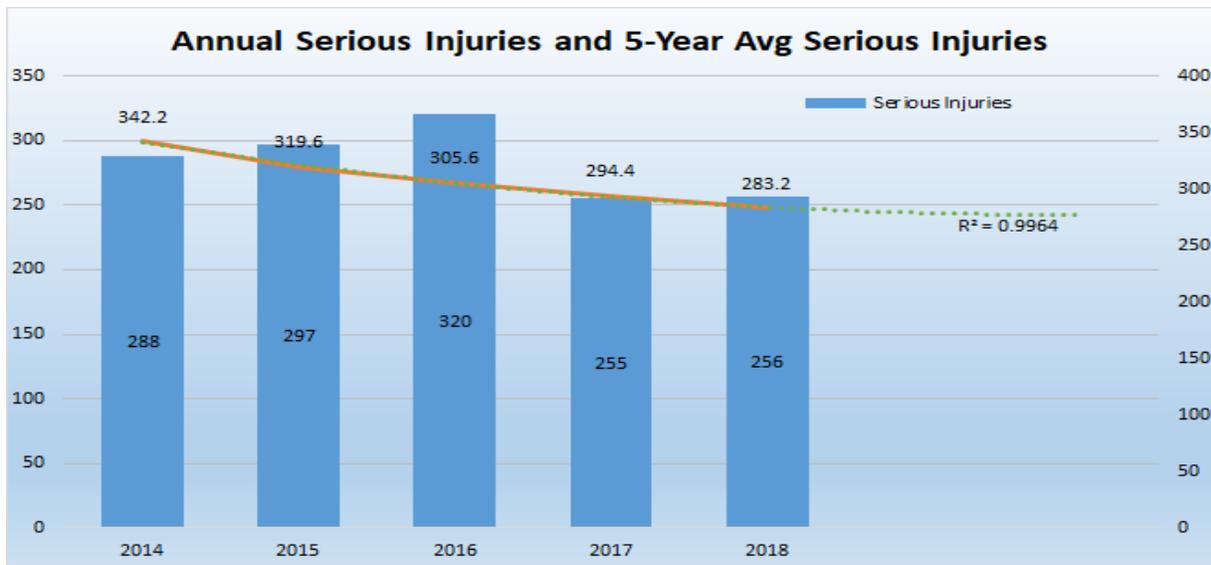
Performance Target details

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	243.00	5 Year	2016

Performance Target Justification

**GOAL: To reduce the five-year average of Serious Injury Crashes 17.35% from the five year average of 294 in 2013 - 2017 to a five year average of 243 by December 31, 2020.** 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 maintain, or decrease for the five- year rolling average in 2020 is an appropriate estimate as Vermont is projected to see a reduction in serious injuries crashes in 2019. When comparing the prior four years our moving average has been steadily decreasing, albeit at a gradual rate. This goal to maintain at the 2013-2017 five-year rolling average will be challenging to achieve. Our R sq. value is as close to 1 and appears as accurate.





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

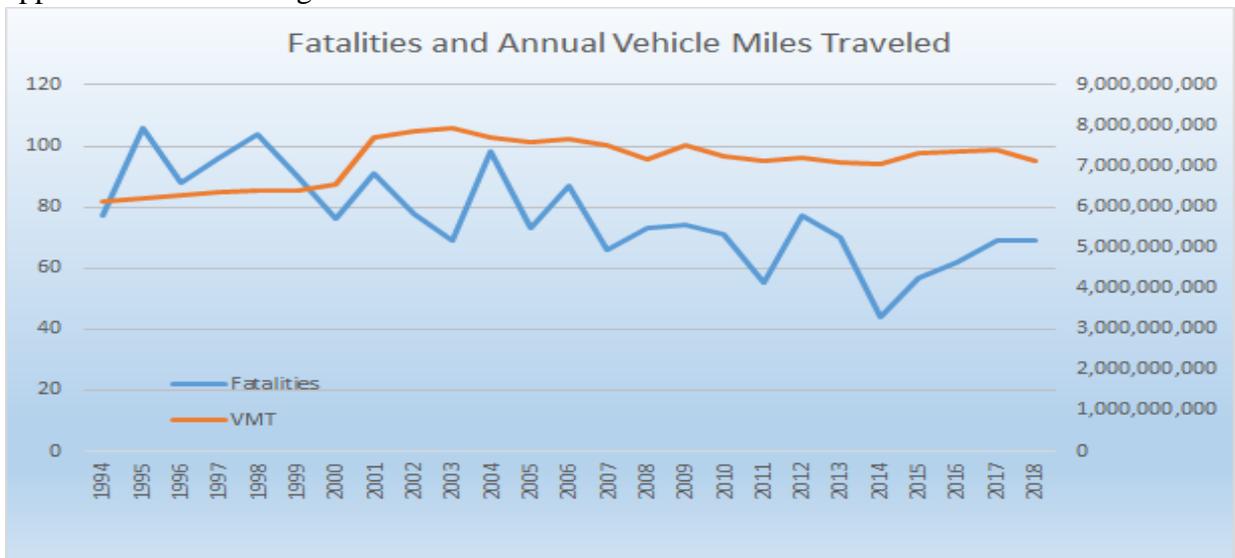
**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Percentage	0.82	5 Year	2016

**Performance Target Justification**

**GOAL: To maintain or reduce fatalities per 100 million vehicle miles traveled by 0.01% from the five-year average of 0.83 in 2013 – 2017 to a five-year average of 0.82 by December 31, 2020.** 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 2019.



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

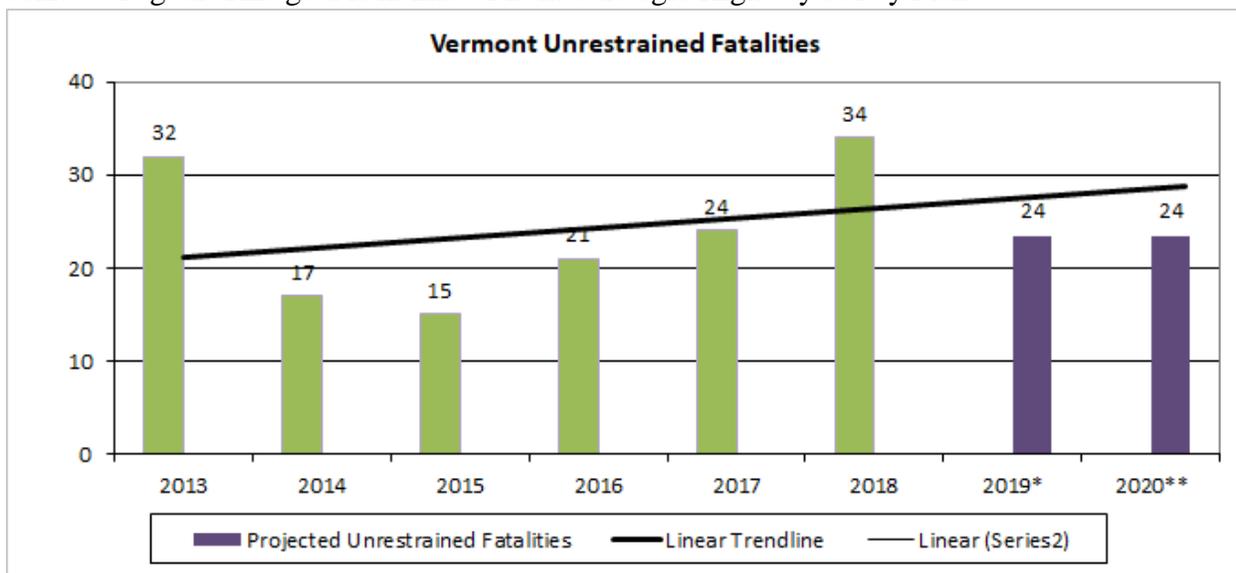
Performance Target details

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	21	5 Year	2016

Performance Target Justification

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

Funding will be given to nighttime seat belt use projects; enforcement of rural roads and paying particular attention to male pickup truck drivers, 18-34 years of age in a variety of media; SHSO also coordinates the statewide Occupant Protection Task Force. The VHSA has teamed up a young male teen racecar driver who is giving in-kind support with the Click it or Ticket (CIOT) messaging with a large decal on the hood of his racecar. The SHSO LELs will focus on the agencies that need assistance supporting SHSO “Zero Tolerance Policies” for Seat Belt Violations. This goal was determined to reflect a declining trend in the number of unrestrained fatalities on Vermont roadways, but also to reflect given the possibility that 2014 and 2015 were exceptional years. A five-year average goal of 20.6 for 2020 appears to be an aggressive, but achievable goal. This goal is in line with the Strategic Highway Safety Plan.



Data Source: FARS and CRASH

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

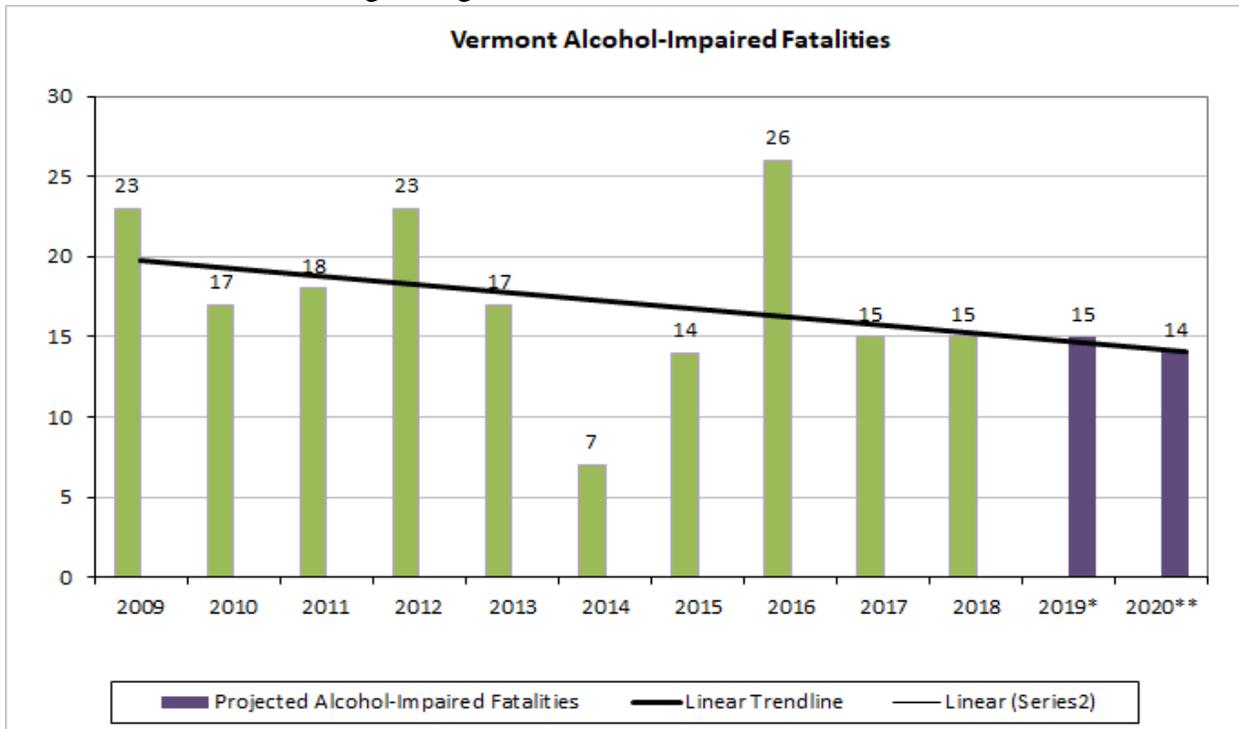
Performance Target details

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	14	5 Year	2016

Performance Target Justification

**Goal: 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.** 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 goal to decrease Alcohol-Impaired Driving Fatalities by 19.54% from the 2013-2017 five year moving average was projected because we continue to see alcohol-impaired fatalities on Vermont highways. Preliminary data for 2019 shows a reduction in alcohol-impaired fatalities potentially, below the 2013-2017 moving average.



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

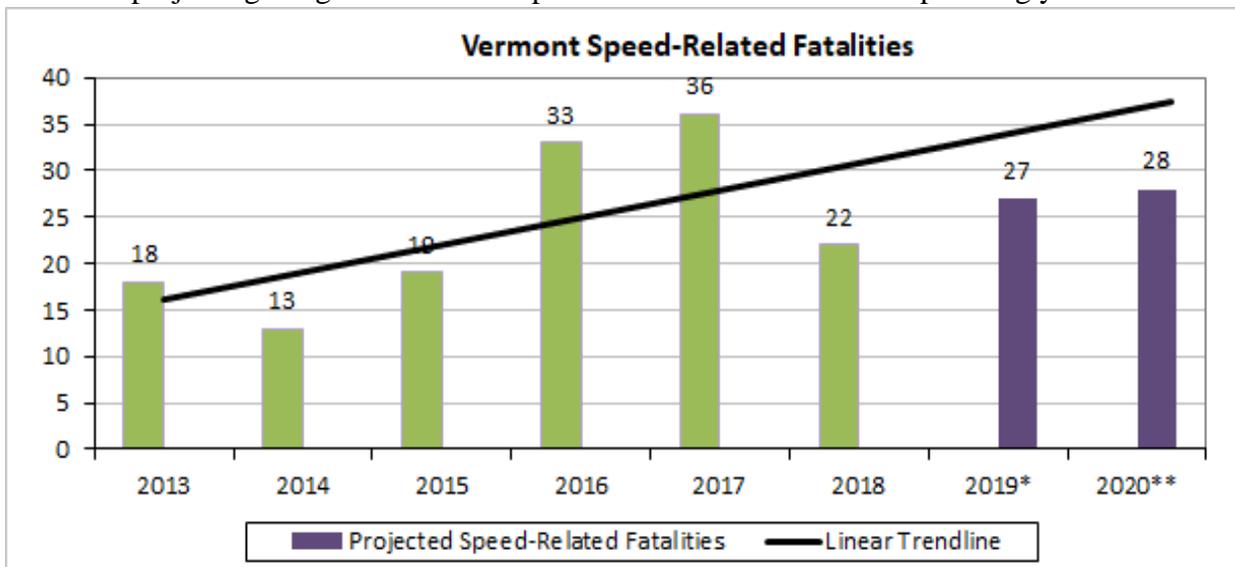
**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	23.80	5 Year	2016

**Performance Target Justification**

**Goal: To maintain speed related fatalities at the five-year average of 23.8 from 2013 - 2017 through December 31, 2020.** In 2018, over 30% of Vermont crash fatalities have speed as a contributing factor. Further, in 2018 there were 10251 reportable crashes in the State of Vermont. In 13% of those reportable crashes speed was listed as a contributing factor to the

crash. 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 2013 -2017 the range is from 26% to 49%. Therefore, a goal to maintain speed related fatalities for 2020 at 2019 levels is an ambitious goal as we are projecting a higher number of speed related fatalities for the upcoming year.



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

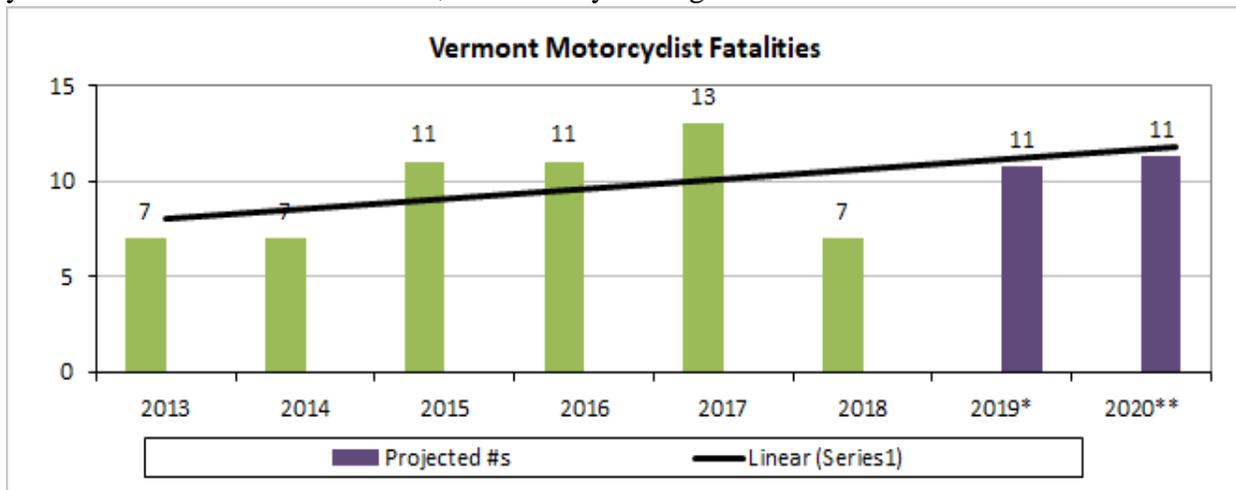
**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	10	5 Year	2016

**Performance Target Justification**

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



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

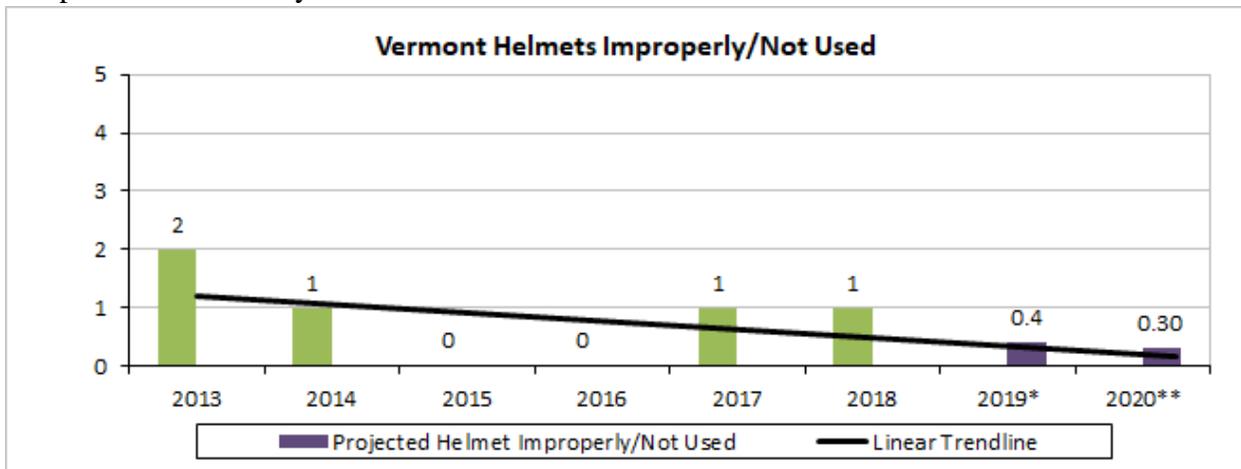
**Performance Target details**

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	0.50	5 Year	2016

**Performance Target Justification**

**GOAL: 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.** There were 7 motorcycle fatalities in Vermont during 2018, and of those people, 1 was not wearing a standard

DOT approved helmet and 1 wore no helmet at all. 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 reduce these fatalities below the 2013-2017 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.



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

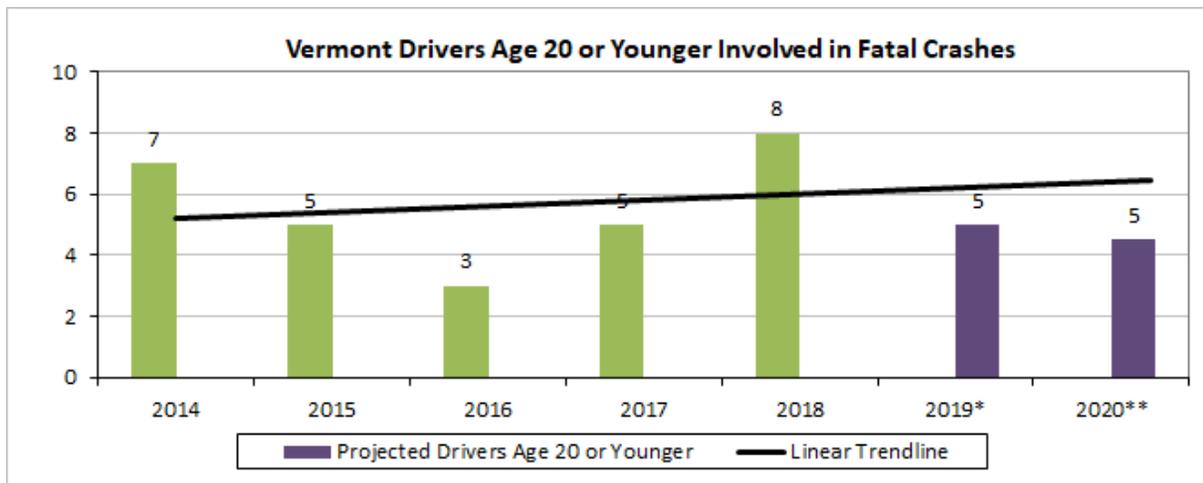
**Performance Target details**

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	4	5 Year	2016

### Performance Target Justification

**GOAL: 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.**

Vermont continues to see a decrease in the number of fatalities in this category from a five-year average of 6.4 in 2017 to 5.6 in 2018 and we project that average will be at 4.2 by the end of 2019. Again, 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.



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

#### Performance Target details

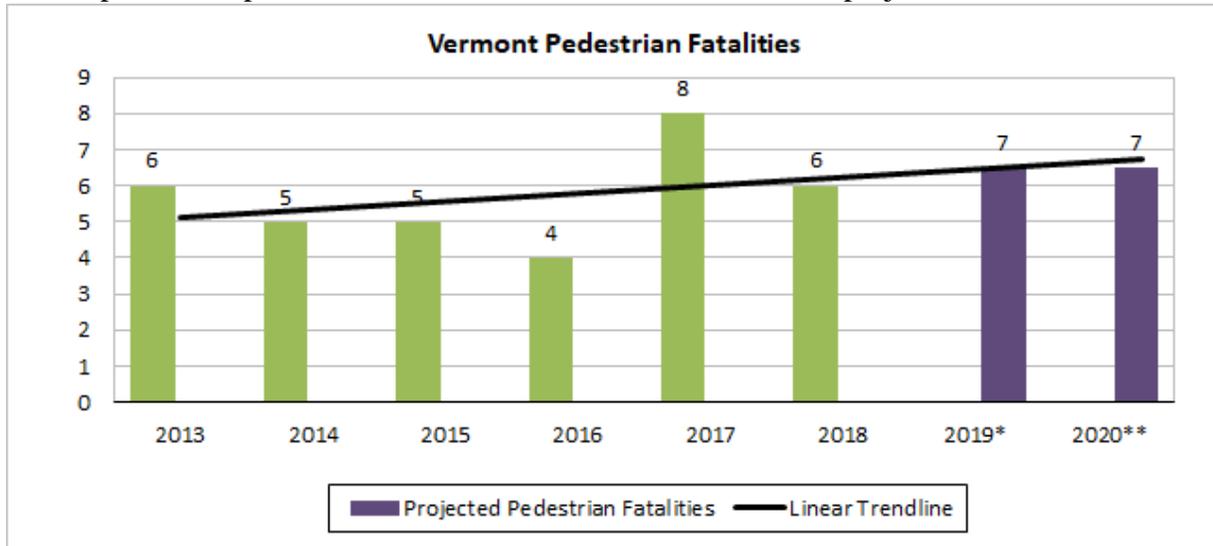
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	5.2	5 Year	2016

### Performance Target Justification

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

In 2018, 6 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.



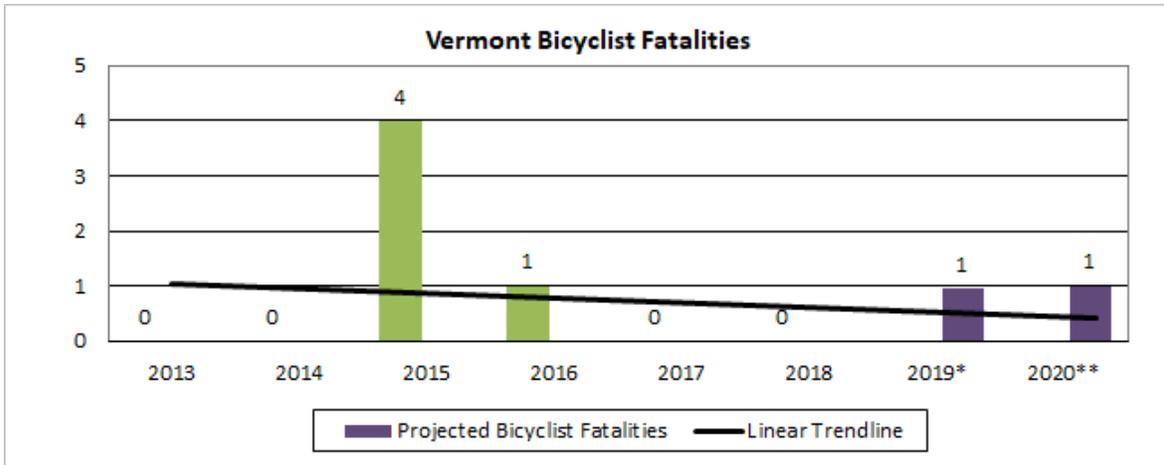
Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	1.00	5 Year	2016

Performance Target Justification

**GOAL: To maintain or reduce the number of Bicycle Fatalities at the five-year average of 1.0 in 2013 - 2017 through December 31, 2020.** 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 maintaining our 2012-2016 Bicycle Fatalities to a five-year average at 1.0 is achievable.



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

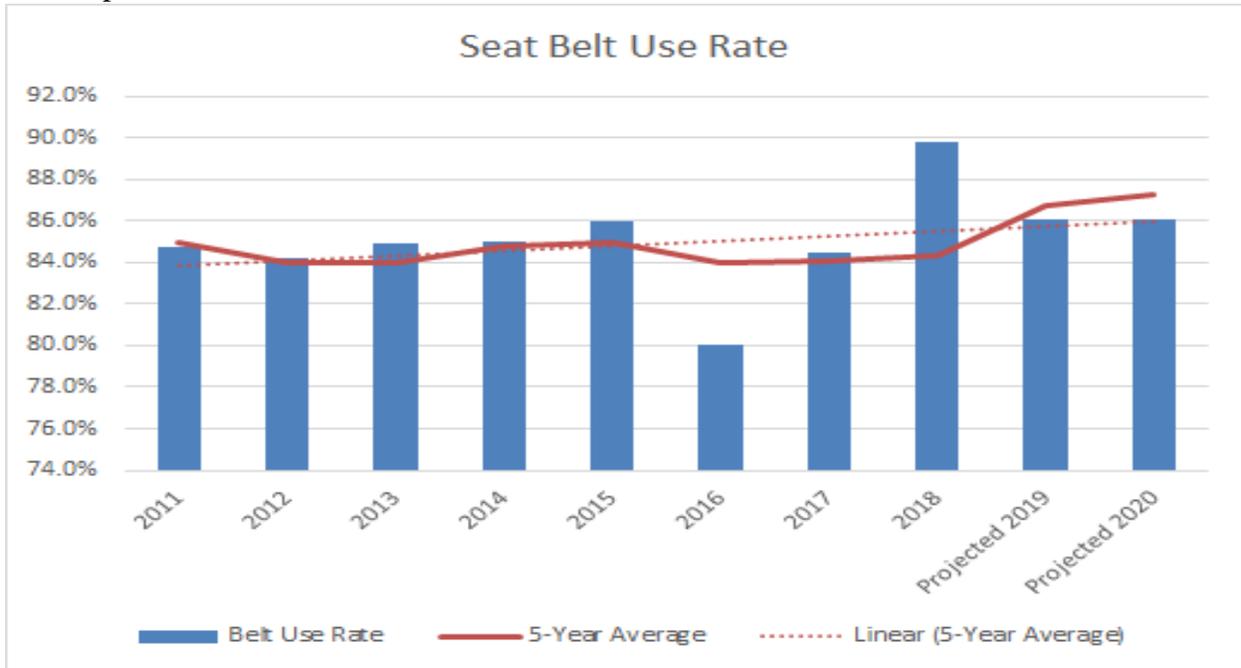
**Performance Target details**

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)-2020	Percentage	86.8	5 Year	2016

**Performance Target Justification**

**Target: To maintain/increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles at or above the five-year average of 86.8% (2013 – 2017) by December 31, 2020.** 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 33% 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.



**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-2020	Percentage	22	Annual	2020

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, 18.0% 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%

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

rwi01 04/01/2015 03/31/2016  
01:27 pm

Page 1  
06/06/2017

STATE OF VERMONT  
JUDICIAL BUREAU

BASIC STATISTICS  
04/01/2015 thru 03/31/2016

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Tickets Entered;
                                88926

Answers Entered;
    Contested: 15653 (25.8)
    Not Contested: 44918 (74.2)
    -----
                                60571

Appeals Entered;
    De Novo Before Court: 15 (11.8)
    De Novo Before Jury: 70 (55.1)
    On The Record: 42 (33.1)
    -----
                                127

Judgments Entered;
    Defendant: 229 (00.3)
    State as Charged - Default: 22927 (30.3)
    State as Charged - Default at Hearing: 2405 (03.2)
    State as Charged-Appeal: 2 (00.0)
    State as Charged - Hearing: 1137 (01.5)
    State as Charged - Not Contested: 48881 (64.6)
    State as Lesser Offense - Hearing: 38 (00.1)
    -----
                                75619

Dismissals Entered;
    clerk: 1040 (12.3)
    Court Manager: 1 (00.0)
    Hearing Officer: 3064 (36.1)
    Hon. Michael C. Pratt: 1 (00.0)
    Police Officer: 1520 (17.9)
    Police Officer with Supervisor: 2563 (30.2)
    State's Attorney: 295 (03.5)
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                                8484

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### Citations – April 01, 2016 through

STATE OF VERMONT  
JUDICIAL BUREAU

BASIC STATISTICS  
04/01/2016 thru 03/31/2017

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Tickets Entered; 94908

Answers Entered;

Other:	1 (00.0)
Contested:	15441 (23.9)
Not Contested:	49168 (76.1)
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	64610

Appeals Entered;

De Novo Before Court:	20 (20.2)
De Novo Before Jury:	56 (56.6)
On The Record:	23 (23.2)
	-----
	99

Judgments Entered;

Other:	2 (00.0)
Defendant:	223 (00.3)
State as Charged - Default:	25635 (29.8)
State as Charged - Default at Hearing:	2502 (02.9)
State as Charged - Hearing:	797 (00.9)
State as Charged - Not Contested:	56724 (66.0)
State as Lesser Offense - Hearing:	18 (00.0)
	-----
	85901

Dismissals Entered;

Other:	1 (00.0)
clerk:	1087 (13.4)
Deputy State's Attorney:	4 (00.0)
Hearing Officer:	3055 (37.7)
Police Officer:	1433 (17.7)
Police Officer with Supervisor:	2326 (28.7)
State's Attorney:	203 (02.5)
State's Attorney with Hearing Officer:	4 (00.0)
Superior Court Judge:	1 (00.0)
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	8114

March 31, 2017

Citations – April 01,

STATE OF VERMONT  
JUDICIAL BUREAU

BASIC STATISTICS  
04/01/2017 thru 03/31/2018

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Tickets Entered; 95198

Answers Entered;

Other:	3 (00.0)
Contested:	15546 (23.9)
Not Contested:	49509 (76.1)
	-----
	65058

Appeals Entered;

De Novo Before Court:	21 (22.6)
De Novo Before Jury:	57 (61.3)
On The Record:	15 (16.1)
	-----
	93

Judgments Entered;

Other:	5 (00.0)
Defendant:	189 (00.2)
State as Charged - Default:	26309 (31.0)
State as Charged - Default at Hearing:	2575 (03.0)
State as Charged - Hearing:	922 (01.1)
State as Charged - Not Contested:	54866 (64.6)
State as Lesser Offense - Hearing:	23 (00.0)
	-----
	84889

Dismissals Entered;

clerk:	916 (10.4)
Deputy State's Attorney:	11 (00.1)
Hearing Officer:	3612 (41.2)
Hon. Michael C. Pratt:	1 (00.0)
Police Officer:	1843 (21.0)
Police Officer with Supervisor:	2146 (24.5)
State's Attorney:	246 (02.8)
	-----
	8775

**2017 through March 31, 2018**  
**Citations – April 01, 2018 through March 31, 2019**

STATE OF VERMONT  
 JUDICIAL BUREAU  
 BASIC STATISTICS  
 04/01/2018 thru 03/31/2019

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Tickets Entered;
                                84755
Answers Entered;
    Other:                2 (00.0%)
    Contested:           13597 (24.0%)
    Not Contested:       43140 (76.0%)
                                -----
                                56739
Appeals Entered;
    De Novo Before Court:  31 (25.0%)
    De Novo Before Jury:  65 (52.4%)
    On The Record:        28 (22.6%)
                                -----
                                124
Judgments Entered;
    Defendant:            197 (00.3%)
    State as Charged - Default: 23816 (31.5%)
    State as Charged - Default at Hearing: 1851 (02.4%)
    State as Charged - Hearing: 718 (00.9%)
    State as Charged - Not Contested: 49008 (64.8%)
    State as Lesser Offense - Hearing: 19 (00.0%)
                                -----
                                75609
Dismissals Entered;
    clerk:                1025 (13.2%)
    Deputy State's Attorney: 12 (00.2%)
    Hearing Officer:       3366 (43.2%)
    Police Officer:       1204 (15.5%)
    Police Officer with Supervisor: 1951 (25.1%)
    State's Attorney:     164 (02.1%)
    Superior Court Judge:  64 (00.8%)
                                -----
                                7786
  
```

Performance Measure: Electronic Citation Usage

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Electronic Citation Usage-2020	Percentage	30	Annual	2020

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%

## Performance Measure: Timeliness of EMS Agency Reporting In SIREN

### Performance Target details

Primary performance attribute: **Timeliness**

Core traffic records data system to be impacted: **Emergency Medical Services/Injury Surveillance Systems**

### Performance Target Justification

#### 3.1.5 Timeliness of EMS Agency Reporting in SIREN

**Label:** M-T-01 **Status of Improvement:** Demonstrated Improvement **Active Status:** Active  
**Revision Date:** 06-March-2019 **Narrative** This measure demonstrates the 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 80 reporting services during the baseline period with an average timeliness of 6.06 days. There

were 105 reporting EMS agencies during the current performance period with an average timeliness of 1.90 days. As detailed in the supporting documentation, there has been an increase in timeliness of 3.0 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 **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

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Evidence Based Race Data Enforcement Reporting-2020	Percentage	100.00	Annual	2020

### Performance Target Justification

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:       **604**

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:       **8116**

Fiscal Year A-3:       **2019**

## Program areas

### Program Area: Driver Education and Behavior

#### Description of Highway Safety Problems

It is axiomatic that behavioral change cannot be solely effected 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 in site 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. Administer interactive presentations at schools (age and audience specific) and at community events to reach 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.

To increase driver knowledge and awareness of occupant protection, impaired, distracted, drowsy and aggressive driving and locally identified highway safety issues for bicyclists and pedestrians 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 Click it or Ticket, will have a measurable positive affect on the surveys 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
20402SA1	Local Law Enforcement Community Education Programs
20402SA405D3	Vermont State Police Traffic Safety Education Program

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

Planned activity number: **20402SA1**

Primary Countermeasure Strategy ID:

**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.

**Intended Subrecipients**

Chittenden County Sheriff

Orange County Sheriff

Milton Police Department  
 Windham County Sheriff  
 Rutland County Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
LE Education and Outreach

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$57,205.00	\$14,301.00	\$57,205.00

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

Planned activity number: **20402SA405D3**

Primary Countermeasure Strategy ID:

**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 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 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 VHSA, 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 Behavioral Safety Unit. 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 in 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.

**Intended Subrecipients**

The Department of Public Safety - Vermont State Police

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
LE Education and Outreach

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$10,000.00	\$2,500.00	
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$10,000.00	\$2,500.00	\$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 Click it or Ticket, will have a measurable positive affect on the surveys 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
20402LM	Local Motion
20402SA2	Teen Driver Educator Education Summit
20402SA4	Project RoadSafe, Workplace Driver Safety
20402SA405D7	Vermont Highway Safety Alliance
20402SA6	Safe Driving Program
20402SA7	Highway Safety Program Coordinator
20402SA8	Youth Safety Council - Turn Off Texting Course

### Planned Activity: Local Motion

Planned activity number: **20402LM**

Primary Countermeasure Strategy ID:

### 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 BSU has funded Local Motion’s work with the Safe Streets Network, a broad-based campaign led by non-profits and local governments 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--cyclist, pedestrians, and motorist alike. Based on their data-driven approach, Local Motion will provide training and technical assistance in the use of the “toolkits” and education strategies and resources to identified communities, thus developing local capacity to promote safe biking and walking.

<b>Activity Name</b>	<b>Start Date</b>	<b>End Date</b>
Bike Smart Trailer Fall Season	9/1/2019	11/30/2019
Winter Bike Smart Trailer Overhauls	12/1/2019	3/30/2020
Bike Smart Trailer Spring Season	4/1/2020	6/20/2020
Bike Smart Trailer Summer Season	6/22/2020	8/31/2020
Safe Routes to School Annual Meeting (Exact date TBD)	5/14/2020	5/20/2020
Work with schools on Safe Routes to School	9/1/2019	6/20/2020
Kids' Day Helmet Outreach event (Exact date TBD)	5/16/2020	5/16/2020
YMCA Healthy Kids' Day (Exact date TBD)	5/9/2020	5/9/2020
Learn to Ride Class (Exact date TBD)	5/10/2020	5/10/2020
Learn to Ride Class (Exact date TBD)	6/6/2020	6/6/2020
Fall, Winter, Spring and Summer Safety Outreach	10/1/2019	8/31/2020

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. Unequivocally, the greater the number of educated and informed bicyclist and pedestrians sharing our roadways the safer those roadways will be for all.

**Intended Subrecipients**

Local Motion

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Education and Training
SA Education and Outreach

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	402 SA	\$75,000.00	\$18,750.00	\$75,000.00

### Planned Activity: Teen Driver Educator Education Summit

Planned activity number: **20402SA2**

Primary Countermeasure Strategy ID:

#### 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 (AOE 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 giving presentations on 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 and pick up new materials and lesson plans to supplement their individual programs. Each year's planning includes a review of the past year's data, traffic safety issues, and instructor evaluations in order to identify the next conference's central theme. Participants receive personal development credit toward their driver educator required certification.

#### Intended Subrecipients

The Vermont Department of Motor Vehicles

## Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$4,342.00	\$1,086.00	\$4,342.00

## Planned Activity: Project RoadSafe, Workplace Driver Safety

Planned activity number: **20402SA4**

Primary Countermeasure Strategy ID:

### 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 Occupation & Safety Administration (VOSHA) and Mining 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 Behavioral Safety Unit-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:**

1. In classroom motor vehicle safety training for students in Technical Career Centers
2. On-site driver safety training for businesses who require their employees to drive for work
3. Training and education initiatives as part of the Vermont Occupation & Safety Administration (VOSHA) and Mining Safety & Health Administration (MSHA) workplace safety training programs
4. Train employees and independent contractors’ employees in the many facets of workplace traffic safety
5. Assisting owners and their employees through outreach and on-site safety talks and training
6. Project RoadSafe developed Professional Truck Driver Awareness Training
7. Driver safety training classes using the four-hour National Safety Council’s Defensive Driving Course (DDC-4)
8. Four-hour AAA Driver Improvement Program
9. NSC four-hour Alive @ 25 program for juniors and seniors in Vermont’s Technical Career Centers.
10. 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:**

1. Participate in at least 6 Company Safety Days
2. Conduct 4 National Safety Council DDC-4 classes
3. Conduct 8 National Safety Council Alive @ 25 classes for Technical Career Centers
4. Conduct 3 Professional Truck Driver Awareness Courses
5. Conduct driver safety training in four OSHA-10 classes for at least 150 participants
6. Conduct driver safety training in eight MSHA classes for at least 1,200 participants
7. Schedule two DDC-4 stand-alone classes for 20 participants
8. Introduce Alive @ 25 to two additional Career Centers for about 20 participants
9. Enhance the number of collaborative opportunities to give greater exposure to the RoadSafe driver safety message
10. 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
11. Increase the number of RoadSafe's participation in Company Safety Day events
12. Update the RoadSafe Driver Safety Refresher course to correspond with new data
13. Continue relationship with the Vermont Department of Labor for crash-injury data
14. Maintain our membership with the Vermont Safety & Health Council and other driver safety-oriented organizations
15. Continue to be a Board Member of both VT Safety & Health Council and Youth Safety Council
16. Continue to participate in the Northern New England Advisory Group

17. Enlarge the distribution of the RoadSafe e-newsletter to include business associations
18. Enhance the RoadSafe page of the AGC/VT Web Site
19. Update collateral materials used in training and education classes
20. Expand communication efforts through social media, the AGC/VT website and the electronic and print editions of the AGC/VT magazine *BuildBoard*
21. Produce driver safety training video
22. Continue to promote RoadSafe and work on getting on new company safety day agendas, trade shows and conferences to heighten exposure for Project RoadSafe
1. Continue outreach to conference attendees via Constant Contact following up on training needs

### Intended Subrecipients

Associated General Contracts of Vermont

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$94,639.00	\$23,660.00	\$94,639.00

### Planned Activity: Vermont Highway Safety Alliance

Planned activity number: **20402SA405D7**

Primary Countermeasure Strategy ID:

### Planned Activity Description

In accordance with NHTSA *Countermeasures That Work*, Ninth Edition, 2017, the VHSA proposes implementation of localized and statewide targeted educational campaigns consisting of exhibits, fairs, professional conferences, schools, 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. 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 data and information.

The VHSA continues to expand its social media presence in an effort to maximize education and community outreach.

The VHSA provides VHSA members resources to further their education, training and motivation by participating in regional and national highway safety conferences.

In addition, the VHSA works to:

- › Strengthen public understanding of safety 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

**Use of funds requested in grant:**

- Tabling at safety events
- Educational materials
- Social Media marketing

**Intended Subrecipients**

Vermont Highway Safety Alliance

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$37,369.00	\$9,342.00	

2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$35,000.00	\$8,750.00	\$35,000.00
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### Planned Activity: Safe Driving Program

Planned activity number: **20402SA6**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Safe Driving Program is available at thirteen 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 Office of Highway Safety Behavioral Safety Unit's (BSU) 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 to 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 been undertaken 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. Two coordinators assist with the ongoing training and evaluation of facilitators, the collection of materials and the evaluation of Safe Driving classes. By September 30, 2020, Community Justice Network of Vermont (CJNVT) will: expand to two new community justice centers, train staff and volunteer facilitators, 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, 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.

### Intended Subrecipients

Community Justice Network of Vermont

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$26,741.00	\$6,685.00	\$26,741.00

### Planned Activity: Highway Safety Program Coordinator

Planned activity number: **20402SA7**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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

### Intended Subrecipients

VTrans Staff

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
SA Education and Outreach

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Comprehensive Distracted Driving	FAST Act 405e Distracted Driving	\$30,000.00	\$7,500.00	
2020	FAST Act NHTSA 402	Safe Communities (FAST)	\$95,000.00	\$23,750.00	\$0.00

### Planned Activity: Youth Safety Council - Turn Off Texting Course

Planned activity number: **20402SA8**

Primary Countermeasure Strategy ID:

#### 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's 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. Analysis of the 2016-2017 season data from 62 presentations with 1,347 students indicates that the program causes measurable positive changes in student driver attitudes and behaviors relating to distracted driving. There was a positive change of 20% in response to the question of whether students would text or email while driving in the future, and 17% of those students upgraded their answer to 'definitely would not.' 28% of student attitudes improved in relation to speaking hands-free on the phone while driving in the future with 21% of those students replying they 'definitely would not' or 'likely would not.'

**Intended Subrecipients**

Youth Safety Council

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
SA Education and Outreach

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act 405e Special Distracted Driving	Safe Communities (FAST)	\$51,500.00	\$12,875.00	

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

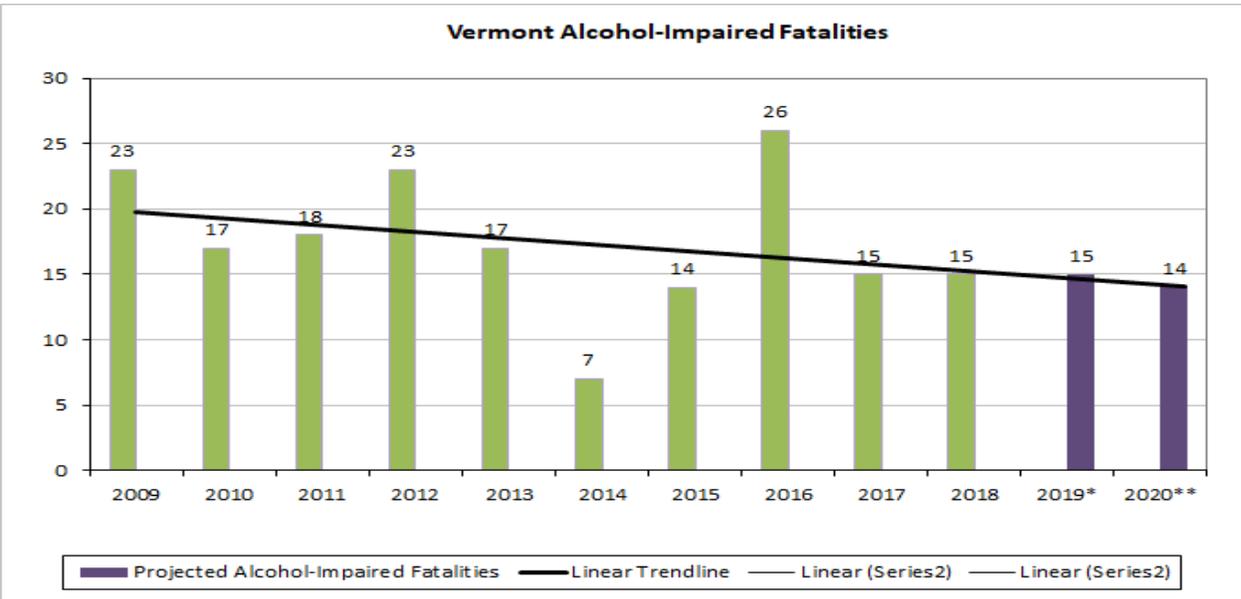
### Description of Highway Safety Problems

#### **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 68 roadway deaths in 2018; 15 involved operators suspected of driving under the influence of alcohol only; 13 involved an operator suspected of driving under the influence of drugs only; and 10 involved operators suspected of driving under the influence of both alcohol and drugs. Of the 68 fatalities, 16 tested positive for Delta-9 THC, the active cannabinoid in marijuana. In total, 38 deaths, or 56% of all fatalities on Vermont highways in 2018 were attributable to impaired drivers.

The data discloses that over 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 substances that will be effecting 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 2020.

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, Windham, Bennington, Rutland, Windsor and Franklin. Not coincidentally, those counties are 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 60. Whereas the five other listed counties had SBI crashes numbering between 20-32.



Year	Alcohol-Impaired Fatalities	5-Year Average
2012	23	18.0
2013	17	19.6
2014	7	16.4
2015	14	15.8
2016	26	17.4
2017	15	15.8
2018	15	15.4
<b>2019*</b>	<b>15</b>	<b>14.0</b>
<b>2020**</b>	<b>14</b>	<b>14.0</b>

**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 = > 0.0 County**

County	2013	2014	2015	2016	2017
Addison	26	12	16	24	19
Bennington	32	27	25	27	30
Caledonia	11	11	10	14	7
Chittenden	85	67	88	73	60
Essex	2	3	1	4	2
Franklin	27	21	32	19	23
Grand Isle	6	4	7	3	4
Lamoille	17	18	19	24	20
Orange	19	13	17	18	17
Orleans	15	10	9	5	12
Rutland	38	26	34	38	26
Washington	26	11	18	32	21
Windham	39	31	44	38	32
Windsor	33	31	39	30	20
Total	376	285	359	349	293
Sex	2013	2014	2015	2016	2017
Male	264	201	233	248	214
Female	110	82	126	98	78
Unknown or Not Reported	2	2	0	1	1
Total	376	285	359	347	293

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

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

<b>County:</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
Addison	0	0	2	0	1
Bennington	0	1	1	3	1
Caledonia	0	0	1	2	0
Chittenden	2	1	2	1	2
Essex	1	0	0	0	1
Franklin	2	1	4	4	1
Grand Isle	0	0	0	1	0
Lamoille	1	0	0	2	1
Orange	3	0	1	0	0
Orleans	2	2	0	0	3
Rutland	2	1	2	3	2
Washington	1	0	1	1	0
Windham	0	0	0	4	1
Windsor	1	0	0	2	2
<b>Total:</b>	<b>15</b>	<b>6</b>	<b>14</b>	<b>23</b>	<b>15</b>
Male	12	5	10	13	11
Female	3	0	4	4	4
Unknown or	0	1	1	0	0
<b>Total:</b>	<b>15</b>	<b>6</b>	<b>14</b>	<b>23</b>	<b>15</b>
January	0	0	2	1	1
February	1	0	0	1	2
March	0	0	0	3	1
April	3	0	1	2	0
May	2	0	2	3	1
June	1	1	2	1	1
July	1	1	1	2	3
August	2	0	1	4	0
September	3	1	1	3	4
October	0	0	1	1	0
November	1	3	2	2	1
December	1	0	1	0	1
<b>Total:</b>	<b>15</b>	<b>6</b>	<b>14</b>	<b>23</b>	<b>15</b>
Vermont	14	4	13	13	13
Other	1	2	1	4	2
<b>Total:</b>	<b>15</b>	<b>6</b>	<b>14</b>	<b>23</b>	<b>15</b>

### Vermont Impaired Driving Strategies

2. Encourage Law Enforcement Agencies (LEAs) throughout the state to participate in National impaired driving enforcement campaigns, such as “Drive Sober or Get Pulled Over”.
3. Provide instructive assistance to potential subgrantees by offering a grant training workshop prior to the submission of their grant application in GEARS.
4. Support programs for the education of younger drivers regarding the dangers of driving while impaired and the laws affecting those age groups.
5. Work with the Department of Motor Vehicles to support Drivers Education Programs, reinforcing impaired driving laws.
6. Promote the expansion of WebCrash to map impaired driving crashes, and to forecast emerging impaired driving trends.
7. Provide the Vermont Forensic Laboratory with funding for the necessary supplies, and staff training to facilitate the analysis of impaired driving related evidentiary samples.
8. Support the Traffic Safety Resource Prosecutor and the Judiciary training program.

9. Continued expansion of the Drug Recognition Expert (DRE) program to provide more flexible statewide coverage.
10. Provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to serve as prerequisite to those that may choose to enter the DRE program.
11. Promote initial Standard Field Sobriety Testing training for new police officers and SFST updates for those already certified, enabling them to keep current.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	14

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
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) 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 slightly more than 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
20405D1	VPA Impaired Driving Grants
20405DRE	DRE Call-out Pay

### Planned Activity: VPA Impaired Driving Grants

Planned activity number: **20405D1**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Impaired driving is a top priority for the State Highway Safety Office Behavioral Safety Unit (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 DRE program began in 2005 and continues to expand its coverage throughout the state. Currently, the program has 53 active certified DREs with plans to expand further to those areas of the state with emerging or reoccurring impaired driving incidents. Data, intelligence and information will serve as a foundation of future strategies for geographic deployment of DREs within the state.

The DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. One DRE certification training is held each year and all

members of the DRE team are required to re-certify every two years under 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 now 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 1,641 law enforcement officers in Vermont, 676 are ARIDE trained. The VPA conducts 7 regional ARIDE trainings annually to satisfy the mandatory curriculum requirement and allow department 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. Because of this, a new SFST/ARIDE Regional Refresher was scheduled for July 3, 2019 at the Colchester Police Department in Vermont. Only two basic recruit classes of approximately 35-45 officers per class graduate each year from the Vermont Police Academy.

The VCJTC is responsible for all basic training and mandatory in-service training for all Vermont law enforcement officers, estimated at approximately 1,641 officers certified at either Level II or Level III (both levels are authorized to handle all impaired driving offenses).

In 2018, our nation lost over 40,000 lives on our roadways; 69 of those were in Vermont. Drivers impaired by alcohol, drugs or both were a contributing factor in almost half of last year's fatal crashes in Vermont. Nationally, NHTSA's FARS reported that drugs were present in 40% of the fatally-injured drivers with a known test result, almost at the same level as alcohol. According to the GHSA, the trend shows that while drug use is increasing, alcohol consumption is decreasing. Vermont SHSO and the VCJTC/VPA are striving to address this growing trend. In response to impaired driving, Vermont will continue to evaluate current and emerging trends based on solid data in order to deliver the most efficient and effective countermeasures to combat impaired driving.

There are 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 8 students who have completed SFST instructor school and are actively pursuing the student teaching component, which will allow them to teach DUI/SFST and assist with ARIDE training.

The budget for the Drug Recognition 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)

**Intended Subrecipients**

Vermont Police Academy

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
DRE, ARIDE and SFST Program management and training

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$278,698.00	\$69,675.00	

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

Planned activity number: **20405DRE**

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

**Planned Activity Description**

Vermont’s DRE program began in 2015 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, travel and training for DREs to respond to law enforcement agency requests for evaluations statewide as needed. The statewide DRE requests have been split between Northern and Southern parts of the state. The Department of Motor Vehicles and Department of Public Safety remain with the State Highway Safety Office. There is a DRE instruction class scheduled for January 2020 and another one to follow later in the year.

**Intended Subrecipients**

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
DRE, ARIDE and SFST Program management and training

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$100,000.00	\$25,000.00	

### 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:

12. 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. VTrans 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.
13. 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.
14. 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).

15. 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.
16. 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 committee employs this tactic through the use of regional task forces including the Chittenden County, Vergennes P.A.C.T.S team, Windham County, and the Rutland County SHARP Teams, 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 LEA’s, combined with 10 State Police Barracks 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 three (3) interstate highways (I-89, I-91, and I-93). 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, SP troopers investigate a majority (74% in 2018) 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 state's 14 county sheriffs' departments, coordinated by representative sheriffs, will be allocated funds to increase the enforcement of speed and distracted driving laws in select work zones across the state.

### Motorcycle Enforcement

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

Historically, since the first Click It or Ticket (CIOT) in 2001, 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. Bennington Police, Wilmington Police, and Brattleboro Police frequently communicate when large groups move from one area to the other so that the agencies can plan for increased traffic. In recent years, the volume of traffic has 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 driving by motorcyclists. There has been an influx of motorcycle traffic on Interstate 89 near the Canadian border with motorcycles traveling to and from the motorcycle events in Laconia, New Hampshire.

In addition to the above, VTrans assists sheriffs’ departments, municipal agencies and the Vermont State Police by awarding enforcement grants. These grants cover year-round enforcement and offer grantee agencies opportunities to target specific community events in addition to mobilizations.

**Impaired Driving Performance Measures**

- 17. Increase the current number of LEAs participating in national mobilizations to include impaired driving enforcement campaigns.
- 18. Support a survey of young drivers to determine perceived risks and attitudes about impaired driving.
- 19. Measure the increase in drugged driving major crashes and fatalities using geo-mapping
- 20. Measure the number of training sessions the TSRPs are delivering to the members of the judiciary.
- 21. Assist the Department of Motor Vehicles with the expansion of the Ignition Interlock Program.
- 22. Increase the number of certified Vermont Drug Recognition Experts.
- 23. Fund additional on-line 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
20164AL1	High Visibility Alcohol Enforcement
20164ALREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)
20164ALREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)

20164ALREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)
20164ALREG4	Windham County Safe Highway Accident Reduction Program (SHARP)

### Planned Activity: High Visibility Alcohol Enforcement

Planned activity number: **20164AL1**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

More than 70 law enforcement agencies (LEAs), including 58 municipal police departments, 14 sheriff’s departments, the Vermont State Police, 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.

There are significant levels of communication and cooperation between Vermont law enforcement agencies. Many factors contribute to this cooperation; all officers attend the same law enforcement training academy, which helps to develop a sense of camaraderie early in officers’ careers. Additionally, all certified officers have statewide law enforcement authority, which eliminates jurisdictional boundary issues. Approximately 81% of all agencies in the state participated in national alcohol impaired driving mobilizations during the past year. This participation is reflective of the commitment of law enforcement in support of traffic safety initiatives. However, 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. During national mobilizations, participating agencies must agree to work cooperatively with nearby agencies to conduct a minimum of one joint sobriety checkpoint. Frequently, two to three checkpoints are utilized during mobilizations of longer duration. In addition, DUI grantee agencies use their funds for routine DUI enforcement and directed patrols within their respective areas of responsibility. Once again, they use their crash and DUI arrest data to determine locations for increased enforcement. Finally, 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. By successfully participating in these campaigns, agencies have the opportunity to obtain traffic safety equipment items directly related to improvement of efficiency and effectiveness of their DUI enforcement projects. This equipment includes but is not limited to: portable breath testing equipment, safety checkpoint lighting and sign packages, traffic cones, and scene lighting.

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 DUI 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.

When reviewing Vermont specific data for impaired motorcycle crashes there have been fatalities in 6 of the 14 counties. When review impaired motorcycle injury crashes for the last two years 8 of the 14 counties fall in this categories. THE most populous counties of Chittenden and Rutland report the most motorcycle injury crashes. Vermont has seen a spike in overall motorcycle fatalities since 2015 and this trend has continued through 2017. Vermont's CEA for Vulnerable users and motorcyclists safety includes a strategy to enhance enforcement relating to occupant protection, DUIs and aggressive operation of motorcycle.

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 comprise 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**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$220,841.00		\$220,841.00
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$142,922.00	\$35,731.00	

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

Planned activity number: **20164ALREG1**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Chittenden County data from 2012 to 2016 demonstrates that the county had 40 total fatalities, 297 serious crashes (includes fatal crashes), and 22,735 total reported crashes. Participating law enforcement agencies include: Burlington PD, Chittenden County Sheriff's Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Williston PD, and Winooski PD.

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:

#### 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 Rutland County

- Liaison with SHSO

- Liaison with all Chittenden County Law Enforcement and surrounding Agencies

#### Administrative - Key Activities

- Inventory/needs assessment of current activities

- Issue Sub-awards to recipients in Chittenden County

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

### Intended Subrecipients

Chittenden County Sheriff

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$214,444.00		\$214,444.00

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

Planned activity number: **20164ALREG2**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Rutland County data from 2012 to 2016 demonstrates that the county had 45 total fatalities, 154 serious crashes (includes fatal crashes), and 4,770 total reported crashes. Participating law enforcement agencies include: Brandon PD, Castleton PD, Fair Haven PD, Killington PD, Hartford PD, Poultney Constable, Rutland City PD, Addison County Sheriff's Dept., and the Rutland County Sheriff's Dept.

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:

#### 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, Vermont Police Association and FBI National Academy.

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

- Liaison with SHSO

- Liaison with all Rutland County Law Enforcement and surrounding Agencies

#### Administrative - Key Activities

- Inventory/needs assessment of current activities

- Issue Sub-awards to recipients in Rutland County

- Understanding of the 2 CFR 200 and NHTSA Regulations

- Monthly preparation and submission of financial forms and activity sheets for each agency

- Monthly reimbursements and payments to sub-grantees

- Preparation and submission of monthly progress reports

- Administrative support to participating county law enforcement agencies

Preparation and submission of final report and close out.

Monitoring of budget and equipment

**Intended Subrecipients**

Rutland County Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
High Visibility Enforcement
ID Supporting Enforcement

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	164 Transfer Funds-AL	164 Alcohol	\$201,136.00		\$201,136.00

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

Planned activity number: **20164ALREG3**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Addison County data from 2012 to 2016 demonstrates that the county had 18 total fatalities, 86 serious crashes (includes fatal crashes), and 2,754 total reported crashes. Participating law enforcement agencies include: Bristol Police Department, Middlebury Police Department, and the Vergennes Police Department.

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:

**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, Vermont Police Association and FBI National Academy.

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

Liaison with SHSO

Liaison with Bristol and Middlebury Police Departments

#### Administrative - Key Activities

Inventory/needs assessment of current activities

Issue Sub-awards to recipients in Bristol and Middlebury

Understanding of the 2 CFR 200 and NHTSA Regulations

Monthly preparation and submission of financial forms and activity sheets for each agency

Monthly reimbursements and payments to sub-grantees

Preparation and submission of monthly progress reports

Administrative support to participating county law enforcement agencies

Preparation and submission of final report and close out.

Monitoring of budget and equipment

#### Intended Subrecipients

Vergennes Police Department

#### Countermeasure strategies

Countermeasure strategies in this planned activity

**Countermeasure Strategy**

High Visibility Enforcement
ID Supporting Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$93,962.00		\$93,962.00

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

Planned activity number: **20164ALREG4**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Windham County data from 2012 to 2016 demonstrates that the county had 29 total fatalities, 167 serious crashes (includes fatal crashes), and 6,661 total reported crashes. Participating law enforcement agencies include: Bellows Falls Police Department, Brattleboro Police Department, Dover Police Department, 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:

#### Enforcement - Key Activities

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

#### Education, Outreach, and Media - Key Activities

29. Education outreach efforts with schools and alliances

- 30. Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- 31. Coordinate Traffic Safety and Media PSA's and Press Releases
- 32. Participate in road safety audits administered by the Agency of Transportation
- 33. Attend meetings of the Vermont Highway Safety Alliance
- 34. Coordinate ARIDE and other traffic safety training for law enforcement officers in Windham County
- 35. Liaison with SHSO
- 36. Liaison with participating Windham County Law Enforcement Agencies

Administrative - Key Activities

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

Intended Subrecipients

Windham County Sheriff

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$68,298.00		\$68,298.00

## Countermeasure Strategy: Highway Safety Office Program Management

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 State 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 management, 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 management 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
20405D2	HS Program Coordinator

### Planned Activity: HS Program Coordinator

Planned activity number: **20405D2**

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

VTrans

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management
Highway Safety Office Program Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 PTS-Police Traffic Services	PTS Highway Safety Program Management	\$45,000.00	\$11,250.00	\$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, replicating the regional models currently utilized in Chittenden 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

Unique Identifier	Planned Activity Name
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20164ALREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)
20164ALREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)
20164ALREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)
20164ALREG4	Windham County Safe Highway Accident Reduction Program (SHARP)

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

Planned activity number: **20164ALREG1**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Chittenden County data from 2012 to 2016 demonstrates that the county had 40 total fatalities, 297 serious crashes (includes fatal crashes), and 22,735 total reported crashes. Participating law enforcement agencies include: Burlington PD, Chittenden County Sheriff’s Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Williston PD, and Winooski PD.

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:

**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 Rutland County

Liaison with SHSO

Liaison with all Chittenden County Law Enforcement and surrounding Agencies

Administrative - Key Activities

Inventory/needs assessment of current activities

Issue Sub-awards to recipients in Chittenden County

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

Intended Subrecipients

Chittenden County Sheriff

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$214,444.00		\$214,444.00

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

Planned activity number: **20164ALREG2**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Rutland County data from 2012 to 2016 demonstrates that the county had 45 total fatalities, 154 serious crashes (includes fatal crashes), and 4,770 total reported crashes. Participating law enforcement agencies include: Brandon PD, Castleton PD, Fair Haven PD, Killington PD, Hartford PD, Poultney Constable, Rutland City PD, Addison County Sheriff's Dept., and the Rutland County Sheriff's Dept.

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:

#### 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, Vermont Police Association and FBI National Academy.

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

- Liaison with SHSO

- Liaison with all Rutland County Law Enforcement and surrounding Agencies

#### Administrative - Key Activities

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

**Intended Subrecipients**

Rutland County Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$201,136.00		\$201,136.00

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

Planned activity number: **20164ALREG3**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Addison County data from 2012 to 2016 demonstrates that the county had 18 total fatalities, 86 serious crashes (includes fatal crashes), and 2,754 total reported crashes. Participating law enforcement agencies include: Bristol Police Department, Middlebury Police Department, and the Vergennes Police Department.

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:

#### 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, Vermont Police Association and FBI National Academy.

- Coordinate ARIDE and other traffic safety training for law enforcement officers in Vergennes

- Liaison with SHSO

- Liaison with Bristol and Middlebury Police Departments

#### Administrative - Key Activities

- Inventory/needs assessment of current activities

- Issue Sub-awards to recipients in Bristol and Middlebury

- Understanding of the 2 CFR 200 and NHTSA Regulations

- Monthly preparation and submission of financial forms and activity sheets for each agency

- Monthly reimbursements and payments to sub-grantees

- Preparation and submission of monthly progress reports

- Administrative support to participating county law enforcement agencies

Preparation and submission of final report and close out.

Monitoring of budget and equipment

### Intended Subrecipients

Vergennes Police Department

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement
ID Supporting Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$93,962.00		\$93,962.00

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

Planned activity number: **20164ALREG4**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Windham County data from 2012 to 2016 demonstrates that the county had 29 total fatalities, 167 serious crashes (includes fatal crashes), and 6,661 total reported crashes. Participating law enforcement agencies include: Bellows Falls Police Department, Brattleboro Police Department, Dover Police Department, 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:

### Enforcement - Key Activities

46. Planning and coordination of multi-agency ongoing enforcement activities
47. Planning and organization of HVE campaigns and NHTSA events as per calendar

48. Data collection and reporting of enforcement activity
49. Monitoring and evaluation of enforcement
50. Promotion of evidence-based practices

#### Education, Outreach, and Media - Key Activities

51. Education outreach efforts with schools and alliances
52. Evaluation of community events and outreach with evaluation forms and summary progress reports for events
53. Coordinate Traffic Safety and Media PSA's and Press Releases
54. Participate in road safety audits administered by the Agency of Transportation
55. Attend meetings of the Vermont Highway Safety Alliance
56. Coordinate ARIDE and other traffic safety training for law enforcement officers in Windham County
57. Liaison with SHSO
58. Liaison with participating Windham County Law Enforcement Agencies

#### Administrative - Key Activities

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

#### Intended Subrecipients

Windham County Sheriff

#### Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
--------------------------------

High Visibility Enforcement
ID Supporting Enforcement

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	164 Transfer Funds-AL	164 Alcohol	\$68,298.00		\$68,298.00

### Countermeasure Strategy: Laboratory Drug Testing Equipment

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

#### Project Safety Impacts

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

#### Linkage Between Program Area

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
20405D3	Forensic Laboratory Support Program

### Planned Activity: Forensic Laboratory Support Program

Planned activity number: **20405D3**

Primary Countermeasure Strategy ID:

### Planned Activity Description

In February 2019, the VFL began testing blood samples for impairing drugs in DUI-D 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 NMS Labs. Currently all blood drug testing performed at the VFL is outside the laboratory's scope of accreditation. In order to continue this momentum, 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 FFY2020 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:**

68. Contract with The Computer Solution Company [TCSC] for annual maintenance of laboratory information management system and development of a Toxicology module
69. Contract with ANAB for annual fees pertaining to the laboratory's accreditation
70. Contract with Collaborative Testing Services, the provider of proficiency tests in the forensic field (requirement of analytical staff for accreditation)
71. Contract with Law Calibration and BioTek, calibration service providers of thermometers, weight sets, balances, pipettes, etc.
72. Contract with B&V Testing to perform annual evaluation/certification of biological safety cabinets and fume hoods
73. Contract with Tradebe to dispose of biohazardous and chemical waste
74. Contract with NMS Labs to perform Toxicology testing for DUID cases
75. Contract with Foley Distributing for lab coat rental/cleaning and other laboratory supplies (paper towels, bench paper etc.)

- 76. Contract with REMI Elmer to provide extended service for the blood alcohol analysis instrument
- 77. Contract with Waters Corporation to provide extended service for the blood drug confirmation instrument
- 78. Contract with Peak to provide extended service for the nitrogen generator used with the blood drug confirmation instrument

**Supplies for 100% highway safety activities:**

- 79. Printers/ink
- 80. DMT field supplies
- 81. Standards/controls
- 82. Compressed gas/supplies
- 83. Repairs/parts/tools
- 84. Miscellaneous laboratory supplies
- 85. Blood kits
- 86. Reference/training materials
- 87. Screening and confirmation kits

**Equipment:**

None

**Personnel:**

- 1. 1 Forensic Chemist

**Intended Subrecipients**

The Vermont Department of Public Safety

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Laboratory Drug Testing Equipment

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$291,045.00	\$72,761.00	

**Countermeasure Strategy: Prosecutor Training**

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

**Project Safety Impacts**

Utilize the TSRPs as a support for the fourteen State's Attorneys and Deputy State's Attorneys throughout the State of Vermont. Also, as a support and resource for the DRE program and the State DUI coordinator.

**Linkage Between Program Area**

The TSRPs work with the State Attorneys and their deputies 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 impaired driving cases in their counties and routinely assist or lead prosecution in drugged driving cases across the state. Further, the TSRPs litigate nearly all 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.

The TSRPs are involved with training and instructing law enforcement officers at the Vermont Police Academy regarding enforcement of impaired driving laws.

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

**Rationale**

This Countermeasure best fits the planned activity.

## Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20164AL405D5	Traffic Safety Resource Prosecutor (North and South)

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

Planned activity number: **20164AL405D5**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The TSRPs work with the State Attorneys (and 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 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, 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 educative presentations to high school and local community groups on impaired driving.

The TSRPs litigate nearly all 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 about the current lack of statutory authority permitting police to test oral fluid for the presence of drugs, and the need to maintain predicate DUI offenses.

The TSRPs worked closely with the Vermont Forensic Laboratory (VFL) staff during FFY 2019 and will continue to work with them in 2020 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program. In FFY 2019, VFL began testing evidentiality

blood samples in drugged driving cases; TSRPs have and will continue to work closely with VFL on all matters relating to this.

TSRPs are also aiming to work more with the state Crash Reconstruction Team in order to put forward the best possible evidence in fatal and serious injury crash cases.

**Intended Subrecipients**

The Vermont States Attorneys and Sheriffs Office

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Prosecutor Training

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	164 Transfer Funds-AL	164 Alcohol	\$101,319.00		\$101,319.00
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$179,187.00	\$44,797.00	

## Program Area: Motorcycle Safety

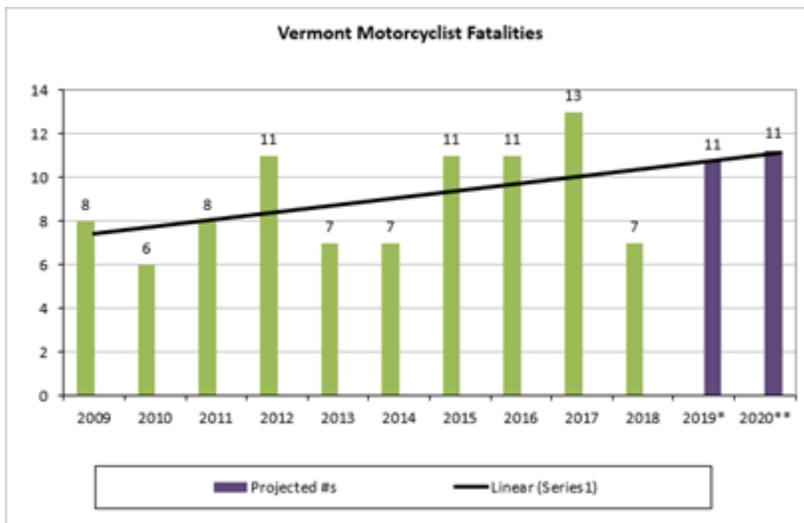
### Description of Highway Safety Problems

Whereas Vermont historically has a relatively low number of fatalities each year the task of predicting trends and commonalities is difficult and almost undiscernible. Therefore, although the graphs below reflect some changes in trends it is difficult to place much weight to these indications. For instance, in 2017 we had 13 fatalities whereas in the following year we had 7, nearly a 50% decrease. In the current fiscal year, to date, Vermont has had 1 motorcycle fatality. Likewise in 2017 we had 32 serious bodily injury crashes involving motorcycle 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.

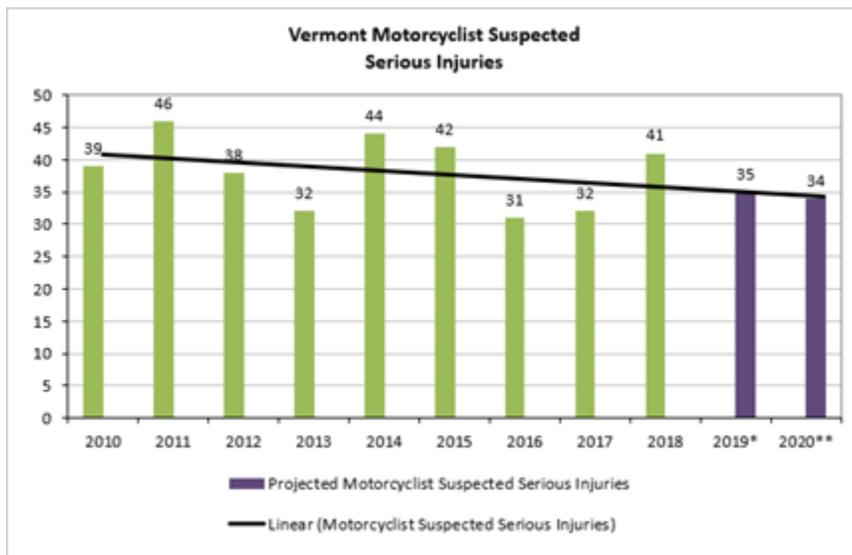
### Registered Motorcycles Statistics

Calendar Years:      2016      2017      2018

Vermont:              30,748   30,205   30,049



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
<b>2019 Projection</b>	<b>11</b>	<b>10.6</b>
<b>2020 Projection</b>	<b>11</b>	<b>10.6</b>



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
<b>2019 Projection</b>	<b>35</b>	<b>36.2</b>
<b>2020 Projection</b>	<b>34</b>	<b>34.6</b>

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	10
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	0.50

### 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; *Share the Road* radio messages, 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:

2. Basic vehicle control
3. Motorcycle helmets and riding gear
4. Being seen in traffic
5. Crash avoidance
6. Handling dangerous surfaces and situations
7. Dealing with animals
8. Carrying passengers and cargo
9. Dealing with mechanical problems
10. Your responsibilities as a motorcyclist
11. Group riding

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

### Rationale

This Countermeasure best fits the planned activity.

### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20402MC405F	State Motorcycle Rider Education Program

### Planned Activity: State Motorcycle Rider Education Program

Planned activity number: **20402MC405F**

Primary Countermeasure Strategy ID:

### Planned Activity Description

The purpose of the Motorcycle Rider Education Program is to provide motorcycle safety training for 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, Rutland, Pittsford, Dummerston, Highgate, St. Johnsbury, and two sites in Colchester.

The program administrator will attend national RiderCoach Trainer updates and 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.

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

### Intended Subrecipients

The Vermont Department of Motor Vehicles

### Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Motorcycle Rider Training

Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act 405f Motorcycle Programs	405f Driver Education	\$11,400.00	\$2,850.00	

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

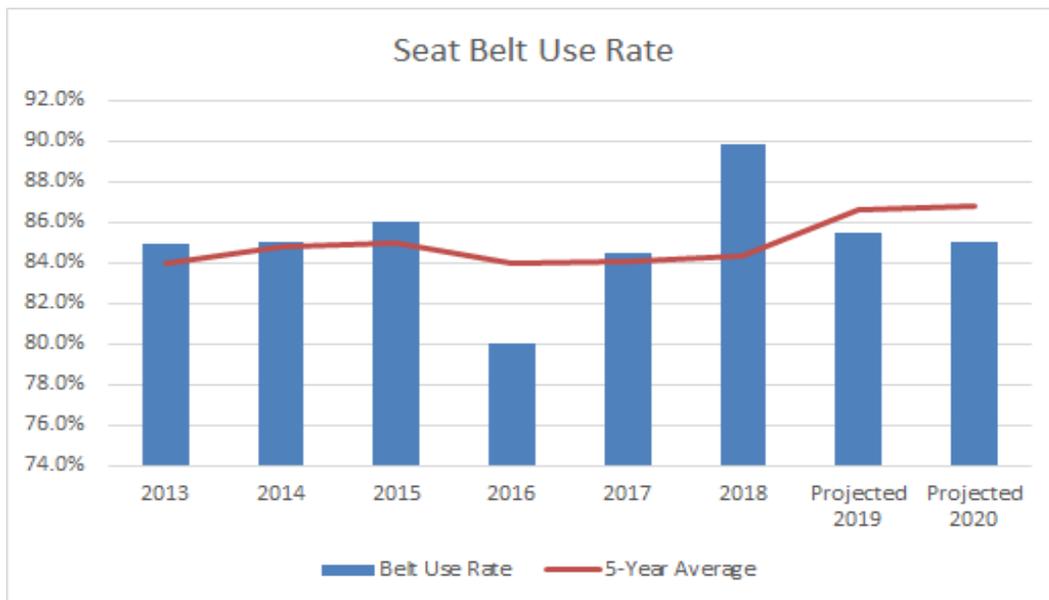
Description of Highway Safety Problems

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: 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 89.8%.

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, and the Driver Educators Summit. The SHSO staff is looking at curriculums from the various agencies and looking for ways to stream line. While the current presentations are done very well, the SHSO is going to put more of an effort in resources to this problem area.

Vermont's Seat Belt Use Rate (2007-2018)

**TABLE 1**  
Annual  
Weighted  
Seat Belt Use  
Rates  
2007-2018  
(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
84.9%	84.1%	85.0%	80.4%	84.5%	89.8%

Vermont 2018 Safety Belt Use Survey

**TABLE 3**  
2018  
Statewide  
Unweighted  
Survey Results  
by County  
Groupings  
(% Belted)

County Grouping	Driver Use	Passenger Use	Total Use
Chittenden	91.6%	93.6%	92.0%
Bennington/Addison	91.8%	93.3%	92.1%
Franklin	80.9%	86.7%	82.1%
Caldeonia/Orleans	86.0%	88.4%	86.6%
Rutland	90.0%	85.3%	89.0%
Washington/Lamoille	91.5%	89.9%	91.2%
Windham/Orange/Windsor	91.0%	88.1%	90.4%
Statewide	89.2%	89.5%	89.2%

[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
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	58.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	243.00
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.82
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	21
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	86.8

**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: Child Passenger Safety (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
20405BOP1	Child Passenger Safety (CPS) Statewide Program and Data Support

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

Planned activity number: **20405BOP1**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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 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; and offering basic certification education and recertification training for car seat technicians to carry out these services statewide.

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

- › Organize and manage regional system of district VDH Offices for voucher distribution to income-eligible families to access seats, including a log of each site’s annual distribution data
- › Support regional organization of local inspection events statewide and promotion of inspection events calendar
- › Support roster of fitting stations and the Hospital 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:
  12. Three national standardized basic certification courses as needed
  13. Three regionally sited Tech Updates with CEUs

14. Recertification training as needed and other trainings as funding allows

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

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

**Planned Activities:**

15. Conduct three (3) four-day CPS Technician courses for new CPS Technicians in FY2020. Locations will be chosen based on the number of techs per capita around the state
16. Maintain a core minimum of 140-180 certified Technicians (mostly volunteers employed as EMTs, fire fighters, and allied professionals at local fitting station sites statewide)
  1. 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
17. Host a CPS Tech Update Fall FY2020 that offers continuing education credits to Technicians
18. Increase the number of sites offering the CPS Awareness course as requested by hospitals, law enforcement agencies, and other community-based organizations
19. Maintain the CPS for law enforcement curriculum in coordination with the state police academy
20. Continue to develop culturally competent materials to target minorities and recent immigrant populations

**Baseline Data:**

21. Number of fitting stations: 74, 40% completing inspections each month
  1. List of CPS Partners: EMS, Fire, Hospitals, Pediatrician offices, Day Care Facilities, DMV, Law Enforcement
22. Number of car seats checked at hospitals: 485
23. Percentage of misuse: 49%
24. Number of seats distributed: 754
25. Number and type of hotline calls: 108
26. Website visits/usage: 10,134

- 27. Number of technicians trained and recertified: 179
- 28. Recertification rate: 57.1%

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.

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 Office of Highway Safety Behavioral Safety Unit.

The Vermont Department of Health (VDH) will continue to use existing relationships with local EMS agencies and staff experience with training and capacity building, as well as law enforcement agencies in the field, to facilitate similar trainings and capacity building needs of seat technicians.

### Intended Subrecipients

The Vermont Department of Health

### Countermeasure strategies

Countermeasure strategies in this planned activity

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

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$185,000.00	\$46,250.00	

### Countermeasure Strategy: Communication Campaign

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

#### Project Safety Impacts

Assist SHSO in analyzing and researching of social marketing trends and tactics to target the 18-34 year old Vermont population market. Specifically identifying the attitudes and characteristics of the target population to increase SHSO's marketing effectiveness. Additionally, focus media outreach to high-risk individuals with highway safety messaging at events, such as sports contests and other public gatherings throughout the State of Vermont. These outreaches will be directed toward affecting the decision-making processes and behaviors of those operating on our roadways. Lastly, implantation of large-audience, cross-channel, social marketing campaigns and public awareness through tactics such as paid media, advertising on television or radio: social media advertising or on other platforms to increase citizen involvement; signs, banners, posters, exhibits and media messaging at sport-sponsored events; etc.

#### Linkage Between Program Area

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

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

#### Rationale

This Countermeasure best fits this planned activity.

#### Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
20402PM1	Media Strategies

#### Planned Activity: Media Strategies

Planned activity number: **20402PM1**

Primary Countermeasure Strategy ID:

### Planned Activity Description

The proposed media budget has been reduced by nearly 80% as compared to our 2019 HSP. The rationale for this reduction lies in part to an audit finding that SHSO recently received as part of a single audit that restricts the programs ability of continuing the practice of over programing. The causal effect of this finding and the subsequent change in policy requires the program to only budget projected resources for the following fiscal year. With that practice the program must now make some difficult decisions as to program needs and priorities. It is the view of the SHSO that although media plays an important part in conveying highway safety messages to the motoring public the traditional enforcement and educational methodologies outweigh the value of various media approaches previously utilized.

What limited funds are available will be used to address traditional high risk activities such as impaired driving, distracted driving, excessive speed and seat belt usage. The targeted group will be the 18 to 35 year old male specifically, that demographic operating pick up trucks.

### Intended Subrecipients

Media Contractors

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Communication Campaign

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	\$25,000.00	\$6,250.00	
2020	FAST Act 405e Special Distracted Driving	FAST Act 405e Distracted Driving	\$18,500.00	\$4,625.00	
2020	FAST Act 405f Motorcycle Programs	405f Motorcycle Safety (FAST)	\$23,600.00	\$5,900.00	

### 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
20405BOP2	Annual Seat Belt Survey

### Planned Activity: Annual Seat Belt Survey

Planned activity number: **20405BOP2**

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

Preusser Research Group, Inc.

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
OP Data Collection

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b OP Low (FAST)	\$77,421.00	\$19,355.00	

## Countermeasure Strategy: OP Supporting Enforcement

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

### 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, replicating the regional models currently utilized in Chittenden 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 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 areas most in need of enforcement, with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement.

### 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, 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**

The Countermeasure best fits this planned activity.

**Planned activities in countermeasure strategy**

Unique Identifier	Planned Activity Name
20402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)
20402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)
20402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)
20402OPEREG4	Windham County Safe Highway Accident Reduction Program (SHARP)

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

Planned activity number: **20402OPEREG1**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Chittenden County data from 2012 to 2016 demonstrates that the county had 40 total fatalities, 297 serious crashes (includes fatal crashes), and 22,735 total reported crashes. Participating law enforcement agencies include: Burlington PD, Chittenden County Sheriff's Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Williston PD, and Winooski PD.

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 Rutland County
- Liaison with SHSO
- Liaison with all Chittenden County Law Enforcement and surrounding Agencies

Administrative - Key Activities

- Inventory/needs assessment of current activities
- Issue Sub-awards to recipients in Chittenden County
- 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

Intended Subrecipients

Chittenden County Sheriff

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

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$234,164.00	\$58,541.00	\$234,164.00

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

Planned activity number: **20402OPEREG2**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Rutland County data from 2012 to 2016 demonstrates that the county had 45 total fatalities, 154 serious crashes (includes fatal crashes), and 4,770 total reported crashes. Participating law enforcement agencies include: Brandon PD, Castleton PD, Fair Haven PD, Killington PD, Hartford PD, Poultney Constable, Rutland City PD, Addison County Sheriff's Dept., and the Rutland County Sheriff's Dept.

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:

#### 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, Vermont Police Association and FBI National Academy.
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County
- Liaison with SHSO
- Liaison with all Rutland County Law Enforcement and surrounding Agencies

#### Administrative - Key Activities

- Inventory/needs assessment of current activities
- Issue Sub-awards to recipients in Rutland County
- Understanding of the 2 CFR 200 and NHTSA Regulations
- Monthly preparation and submission of financial forms and activity sheets for each agency

Monthly reimbursements and payments to sub-grantees  
 Preparation and submission of monthly progress reports  
 Administrative support to participating county law enforcement agencies  
 Preparation and submission of final report and close out.  
 Monitoring of budget and equipment

**Intended Subrecipients**

Rutland County Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
OP Supporting Enforcement
Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$158,836.00	\$39,709.00	\$158,836.00

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

Planned activity number: **20402OPEREG3**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Addison County data from 2012 to 2016 demonstrates that the county had 18 total fatalities, 86 serious crashes (includes fatal crashes), and 2,754 total reported crashes. Participating law enforcement agencies include: Bristol Police Department, Middlebury Police Department, and the Vergennes Police Department.

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:

### 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, Vermont Police Association and FBI National Academy.
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Vergennes
- Liaison with SHSO
- Liaison with Bristol and Middlebury Police Departments

### Administrative - Key Activities

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

### Intended Subrecipients

Vergennes Police Department

### Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
OP Supporting Enforcement
Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$95,462.00	\$23,866.00	\$95,462.00

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

Planned activity number: **20402OPEREG4**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Windham County data from 2012 to 2016 demonstrates that the county had 29 total fatalities, 167 serious crashes (includes fatal crashes), and 6,661 total reported crashes. Participating law enforcement agencies include: Bellows Falls Police Department, Brattleboro Police Department, Dover Police Department, 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:

**Enforcement - Key Activities**

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

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

- 34. Education outreach efforts with schools and alliances
  - Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- 35. Coordinate Traffic Safety and Media PSA’s and Press Releases
- 36. Participate in road safety audits administered by the Agency of Transportation
- 37. Attend meetings of the Vermont Highway Safety Alliance

- 38. Coordinate ARIDE and other traffic safety training for law enforcement officers in Windham County
- 39. Liaison with SHSO
- 40. Liaison with participating Windham County Law Enforcement Agencies

Administrative - Key Activities

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

**Intended Subrecipients**

Windham County Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
OP Supporting Enforcement
Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$67,214.00	\$16,803.00	\$67,214.00

## 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 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.

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 stream line. While the current presentations are done very well, the SHSO is going to put more of an effort in resources to this problem area.

Vermont's Seat Belt Use Rate (2007-2018)

	2007	2008	2009	2010	2011	2012
<b>TABLE 1</b> Annual Weighted Seat Belt Use Rates 2007-2018 (Weighted)	87.1%	87.3%	85.3%	85.2%	84.7%	84.2%
	2013	2014	2015	2016	2017	2018
	84.9%	84.1%	85.0%	80.4%	84.5%	89.8%

### Vermont 2018 Safety Belt Use Survey

	County Grouping	Driver Use	Passenger Use	Total Use
<b>TABLE 3</b> 2018 Statewide Unweighted Survey Results by County Groupings (% Belted)	Chittenden	91.6%	93.6%	92.0%
	Bennington/Addison	91.8%	93.3%	92.1%
	Franklin	80.9%	86.7%	82.1%
	Caldeonia/Orleans	86.0%	88.4%	86.6%
	Rutland	90.0%	85.3%	89.0%
	Washington/Lamoille	91.5%	89.9%	91.2%
	Windham/Orange/Windsor	91.0%	88.1%	90.4%
	Statewide	89.2%	89.5%	89.2%

### Linkage Between Program Area

During calendar year 2018, 62% 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
20402OPE	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
20402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)
20402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)
20402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)
20402OPEREG4	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: **20402OPE**

Primary Countermeasure Strategy ID:

### 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 decreased from 86% in 2015 to 80% in 2016; however, in 2017 it climbed to 84.5% and in 2018 it climbed again to 89.8%. 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 State Highway Safety Office (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.

For several years, Vermont has participated 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.

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							
<b>Municipal LEAs</b>											
<b>Municipal Sub-Totals</b>	36	38	165	3,339	108	7	466	116	548	77	1801.75
<b>Sheriffs' Departments</b>											
<b>Sheriffs' Sub-Totals</b>	11	12	136	1,920	134	11	536	50	317	22	1285.75
<b>State Police Stations</b>											
<b>VSP Sub-Totals</b>	8	10	142	2,911	6	0	672	31	338	108	978.50
<b>Other Agencies</b>											
<b>Others' Sub-Totals</b>	2	2	39	2,416	0	0	4	0	70	0	769.50
<b>GRAND TOTALS</b>	<b>57</b>	<b>62</b>	<b>482</b>	<b>10586</b>	<b>248</b>	<b>18</b>	<b>1678</b>	<b>197</b>	<b>1273</b>	<b>207</b>	<b>4835.5</b>
	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							
<b>CIOT Task Forces</b> (not included in Grand Totals above)											
<b>North</b>			49	1,141	91	9	155	50	241	12	619.75
<b>South</b>			41	1,424	111	9	592	51	200	9	631.75
<b>Task Force Totals</b>			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

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$411,463.00	\$102,866.00	\$411,463.00

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

Planned activity number: **20402OPEREG1**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Chittenden County data from 2012 to 2016 demonstrates that the county had 40 total fatalities, 297 serious crashes (includes fatal crashes), and 22,735 total reported crashes. Participating law enforcement agencies include: Burlington PD, Chittenden County Sheriff's Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Williston PD, and Winooski PD.

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 Rutland County
- Liaison with SHSO
- Liaison with all Chittenden County Law Enforcement and surrounding Agencies

#### Administrative - Key Activities

- Inventory/needs assessment of current activities
- Issue Sub-awards to recipients in Chittenden County
- 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

**Intended Subrecipients**

Chittenden County Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
OP Supporting Enforcement
Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$234,164.00	\$58,541.00	\$234,164.00

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

Planned activity number: **20402OPEREG2**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Rutland County data from 2012 to 2016 demonstrates that the county had 45 total fatalities, 154 serious crashes (includes fatal crashes), and 4,770 total reported crashes. Participating law enforcement agencies include: Brandon PD, Castleton PD, Fair Haven PD, Killington PD, Hartford PD, Poultney Constable, Rutland City PD, Addison County Sheriff’s Dept., and the Rutland County Sheriff’s Dept.

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:

### 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, Vermont Police Association and FBI National Academy.
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County
- Liaison with SHSO
- Liaison with all Rutland County Law Enforcement and surrounding Agencies

### Administrative - Key Activities

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

### Intended Subrecipients

Rutland County Sheriff

### 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

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$158,836.00	\$39,709.00	\$158,836.00

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

Planned activity number: **20402OPEREG3**

Primary Countermeasure Strategy ID:

### Planned Activity Description

Addison County data from 2012 to 2016 demonstrates that the county had 18 total fatalities, 86 serious crashes (includes fatal crashes), and 2,754 total reported crashes. Participating law enforcement agencies include: Bristol Police Department, Middlebury Police Department, and the Vergennes Police Department.

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:

### 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, Vermont Police Association and FBI National Academy.
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Vergennes

Liaison with SHSO  
 Liaison with Bristol and Middlebury Police Departments

Administrative - Key Activities

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

Intended Subrecipients

Vergennes Police Department

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

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$95,462.00	\$23,866.00	\$95,462.00

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

Planned activity number: **20402OPEREG4**

Primary Countermeasure Strategy ID:

Planned Activity Description

Windham County data from 2012 to 2016 demonstrates that the county had 29 total fatalities, 167 serious crashes (includes fatal crashes), and 6,661 total reported crashes. Participating law

enforcement agencies include: Bellows Falls Police Department, Brattleboro Police Department, Dover Police Department, 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:

#### Enforcement - Key Activities

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

#### Education, Outreach, and Media - Key Activities

55. Education outreach efforts with schools and alliances  
Evaluation of community events and outreach with evaluation forms and summary progress reports for events
56. Coordinate Traffic Safety and Media PSA's and Press Releases
57. Participate in road safety audits administered by the Agency of Transportation
58. Attend meetings of the Vermont Highway Safety Alliance
59. Coordinate ARIDE and other traffic safety training for law enforcement officers in Windham County
60. Liaison with SHSO
61. Liaison with participating Windham County Law Enforcement Agencies

#### Administrative - Key Activities

62. Inventory/needs assessment of current activities
63. Issue Sub-awards to recipients in Windham County
64. Understanding of the 2 CFR 200 and NHTSA Grant Regulations
65. Monthly preparation and submission of financial forms and activity sheets for each agency
66. Monthly reimbursements and payments to sub-grantees

- 67. Preparation and submission of monthly progress reports
- 68. Administrative support to participating county law enforcement agencies
- 69. Preparation and submission of final report and close out.
- 70. Tracking and monitoring of budget and equipment

**Intended Subrecipients**

Windham County Sheriff

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
OP Supporting Enforcement
Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

**Funding sources**

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	\$67,214.00	\$16,803.00	\$67,214.00

## Program Area: Planning & Administration

### Description of Highway Safety Problems

#### What We Do

Vermont State Highway Safety Office (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.

#### Associated Performance Measures

#### Planned Activities

##### Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
20402PA164PA2	Electronic Grant Management	
20402PA1	SHSO Planning and Administration	

#### Planned Activity: Electronic Grant Management

Planned activity number: **20402PA164PA2**

Primary Countermeasure Strategy ID:

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

### Intended Subrecipients

SHI/AGATE

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$47,350.00	\$47,350.00	\$47,350.00

### Planned Activity: SHSO Planning and Administration

Planned activity number: **20402PA1**

Primary Countermeasure Strategy ID:

### 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:

Personal

Salaries and related Expenses for :

SHSO Program Administrator

Deputy Administrator

Administrative Services Manager

Program Coordinator

Operating Expenses

Advertising - Print

Fee for Space

Office Supplies

Postage

Printing and Binding

Rental of Copier/Fax/Pinter/Scanner

Other Purchased Services

Dues

GHSA Dues

Intended Subrecipients

SHSO

Countermeasure strategies

Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$212,650.00	\$212,650.00	\$0.00

## Program Area: Police Traffic Services

### Description of Highway Safety Problems

The Vermont State Highway Safety Office (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 2017 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.

Our Work Zone Safety programs have undoubtedly reduced injuries and/or deaths of highway construction and maintenance workers through aggressive speed and distracted driving enforcement in work zones.

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

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	58.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	243.00

2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.82
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	23.80
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	10

### Countermeasure Strategies in Program Area

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

### Countermeasure Strategy: Crash Reconstruction

Program Area: **Police Traffic Services**

#### Project Safety Impacts

Reducing time collision 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 Vermont State Police.

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
20402PT1	Crash Reconstruction Support

### Planned Activity: Crash Reconstruction Support

Planned activity number: **20402PT1**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

The Vermont State Police Crash Reconstruction Team 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 in Vermont annually. Approximately 19% of these calls generate requests for support to local and county law enforcement agencies. The team utilizes four Sokkia total stations deployed throughout the state. In addition, the team utilizes complex diagramming software. As more vehicles are equipped with Event Data Recording systems, the team is receiving more frequent calls to perform the downloads on these vehicles to capture speed, braking, seat belt usage and engine throttle.

There are only 10 fully certified crash reconstructionist on the team who each have over 280 hours of classroom training. This year VSP brought on two new members, 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 small Unmanned Aerial Vehicles (sUAVs) for documenting scenes, and for cost of software updates for reconstruction equipment, Total Stations, and Crash Data Retrieval (CDR) cables.

#### Intended Subrecipients

The Vermont Department of Public Safety - Vermont State Police

#### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Crash Reconstruction

## Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,555.00	\$18,888.00	\$14,350.00

## Major purchases and dispositions

**Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.**

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
FMS RTK GPS Total Station	4	\$6,517.00	\$26,068.00	\$6,517.00	\$26,068.00

## Countermeasure Strategy: Highway Safety Office Program Management

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 State 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 management, 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 management 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
20405D2	HS Program Coordinator

### Planned Activity: HS Program Coordinator

Planned activity number: **20405D2**

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

VTrans

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Highway Safety Office Program Management
Highway Safety Office Program Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	402 PTS-Police Traffic Services	PTS Highway Safety Program Management	\$45,000.00	\$11,250.00	\$0.00
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### 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
20405D402PT3	Law Enforcement Liaisons

### Planned Activity: Law Enforcement Liaisons

Planned activity number: **20405D402PT3**

Primary Countermeasure Strategy ID:

#### Planned Activity Description

Vermont contracts with 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 State Highway Safety Office Behavioral Safety Unit staff. This coordination facilitates statewide mobilizations of impaired driving, occupant protection, and other national enforcement campaigns, such as the *Click It or Ticket* and *Drive Sober or Get Pulled Over* campaigns. 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 State Highway Safety Office Behavioral Safety Unit (SHSO) LELs provide leadership and guidance for the Impaired Driving Enforcement Task Force, the Click It or Ticket Task Force and

the newly formed Safe Highway Task Force. (The Safe Highway Task Force is a continuation of the former Occupant Protection Task Force [OP802] and will expand the focus of the task force beyond seatbelts to a wider array of traffic safety issues). It should be noted these are in-state task forces which operate during the national campaign time frames and other periods during 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.

**OP and DUI:** The LEL(s) continue to develop occupant protection and impaired driving task forces which will work in partnership with members of the VHSA. The LELs are also responsible for tracking participation in the National Mobilizations. This includes local organization participation and data gathering.

**Distractions Driving:** The LELs support efforts to curb distracted driving and promote and collect data for the new NHTSA campaign called Connect to Disconnect (C2D). C2D is a High Visibility Enforcement Campaign that focuses on reducing the use of hand-held electronic devices while driving a motor vehicle.

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

**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 Connect to Disconnect. The LELs can be called upon any time media support is needed.

### Intended Subrecipients

Contract with Retired Law Enforcement Officers

### Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Law Enforcement Liaison

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$90,000.00	\$22,500.00	
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$90,000.00	\$22,500.00	\$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.

To decrease crashes in highway work zones by 5 percent, from the five year (2013- 2017) moving average of 45.8 in 2017 to a five-year moving average of 43.5, by December 31, 2020.

**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 2018, 22 of Vermont’s 69 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 2018, Vermont law enforcement agencies collectively issued 84,755 traffic tickets, representing an decrease of nearly 9% from the previous year. Of those tickets, nearly 51% (43,050) 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. The increase was slow for the first several years but became more significant in 2015 and 2016. In 2018, Vermont law enforcement officers issued a total of 4,061 tickets 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 State Highway Safety Office.

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
20402PT2	Vermont State Police Speed, Aggressive, and Distracted Driving Enforcement
20402PT3	Work Zone Safety

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

Planned activity number: **20402PT2**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

The Vermont State Police provides primary law enforcement services to approximately 200 towns, representing approximately 90% of the land mass and 50% of the population in Vermont. In addition, Vermont State Police has primary responsibility for Vermont’s three (3) interstate highways (I-89, I-91, and I-93). The Vermont State Police is the default law enforcement agency for most rural towns who 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 Vermont State Police investigated 74% of the fatal crashes that occurred on Vermont highways in 2018. Given the land mass covered by the Vermont State Police, they have a statewide impact on speed, aggressive, and distracted driving behaviors regardless of municipality or county lines.

Vermont State Police 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 Vermont State Police Traffic Safety Unit. High

visibility enforcement efforts will be conducted in areas where crash data shows a high incidence of speed/aggressive driving-related crashes.

**Intended Subrecipients**

The Vermont Department of Public Safety - Vermont State Police

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Speed, Aggressive and Distracted Driving

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000.00	\$25,000.00	\$0.00

**Planned Activity: Work Zone Safety**

Planned activity number: **20402PT3**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

Highway work zones introduce unexpected and often challenging environments for motorists. The purpose of this grant is to allocate funding to Vermont law enforcement agencies for the implementation of speed and distracted driving enforcement in selected highway work zones. Funding will be determined by data: county data will be analyzed, and grant amounts will be pro-rated based on the number of major crashes in each area. Data shows that the appropriate placement of existing speed limit signs, coupled with the presence of active law enforcement, results in the highest compliance with the posted speed limits. Vermont County Sheriffs will coordinate the review and analysis of data from VTrans speed collection devices. VTrans district offices will provide speed crash data in the areas where planned state highway construction projects are scheduled. A project director from participating County Sheriff’s Departments will plan and schedule for overtime speed enforcement details near work zones.

**Intended Subrecipients**

Local Police Departments

**Countermeasure strategies**

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Speed, Aggressive and Distracted Driving

Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$25,000.00	\$6,250.00	\$25,000.00

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.

The University of Vermont recently conducted a study on 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.

**Associated Performance Measures**

<b>Fiscal Year</b>	<b>Performance measure name</b>	<b>Target End Year</b>	<b>Target Period</b>	<b>Target Value</b>
2020	Evidence Based Race Data Enforcement Reporting	2020	Annual	100.00

**Countermeasure Strategies in Program Area**

<b>Countermeasure Strategy</b>
Data Collection and Analysis

## Countermeasure Strategy: 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
201906	Traffic Stop and Race Data Collection, Automation and Analysis

### Planned Activity: Traffic Stop and Race Data Collection, Automation and Analysis

Planned activity number: **201906**

Primary Countermeasure Strategy ID:

### Planned Activity Description

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 previous study looked at 2015 data from 29 of the largest police departments in the state. Subsequent to the release of the study it was confirmed that the data was unreliable, and the analysis did not stand up to academic rigor.

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.

With this project, CRG work with the Legislature, the Vermont Association of Chiefs of Police, and the Sheriff's Association on the development of additional data elements and collection methods necessary for analysis and publication of the data and provide this information to the General Assembly for revisions to the statute. CRG will provide technical assistance to all LEAs to improve the data collection process by standardizing the data fields as well as the format of the report.

Once the LEAs understand the importance of standardizing this process, CRG will work in partnership with the Department of Public Safety, SEARCH/OJBC, and Crosswind to evaluate options for convenient and efficient methods for extracting the data in an analyzable format. CRG will work with SEARCH and Crosswind, the Valcour vendor, to minimize the number of files (ideally two files) to post on the public website. CRG will work with the Vermont Public Data Portal (or as an alternative some other public site) to develop an online portal/web interface for public access of the Traffic Stop and Race Data.

To continue to broaden the research on traffic stops and race, CRG will map the crash data in Vermont. Research findings indicate that not-at-fault drivers in two-vehicle crashes appear to represent a reasonably accurate estimate of the racial composition of the driving population. The selection of this benchmark is a critical decision point in the research process, as the researcher must strive to find data that represents, as far as practicable, the population exposed to law enforcement when the stop is made. As we have seen in other Vermont traffic stop and race reports, failure to select an appropriate benchmark can lead researchers to draw incorrect conclusions concerning disparities found in the data. CRG will analyze the crash data for the

VSP and conduct the Veil of Darkness analysis on multiple other law enforcement agencies who have enough data to be studies using this analysis.

CRG will also continue to attend and work with the Fair and Impartial Policing and Community Affairs Committee.

**Intended Subrecipients**

Crime Research Group

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Data Collection and Analysis

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$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.

Two major initiatives of the Vermont Traffic Records program are eCitation and SIREN. The eCitation program completed pilot 2 and are currently actively engaged in pilot 3. The overall objective for the eCitation program is to have all law enforcement agencies submitting traffic citations electronically. Currently 100% of all transporting EMS agencies are utilizing SIREN. Currently approximately 30% of the EMS first response (non-transporting) agencies are utilizing SIREN. TRCC in cooperation with EMS is working toward 100% utilization.

### Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Target for Citation Uniformity	2020	Annual	22
2020	Electronic Citation Usage	2020	Annual	30
2020	Timeliness of EMS Agency Reporting In SIREN	2020	Annual	100.00

### Countermeasure Strategies in Program Area

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

### Countermeasure Strategy: Highway Safety Office Program Management

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
20402TR1	TRCC Program Coordinator

### Planned Activity: TRCC Program Coordinator

Planned activity number: **20402TR1**

Primary Countermeasure Strategy ID:

### 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.

### Intended Subrecipients

VTrans

### Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Highway Safety Office Program Management

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	\$39,387.00	\$9,847.00	\$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 39% from 138,058 tickets in 2006 to 84,755 tickets in 2018. 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
20405CTR1	AOT Crash Data Reporting System
20405CTR4	e-Citation

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

Planned activity number: **20405CTR1**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

This is the base project for ongoing enhancements for the crash data interface. This project will result in the improvement of the crash data production process and address uniformity, integration and timeliness of the crash data. These enhancements will benefit both law enforcement users and data analysts. A portion of this project will be to review the uniform crash report form and make necessary changes with the Model Minimum Uniform Crash Criteria (MMUCC) as a guide.

The funds will be used to add additional states to the auto population portion of WebCrash. This will increase timeliness and integration by expediting at-scene time and validating the data point-of-entry.

Another portion of this project is to create a crash collection stand-alone client application for law enforcement to create and submit reports from the field. It will address the poor internet connectivity in many rural parts of the state, allowing officers to continue with their crash reporting when connectivity is lost and submit later when connectivity is re-established. A contracted vendor will develop strategies to address needs for hardware/software, user accounts, task framework, address schema requirements, and research the costs associated with building and implementing a Crash Client app and outline an implementation plan. 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 improve timeliness in reporting per the CDIP and TR Assessments.

Finally, a data bridge between SIREN and Web Crash is planned. This bridge will improve data linkage and allow for review of outcomes across the datasets.

**Intended Subrecipients**

The Vermont Agency of Transportation

**Countermeasure strategies**

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database

**Funding sources**

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$50,131.00	\$12,533.00	

**Planned Activity: e-Citation**

Planned activity number: **20405CTR4**

Primary Countermeasure Strategy ID:

**Planned Activity Description**

eTicket 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 eTicket interagency advisory work group with regular reports provided to the TRCC.

The Vermont Department of Public Safety will continue to build the electronic ticket platform and expand the program (phase #3) of the TraCS e-Ticket software to a statewide program in FY2020. This process will build on the learning experience from the previous introduction of phases that have been implemented. The goal of the e-Ticket system is to provide operation at roadside to all Law Enforcement agencies.

Projected expenditures are as follows:

1. Contracted services to support TraCS.
2. Contract services to facilitate the integration of Spillman, Crosswind Technologies (Valcor), Search Inc.

3. Contracted services to support the National Model fee.
4. Supplies for printers.
5. Equipment to include printers and bar code scanners.

### Intended Subrecipients

The Vermont Department of Public Safety

### Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improves accessibility of a core highway safety database

### Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$250,000.00	\$62,500.00	

### 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, 2016 to March 31, 2017.

There were 80 reporting services during the baseline period with an average timeliness of 6.06 days. There were 105 reporting EMS agencies during the current performance period with an average timeliness of 1.90 days. As detailed in the supporting documentation, there has been an increase in timeliness.

### 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
20405CTR2	SIREN

### Planned Activity: SIREN

Planned activity number: **20405CTR2**

Primary Countermeasure Strategy ID:

### Planned Activity Description

The Vermont Department of Health Emergency Medical Services ongoing completion of the SIREN data system implementation involves the following key components for FFY 2020:

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.

### Intended Subrecipients

The Vermont Department of Health

### Countermeasure strategies

Countermeasure strategies in this planned activity

<b>Countermeasure Strategy</b>
Improves completeness of a core highway safety database

### Funding sources

<b>Source Fiscal Year</b>	<b>Funding Source ID</b>	<b>Eligible Use of Funds</b>	<b>Estimated Funding Amount</b>	<b>Match Amount</b>	<b>Local Benefit</b>
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$27,428.00	\$6,857.00	

## 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
20402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)
20164ALREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)
20402OPE	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
20164AL1	High Visibility Alcohol Enforcement
20402PM1	Media Strategies
20402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)
20164ALREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)
20402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)
20164ALREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)
20402OPEREG4	Windham County Safe Highway Accident Reduction Program (SHARP)
20164ALREG4	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 a pre-loaded application prepared by SHSO 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.

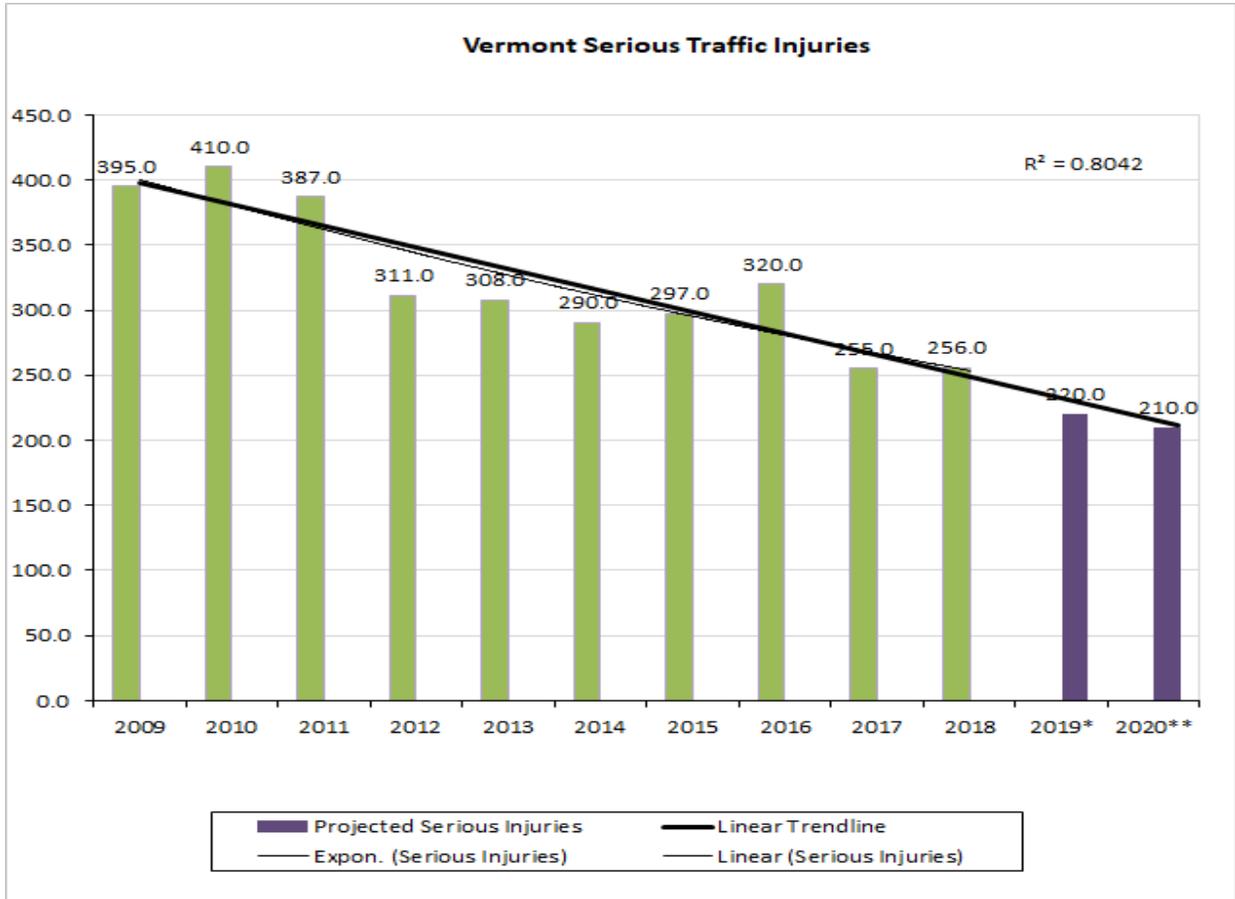
SHSO Program Coordinators are tasked with evaluating all agency reports and assessing productivity and progress towards defined goals and outcomes. Program Coordinators work closely with other members of the SHSO staff and LELs to determine if any strategic adjustments, modifications or other changes 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:

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

The redeployment and allocation of resources is a programmatic and data based decision. For instance, the information below indicates that Vermont had 69 fatal crashes during the most recent completed and verified FARS reporting in 2017. 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.

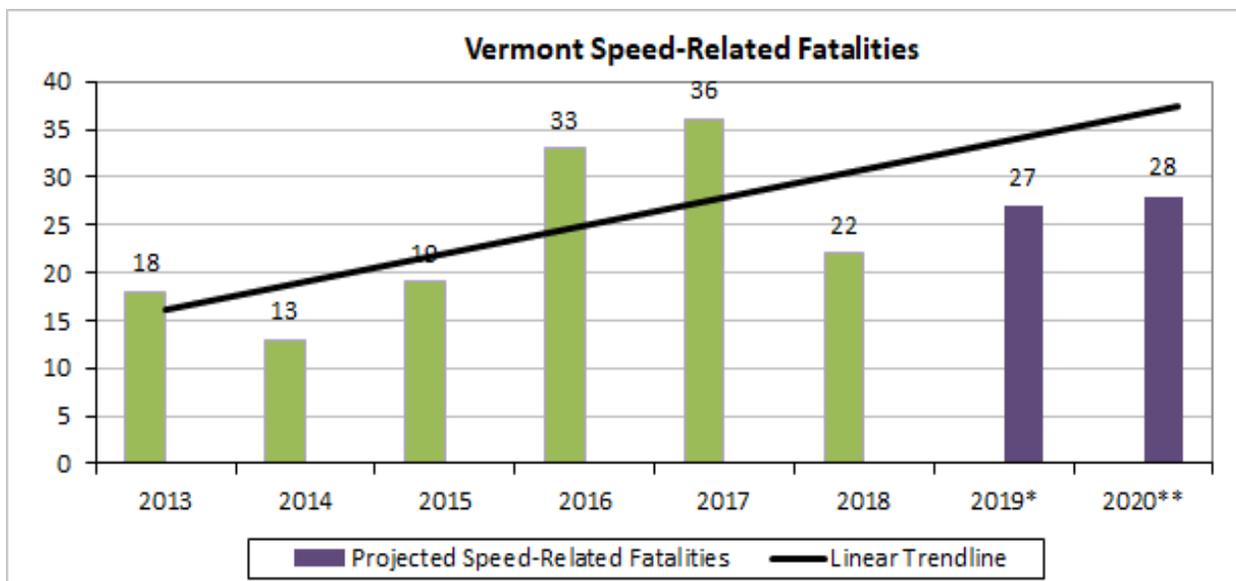
Site visits and program monitoring allow SHSO to assess needs within a specific area and effectiveness of specific programs in that area. If it is found that the grantees are not meeting program requirements or vice-versa are meeting program requirements and having success a redeployment of resources 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
2013	18	24.0
2014	13	22.2
2015	19	20.6
2016	33	23.2
2017	36	23.8
2018	22	24.6
2019*	0	22.0
2020**	28	23.8



### 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, Windham Counties and the Vergennes Police Department. 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 Traffic Safety Enforcement Program (TSEP) is based on three components:

78. (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;
79. (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;
80. (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:

81. Partner and Stakeholder Participation
82. Data Collection
83. Data Analysis
84. Strategic Operations
85. Information Sharing and Outreach
86. Monitoring, Evaluation and Adjustments
87. 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
20164AL1	High Visibility Alcohol Enforcement
20164ALREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)
20164ALREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)
20164ALREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)
20164ALREG4	Windham County Safe Highway Accident Reduction Program (SHARP)
20402OPE	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
20402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)
20402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)
20402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)
20402OPEREG4	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:**

<b>Program Area Name</b>
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:**

<b>Agency</b>
Essex County Sheriff's Department
Department of Motor Vehicles
Addison County Sheriff's Department
Barre City Police Department
Barre Town Police Department
Bennington County Sheriff's Department
Bennington Police Department
Berlin Police Department
Chittenden County Sheriff's Department
Franklin County Sheriff's Department
Grand Isle County Sheriff's Department
Morristown Police Department
Orange County Sheriff's Department
Shelburne Police Department
St. Albans Police Department
St. Johnsbury Police Department

Vergennes Police Department
Vermont State Police
Washington County Sheriff's Department
Wilmington Police Department
Windham County Sheriff's Department
Windsor County Sheriff's Department
Winhall Police and Rescue
Woodstock Police Department

**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 17 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 2017-2018 the seat belt use rate has increased from 84.5% in 2017 to 89.8% in 2018. 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. 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 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 2019, Vermont participated in the NHTSA Border to Border initiative along the New York boundary from the Massachusetts line to Canada. This operation included both day and nighttime seatbelt enforcement events with New York, Vermont and Canadian law enforcement agencies.

[List of Task for Participants & Organizations](#)

- Barre City PD**
- Barre Town PD**
- Bennington PD**
- Berlin PD**

**Brandon PD**  
**Brattleboro PD**  
**Bristol PD**  
**Colchester PD**  
**Dover PD**  
**Essex PD**  
**Fair Haven PD**  
**Hardwick PD**  
**Hartford PD**  
**Hinesburg PD**  
**Killington PD**  
**Manchester PD**  
**Middlebury PD**  
**Milton PD**  
**Montpelier PD**  
**Morristown PD**  
**Newport PD**  
**Northfield PD**  
**Norwich PD**  
**Poultney Constable**  
**Richmond PD**  
**Royalton PD**  
**Rutland City PD**  
**Shelburne PD**  
**South Burlington PD**  
**Springfield PD**  
**St. Albans PD**  
**St. Johnsbury PD**  
**Swanton PD**  
**Thetford PD**  
**Vergennes PD**  
**Weathersfield PD**  
**Williston PD**  
**Winhall PD**  
**Winooski PD**  
**Woodstock PD**  
**Addison**  
**Bennington**  
**Chittenden**  
**Essex**  
**Franklin**  
**Grand Isle**  
**Orange**  
**Orleans**  
**Rutland**  
**Washington**

**Windham**  
**Windsor**  
**Vermont State Police**  
**UVM Police**  
**VT DMV**

**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
20405BOP1	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: **96**

**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: **39**

Populations served - rural: **50**

Populations served - at risk: **25**

**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:**

<b>Countermeasure Strategy</b>
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
20405BOP1	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: **4**

Estimated total number of technicians: **45**

#### 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: **No**

#### 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:

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:

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:**

<b>Countermeasure Strategy</b>
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:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
20405BOP1	Child Passenger Safety (CPS) Statewide Program and Data Support
20402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)
20402OPE	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement
20402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)
20402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)
20402OPEREG4	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:**

<b>Countermeasure Strategy</b>
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:**

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
20402SA1	Local Law Enforcement Community Education Programs
20402PM1	Media Strategies

## 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
10/23/2018
1/15/2019
4/16/2019

**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
Keith Flynn Manager	State Highway Safety Office, Behavioral Safety/Data Unit	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
Thomas D. Anderson 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
Chris Bell EMS Director	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
Bruce Nyquest SHSO Manager	Agency of Transportation	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

Name / Title	Organization	Function
Lt. Tara Thomas VT State Police	Vermont State Police Traffic Safety Unit	Law Enforcement
Sgt. Jay <u>Riggen</u> 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 <u>Laferriere</u> Exec. Assistant	Judiciary	Citation
Mike Smith Director of Driver Improvement	Department of Motor Vehicles	Driver/Vehicle
Jeffrey <u>Loewer</u> 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
Skylar Genest DLC Chief	Department of Liquor Control	Law Enforcement
Cindy Taylor Training Coordinator	Vermont Police Academy	Law Enforcement

Name / Title	Organization	Function
Safety Engineer		
<u>Lise Veronneau</u> Business Administrator	Burlington PD	Law Enforcement
Mandy White Crash Technician TRCC Co Chair	Agency of Transportation State Highway Safety Office	Crash

## Traffic Records System Assessment

### 7.1.1 Crash Recommendations

**88. *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

**89. *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

**90. *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.

**91. *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

92. *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.

93. *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.

94. *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 for Measurable Progress

State highway safety data and traffic records system assessment section

#### 7.1.1 Crash Recommendations

1. *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

2. *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

1. *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.

2. *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

1. ***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.

2. ***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.

3. ***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.

#### Traffic Records for Model Performance Measures

##### 1.1 Traffic Records Performance Measures

##### 3.1.1 Citation Completeness– Agencies Deployed

**Label:** C-C-01

**Status of Improvement:** Demonstrated Improvement

**Active Status:** Active

**Last Updated:** 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 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 30<sup>th</sup>, 2019.

**Measurements**

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

**Supporting Materials (Backup)**

**Count of Agencies Where eCitation is Deployed**

Month	2015	2016	2017	2018	2019
Jan		0	8	21	21
Feb		0	11	21	21
Mar		0	11	21	21
Apr	0	0	11	21	
May	0	0	11	21	
Jun	0	0	11	21	
Jul	0	3	11	21	
Aug	0	3	11	21	
Sep	0	6	11	21	
Oct	0	6	11	21	
Nov	0	6	11	21	
Dec	0	8	11	21	

### 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, 18.0% 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%

**Supporting Materials (Backup)**

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

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rmi01 04/01/2015 03/31/2016                               Page 1
01:27 pm                                                    06/06/2017

STATE OF VERMONT
JUDICIAL BUREAU

BASIC STATISTICS
04/01/2015 thru 03/31/2016
-----
Tickets Entered;
                                     88926

Answers Entered;
      Contested: 15653 (25.8)
    Not Contested: 44918 (74.2)
      -----
                        60571

Appeals Entered;
      De Novo Before Court: 15 (11.8)
      De Novo Before Jury: 70 (55.1)
      On The Record: 42 (33.1)
      -----
                        127

Judgments Entered;
      Defendant: 229 (00.3)
      State as Charged - Default: 22927 (30.3)
      State as Charged - Default at Hearing: 2405 (03.2)
      State as Charged-Appeal: 2 (00.0)
      State as Charged - Hearing: 1137 (01.5)
      State as Charged - Not Contested: 48881 (64.6)
      State as Lesser Offense - Hearing: 38 (00.1)
      -----
                        75619

Dismissals Entered;
      clerk: 1040 (12.3)
      Court Manager: 1 (00.0)
      Hearing Officer: 3064 (36.1)
      Hon. Michael C. Pratt: 1 (00.0)
      Police Officer: 1520 (17.9)
      Police Officer with Supervisor: 2563 (30.2)
      State's Attorney: 295 (03.5)
      -----
                        8484

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**Citations – April 01, 2016 through March 31, 2017**

STATE OF VERMONT  
JUDICIAL BUREAU

BASIC STATISTICS  
04/01/2016 thru 03/31/2017

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Tickets Entered; 94908

Answers Entered;

Other:	1 (00.0)
Contested:	15441 (23.9)
Not Contested:	49168 (76.1)
	-----
	64610

Appeals Entered;

De Novo Before Court:	20 (20.2)
De Novo Before Jury:	56 (56.6)
On The Record:	23 (23.2)
	-----
	99

Judgments Entered;

Other:	2 (00.0)
Defendant:	223 (00.3)
State as Charged - Default:	25635 (29.8)
State as Charged - Default at Hearing:	2502 (02.9)
State as Charged - Hearing:	797 (00.9)
State as Charged - Not Contested:	56724 (66.0)
State as Lesser Offense - Hearing:	18 (00.0)
	-----
	85901

Dismissals Entered;

Other:	1 (00.0)
clerk:	1087 (13.4)
Deputy State's Attorney:	4 (00.0)
Hearing Officer:	3055 (37.7)
Police Officer:	1433 (17.7)
Police Officer with Supervisor:	2326 (28.7)
State's Attorney:	203 (02.5)
State's Attorney with Hearing Officer:	4 (00.0)
Superior Court Judge:	1 (00.0)
	-----
	8114

**Citations – April 01, 2017 through March 31, 2018**

STATE OF VERMONT  
JUDICIAL BUREAU

BASIC STATISTICS  
04/01/2017 thru 03/31/2018

-----

Tickets Entered; 95198

Answers Entered;

Other: 3 (00.0)  
Contested: 15546 (23.9)  
Not Contested: 49509 (76.1)  
-----  
65058

Appeals Entered;

De Novo Before Court: 21 (22.6)  
De Novo Before Jury: 57 (61.3)  
On The Record: 15 (16.1)  
-----  
93

Judgments Entered;

Other: 5 (00.0)  
Defendant: 189 (00.2)  
State as Charged - Default: 26309 (31.0)  
State as Charged - Default at Hearing: 2575 (03.0)  
State as Charged - Hearing: 922 (01.1)  
State as Charged - Not Contested: 54866 (64.6)  
State as Lesser Offense - Hearing: 23 (00.0)  
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84889

Dismissals Entered;

clerk: 916 (10.4)  
Deputy State's Attorney: 11 (00.1)  
Hearing Officer: 3612 (41.2)  
Hon. Michael C. Pratt: 1 (00.0)  
Police Officer: 1843 (21.0)  
Police Officer with Supervisor: 2146 (24.5)  
State's Attorney: 246 (02.8)  
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8775

**Citations – April 01, 2018 through March 31, 2019**

STATE OF VERMONT  
 JUDICIAL BUREAU  
 BASIC STATISTICS  
 04/01/2018 thru 03/31/2019

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Tickets Entered;	84755
Answers Entered;	
Other:	2 (00.0%)
Contested:	13597 (24.0%)
Not Contested:	43140 (76.0%)
	-----
	56739
Appeals Entered;	
De Novo Before Court:	31 (25.0%)
De Novo Before Jury:	65 (52.4%)
On <u>The</u> Record:	28 (22.6%)
	-----
	124
Judgments Entered;	
Defendant:	197 (00.3%)
State as Charged - Default:	23816 (31.5%)
State as Charged - Default at Hearing:	1851 (02.4%)
State as Charged - Hearing:	718 (00.9%)
State as Charged - Not Contested:	49008 (64.8%)
State as Lesser Offense - Hearing:	19 (00.0%)
	-----
	75609
Dismissals Entered;	
clerk:	1025 (13.2%)
Deputy State's Attorney:	12 (00.2%)
Hearing Officer:	3366 (43.2%)
Police Officer:	1204 (15.5%)
Police Officer with Supervisor:	1951 (25.1%)
State's Attorney:	164 (02.1%)
Superior Court Judge:	64 (00.8%)
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	7786

Timeliness of EMS Agency Reporting in SIREN

**Label:** M-T-01

**Status of Improvement:** Demonstrated Improvement

**Active Status:** Active

**Revision Date:** 06-March-2019

**Narrative**

This measure demonstrates the 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 80 reporting services during the baseline period with an average timeliness of 6.06 days. There were 105 reporting EMS agencies during the current performance period with an average timeliness of 1.90 days. As detailed in the supporting documentation, there has been an increase in timeliness of 3.0 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

**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).*

*Supporting Materials (Backup)*

[This can be found on Page 57 within Section 5.3 - SIREN](#)

[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 FY2020 405c Master Doc.pdf

**Planned activities that implement recommendations:**

Unique Identifier	Planned Activity Name
20405CTR1	AOT Crash Data Reporting System
20405CTR4	e-Citation
20405CTR2	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.**

<b>Supporting Document</b>
Vermont FY2020 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(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

**Legal citations to demonstrate that the State statute meets the requirement.**

<b>Requirement Description</b>	<b>State citation(s) captured</b>
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	No

## 405(d) 24-7 Sobriety programs grant

### Mandatory license restriction requirement

**The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.**

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No

### Sobriety program information

Legal citations: **No**

State program information: **No**

### Legal citations

**State law authorizes a Statewide 24-7 sobriety program.**

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No

### Program information

**State program information that authorize a Statewide 24-7 sobriety program.**

## 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:

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.

<b>Requirement Description</b>	<b>State citation(s) captured</b>
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: **(v) Other approved curriculum**

Other approved curricula: **MSF RiderCoach**

**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
Caledonia County	1,120
Chittenden County	5,057
Franklin County	1,867
Rutland County	2,436
Washington County	2,238

Windham County	1,781
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**Total number of registered motorcycles in State.**

Total # of registered motorcycles in State: **17,171**

**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
2020	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	58.00	1
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	14	5
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	10	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	0.50	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
20164AL1	High Visibility Alcohol Enforcement

20402MC405F	State Motorcycle Rider Education Program
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**Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.**

<b>County or Political Subdivision</b>	<b># of MCC involving an impaired operator</b>
Bennington County	2
Caledonia County	0
Chittenden County	3
Franklin County	0
Orange County	1
Rutland County	1
Washington County	1
Windham County	0
Windsor County	1

**Total number of motorcycle crashes involving an impaired operator:**

Total # of MCC involving an impaired operator: **6**

## 405(g) State graduated driver licensing incentive grant

### Graduated driver licensing

**Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.**

Graduated driver licensing law last amended on:

**Legal citations demonstrating that the State statute meets the requirement.**

Learner's permit stage

<b>Requirement Description</b>	<b>State citation(s) captured</b>
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

**Legal citations for exemptions to the State's texting ban:**

**Legal citations demonstrating that the State statute meets the requirement.**

Intermediate stage

<b>Requirement Description</b>	<b>State citation(s) captured</b>
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No

In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

**Legal citations for exemptions to the State's texting ban:**

## 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.**

<b>Fiscal Year</b>	<b>Countermeasure Strategy</b>	<b>Program Area</b>
2020	Data Collection and Analysis	Racial Profiling Data Collection

<b>Unique Identifier</b>	<b>Planned Activity Name</b>
201906	Traffic Stop and Race Data Collection, Automation and Analysis

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.**

