



# Highway Safety Plan Annual Report | 2022



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# 1

## Introduction

Credit: Vermont Agency of Transportation

The Vermont Highway Safety Plan (HSP) for Federal Fiscal Year (FFY) 2022 established aggressive targets for safety on Vermont highways. To meet these goals, the State planned 49 activities divided between eleven program areas. This HSP Annual Report describes each activity's purpose, progress, and outcome. This report also describes how Vermont performed against the National Highway Traffic Safety Administration (NHTSA) safety performance metrics and how the State's safety programs will be adjusted next year to rectify identified challenges.

## Strategic Partners

Through the Vermont Highway Safety Alliance (VHSA), Vermont invites participation from over thirty-seven organizations in the activities outlined in the 2022 HSP. These partners are listed in **Table 1-1**.

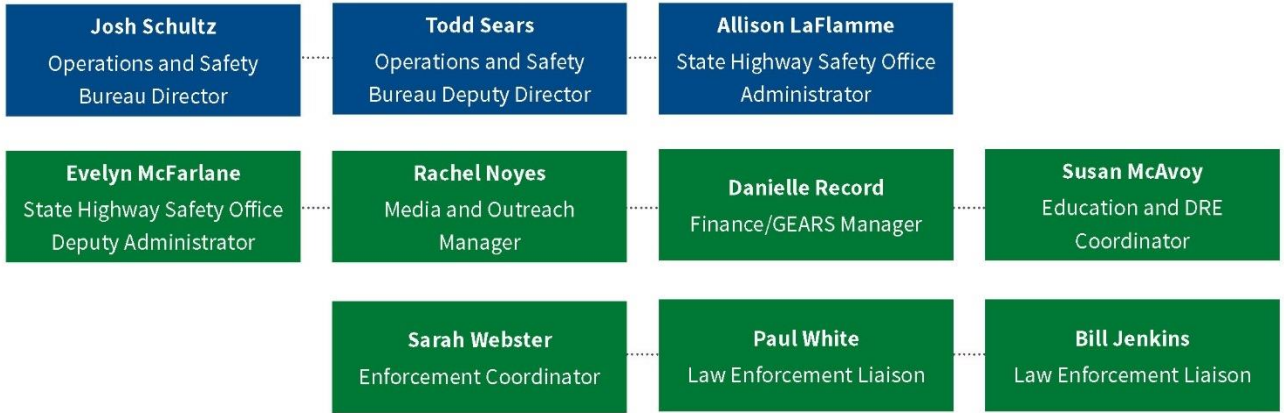
**Table 1-1 Strategic Partners**

3M	Vermont Forensic Laboratory
AAA of Northern New England	Vermont Highway Safety Alliance
AARP Driver Safety	Vermont Judicial System
Addison County SHARP	Vermont Sheriffs Association
AT&T	Vermont State Police
Be Seat Smart Program	Vermont State Police Traffic Safety Program
Chittenden County SHARP	Youth Safety Council of Vermont
Community Justice Network of Vermont	Impaired Driving Rehabilitation Program
Federal Highway Administration	State of Vermont Criminal Justice Center
Local Motion	Vermont Department of Motor Vehicles
National Highway Traffic Safety Administration	Work Safe TCI
Operation Lifesaver	Federal Motor Carrier Safety Administration
Vermont Driver and Traffic Safety Education Association	Vermont Criminal Justice Council
Ride Safe Vermont Motorcycle Training	Vermont Principals Association
Rutland County SHARP Program	Vermont Safe Routes to School Resource Center
University of Vermont Transportation Research Center	University of Vermont Medical Center
Vermont Department of Health	Vermont State Nurses' Association, Inc.
Vermont Department of Liquor Control	Associated General Contractors of Vermont and Project Road Safe
Vermont Driver and Traffic Safety Association	Vermont Association of Chiefs of Police

## Organization and Staffing

The Vermont State Highway Safety Office (SHSO) is a unit of the Operations and Safety Bureau at the Vermont Agency of Transportation (VTTrans). The SHSO is responsible for administering federal grants to facilitate safety programs across the state. The SHSO has six full time staff and two contracted Law Enforcement Liaisons (LELs). An organizational chart is shown in Figure 1-1.

**Figure 1-1 Organizational Chart**



## Problem Identification

Vermont’s 2022 HSP was divided into eleven program areas. Each program area was connected to a safety need identified in the HSP or State Strategic Highway Safety Plan (SHSP) and encompasses a set of activities.

### Younger Drivers

Major crashes involving young drivers, which are defined as drivers who are under the age of 21, have decreased by 52% since 2004. Local and statewide law enforcement education efforts, and targeted media campaigns are critical to reducing fatalities for this program area.

During the 2021-2022 period, law enforcement agencies implemented community education activities focused on reducing distracted, aggressive, and impaired driving, and increasing occupant protection. These community-based events include education in local schools, high school driver’s education classes, university events, summer fairs, safety programs, and other community events. Law enforcement agencies address unique local community needs based on demographics, and hazards of town streets, rural roads, and state highways.

### Vulnerable Users

Pedestrians and bicyclists are at a higher risk for injury and fatality compared to people traveling in a motor vehicle. The state of Vermont implemented Road Diets, share the road messaging, bike rodeos facilitated by local law enforcement, and other statewide and local initiatives by Local Motion and the Vermont Department of Health. The Agency of Transportation developed the VTrans Bicycle and Pedestrian Strategic Plan (BPSP) in 2021 and identifies strategies that will broaden the inclusion of bicycling and walking throughout VTrans projects and activities.

## **Distracted Driving**

In the age of constant distraction and handheld technology, addressing distracted and inattentive driving has become a heightened priority in Vermont. Distracted Driving serious bodily injury crashes have been increasing in Vermont since 2015 and has been noted as a contributing factor in 19 percent of fatalities and serious injuries between 2016 and 2020. A Distracted Driving survey and crash maps will help understand where localized problems exist, along with social media campaigns that target younger/millennial drivers. In 2022, approximately, 11% of fatalities have involved distracted driving. This number is likely understated as distracted driving is difficult to collect accurate data on.

Local and State law enforcement agencies working under the Distracted Driving grant carry out high visibility enforcement activities intended to decrease distracted driving. These activities are focused on locations that are selected based on crash data.

## **Impaired Driving (Drug and Alcohol)**

Over half of Vermont fatalities involve impaired drivers. Vermont is committed to using evidence-based approaches to eliminate impaired driving. This has meant adjusting the state's approach in recent years as drugs have overtaken alcohol as the leading source of impairment in fatal crashes.

Many of the activities this year focused on improving DUI-drug enforcement, particularly on training officers to detect and investigate drug impairment. The SHSO also provided support to the state forensic laboratory and the Traffic Safety Resource Prosecutor (TSRP) program.

The SHSO continues to find that enforcement is the most effective tool to reduce impaired driving, and the bulk of the resources in this program area were used for that purpose.

## **Motorcycle Safety**

There are approximately 30,000 motorcycle registrations in Vermont. While a small portion of the approximately 600,000 vehicles registered in the state, motorcyclists are among the most vulnerable road users. Motorcyclists can greatly increase their personal safety by riding within their skills and wearing all recommended protective gear. To encourage these practices, Vermont enforces a mandatory helmet law and provides rider education for various skill levels.

Over the past decade, the average annual number of motorcycle fatalities has hovered near ten. The fatality rate is suppressed somewhat by Vermont's short riding season and relatively few motorcyclists. Vermont's motorcycle safety efforts are primarily educational, including a widely available rider education course and motorcycle awareness advertising. Despite these efforts, motorcycle fatalities increased to a 10-year high in 2021 and remains high in 2022.

## **Occupant Protection**

Vermont has a secondary seat belt law. Law enforcement officers may issue a ticket for not wearing a seat belt only when there is another citable traffic infraction. Despite this, the State's seat belt usage rate is at par with the New England states with primary laws (CT, RI, and ME). In

comparison with New England States with secondary, or no adult seat belt law (NH and MA), Vermont’s seat belt usage rate is 10-18 percentage points higher. The five-year moving average for seat belt usage in Vermont has fluctuated between 84-89 percent in previous years and the unofficial rate in 2022 is 90.4%.

**Table 1-2 New England Seat Belt Usage (Source: NHTSA)**

New England State	Adult Seat Belt Law	2019	2020
Connecticut	Primary Law	88.3%	86.3%
Massachusetts	Secondary Law	81.6%	81.6%
Maine	Primary Law	88.5%	88.5%
New Hampshire	No Adult Law	70.7%	72.4%
Rhode Island	Primary Law	88.3%	88.3%
Vermont	Secondary Law	89.3%	88.8%

Seat belt usage is measured in two ways, though direct observation and by poll questions in the Driver Attitudes Survey. The percent of survey respondents who self-report always wearing their seat belt during the day was 82.4% and is 8% less than the 2022 observed rate.

To reach higher levels of seat belt use, Vermont has taken care to identify demographics and locations with lower belt use. For example, 18 to 34-year-old males are one targeted demographic, which has been reached through media campaigns and driver education programs. In 2002, the seat belt use rate in Vermont was around 68%. Since Vermont started participating in Click It Or Ticket mobilizations, the use rate has increased by 16 to 21 percentage points.

The occupant protection program also addresses child car seat restraint and best practices for proper use. Between 2015 and 2018, at least five children under the age of 8 in Vermont sustained a serious injury in a crash due to no or improper restraint use. Vermont uses educational programs to teach parents and caregivers about proper restraint use.

## Planning and Administration

The State Highway Safety Office (SHSO) awards federal highway safety grant funds to projects within the state that improve highway safety. The SHSO has three full-time Program Coordinators that provide guidance, oversight, and monitor compliance for subgrantees. The SHSO’s programs are federally funded through NHTSA. The SHSO plans safety programs for each year, analyzing data, identifying problems, defining emphasis areas, and setting targets. The mission of the SHSO is to achieve progress “Towards Zero Deaths” by reducing the number of crashes, injuries and fatalities on Vermont’s roads and to provide highway safety data and fact-based analyses to the public.

## Police Traffic Services

Capable crash investigations are a necessity for accurate safety data and for prosecution when criminal behavior contributes to crashes. Responding agencies must have adequate training and resources to investigate regardless of where a crash occurs in Vermont. To this end, the SHSO

coordinates between agencies through its two law enforcement liaisons (LELs), who provide law enforcement expertise and support training in topics like crash reconstruction to ensure a consistently high investigation standard statewide. LELs also provide media support for NHTSA campaigns and highway safety messaging throughout the year.

## **Racial Profiling Data Collection**

Vermont law enforcement agencies are required by state statute to collect and report race data of the subjects of motor vehicle traffic stops. Statute requires that this information be publicly accessible. This information is used to track racial disparities in motor vehicle stops and for law enforcement training. Vermont has struggled to collect this data uniformly and comprehensively. Training for officers on race data collection is needed so that this data can become more reliable and usable.

## **Traffic Records**

Vermont's Traffic Records program aims to improve the timeliness, accuracy, and completeness of crash and citation data. This data is critical for identification of problem areas for safety planning and other uses. The Traffic Records Coordinating Committee (TRCC) and VTrans maintain a database of vehicle fatalities and injuries. This program area includes projects that improve ease of crash reporting, EMS run reporting, and the e-Citation project. Vermont had a Traffic Records Assessment in FY2022 to review and evaluate the traffic records data systems. The assessment identified areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems.

## **Media**

In addition to the eight program areas, VTrans retains qualified, experienced marketing firms to design and execute advertising campaigns on behalf of the SHSO. These firms add value by working with VTrans to create persuasive, compelling media and by placing campaigns on appropriate advertising channels for the targeted demographics. Media campaigns address various road safety areas, including impaired and distracted driving, young drivers, and safety for motorcycle operators. The SHSO has a dedicated public outreach manager who oversees all highway safety media efforts.





# 2

## Performance Data

Credit: Vermont State Police

This section provides a summary of crash, fatality, and serious injury data for 2022 and their alignment to targeted values.

### Target Summary

**Table 2-1** lists the eleven crash performance measures, one behavioral measure, and three activity measures against which Vermont’s HSP is evaluated. Progress in 2021 and 2022 is compared against target values and any adjustments made are highlighted.

**Table 2-1 Core Performance Measure Target Summary**

Performance Measure	Assessment of Results in Achieving Performance Targets for FFY22 and FFY21								
	FFY 2022 (Five-Year Moving Average)					FY 2021 (Five-Year Moving Average)			
	Target Period	Target Year(s)	Target Value FFY22 HSP	Data Source/ FFY22 Progress Results	On Track to Meet FFY22 Target Y/N (in progress)	Target Value 21 HSP	Target Year(s)	Data Source/ FFY21 Final Result	Met FFY21 Target Y/N
C-1) Total Traffic Fatalities	5 year	2018-2022	58.0	FARS & VTrans/ 66.3	No	58.0	2017-2021	2017 - 2021 FARS/ 64.0	No
C-2) Serious Injuries in Traffic Crashes	5 year	2018-2022	260	FARS & VTrans/ 263.1	No	275.0	2017-2021	2017 - 2021 FARS/ 257.6	Yes
C-3) Fatalities/100 Million VMT	5 year	2018-2022	0.82	Available June 2023	In Progress	0.82	2017-2021	2017 - 2021 FARS/ 0.93	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2018-2022	20	FARS & VTrans/ 26.0	No	22.2	2017-2021	2017-2021 FARS/ 25.4	No
C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and above (FARS)	5 year	2018-2022	13	FARS & VTrans/ 15.3	No	12.8	2017-2021	2017-2021 FARS/ 15.4	No
C-6) Speeding-Related Fatalities	5 year	2018-2022	21	FARS & VTrans/ 23.2	No	25.4	2017-2021	2017-2021 FARS/ 26.4	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2018-2022	9.5	FARS & VTrans/ 11.4	No	9.8	2017-2021	2017-2021 FARS/ 10.8	No

Assessment of Results in Achieving Performance Targets for FFY22 and FFY21									
Performance Measure	FFY 2022 (Five-Year Moving Average)					FY 2021 (Five-Year Moving Average)			
	Target Period	Target Year(s)	Target Value FFY22 HSP	Data Source/ FFY22 Progress Results	On Track to Meet FFY22 Target Y/N (in progress)	Target Value 21 HSP	Target Year(s)	Data Source/ FFY21 Final Result	Met FFY21 Target Y/N
C-8) Un-helmeted Motorcyclist Fatalities	5 year	2018-2022	0.25	FARS & VTrans/ 1.2	No	0.5	2017-2021	2017-2021 FARS/ 1.0	No
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	5 year	2018-2022	5	FARS & VTrans/ 8.5	No	5.2	2017-2021	2017-2021 FARS/ 6.4	No
C-10) Pedestrian Fatalities	5 year	2018-2022	5	FARS & VTrans/ 6.1	No	5.4	2017-2021	2017-2021 FARS/ 6.6	No
C-11) Bicyclist Fatalities	5 year	2018-2022	0.6	FARS & VTrans/ 0.4	Yes	0.4	2017-2021	2017-2021 FARS/ 0.2	Yes
C-12) Distracted Driving Serious Bodily Injury Crashes	5 year	2018-2022	11.6	VTrans / 8.0	Yes	n/a	n/a	n/a	n/a
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	5 year	2018-2022	89.4%	State survey/ 90.4%	Yes	88.6%	2017-2021	State survey/ 89.2%	Yes
Additional State-defined performance metrics									
TR-1) Citation Uniformity	Annual	2022	75%	VTrans / 32.7%	No	50%	2021	VTrans / 36.2%	No
TR-2) Citation Completeness	Annual	2022	63%	VTrans / 61%	No	40%	2021	VTrans / 52%	Yes
TR-3) Evidence Based Race Data Enforcement Reporting	Annual	2022	50%	VTrans / 98%	Yes	50%	2021	VTrans / 0%	No

## Core Performance Measures Detail

This section summarizes recent history in Vermont for each performance metric and its associated program area. Tables and figures in this chapter summarize the required performance measures (twelve crash and one behavioral) for the most recent 8-year period.

Where Vermont has fallen short of targets, each area lists steps that will be taken in the next HSP to boost progress.

### Measure C-1: Number of Traffic Fatalities

Goal: Achieve a five-year moving average of 58 traffic fatalities in 2022.

Table 2-2 Traffic Fatalities by Year

Year	Total Traffic Fatalities	5-Year Moving Average
2015	57	60.6
2016	62	62.0
2017	69	60.4
2018	68	60.0
2019	47	60.6
2020	62	61.6
2021	74	64.0
2022*	71	--
Projected 2022	80.5	66.3

\* 2022 numbers as of 11/19/2022

Vermont **did not** reach its performance target for total traffic fatalities. The estimated five-year average is projected to be 66.3. The next Highway Safety Plan will be adjusted based on this year's data to target high-risk groups and implement the most effective strategies. These adjustments will include:

#### 1. Impaired Driving

Contributing factor in 56 percent of fatalities in 2022

- Support the Vermont State Police (VSP) in writing a new driver education curriculum
- Deployment of a Drive Well Vermont media campaign for impaired driving
- Increase the number of Drug Recognition Experts (DRE)
- Support the Drug Impaired Training for Education Professionals (DITEP) beginning in FFY23 and expanding into FFY24
- Working with Vermont Forensic Laboratory to replace the data master terminals statewide

## 2. **Speed**

Contributing factor in 20 percent of fatalities in 2022

- Continued support for the legislative appointed working group recommendations for the speed camera pilot program in Vermont work and school zones
- Hold recurring Traffic Committee meetings to coordinate between law enforcement and VTrans
- Use targeted media campaigns in areas with high rates of speeding and aggressive driving
- Support a project for Systemic Identification of Roadway Features Related to Roadway Departure Crashes and Inventory of High-Risk Sites
- State highway safety office staff and LELs will be active participants in road safety audits for sites that are deemed high-risk by data analysis

## 3. **Older Drivers**

Drivers over age 65 are over-represented in fatal crashes. Older drivers were involved in 32 percent of all traffic fatalities in 2022.

- Continued funding to the Vermont Department of Health (VDH) Older Driver Program to increase program capacity. The program provides materials to hospitals, medical facilities, and caregivers about driving with diminished skills.
- SHSO staff to attend trainings to expand knowledge and professional development on Older Driver Programs.
- Collaboration will occur through the Vermont Highway Safety Alliance with partners such as AARP and AAA for research statistics, trends, and legislation affecting mature drivers

## 4. **Distracted Driving**

Distracted driving is believed to be an underreported factor in crashes. Behavior surveys and citation records show that distracted driving is prevalent enough to merit dedicated strategies.

- Create and deploy a Drive Well Vermont Distracted Driving Message targeted toward teens
- Assess results from the fall 2022 and spring 2022 distracted driving usage survey and deploy appropriate funding to partners based in part on survey results.
- Build upon existing enforcement and prevention strategies

## 5. **Improper/No Belt Use**

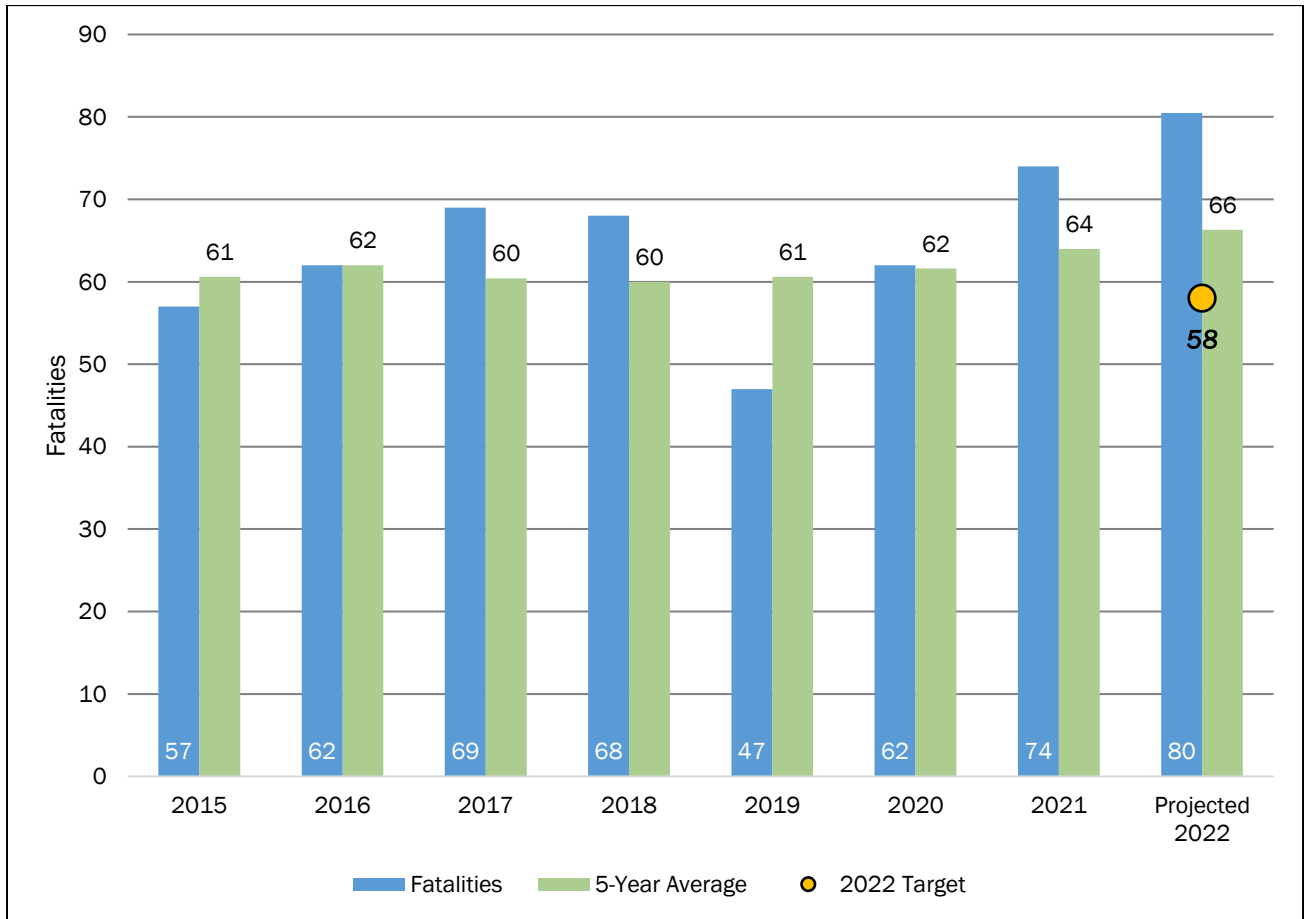
64 percent of decedents in fatal crashes in 2022 were not properly restrained

- Continue education and enforcement campaigns
- Promote seat belt use in new Drive Well Vermont media campaigns released fall 2022
- Work with NHTSA region on ways to implement recommendations from the 2021 Occupant Protection Assessment
- Deploy and distribute the new State of Vermont logo and tool kit for seat belt safety, including a new website highlighting the media resources

Figure 2-1 Drive Well Vermont Logo (<https://drivewell.vermont.gov>) (Source: VT State Highway Safety Office)



Figure 2-2 Fatalities (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database

## Measure C-2: Serious Injuries

Goal: Achieve a five-year moving average of 260 serious injuries in 2022.

Table 2-3 Serious Injuries by Year

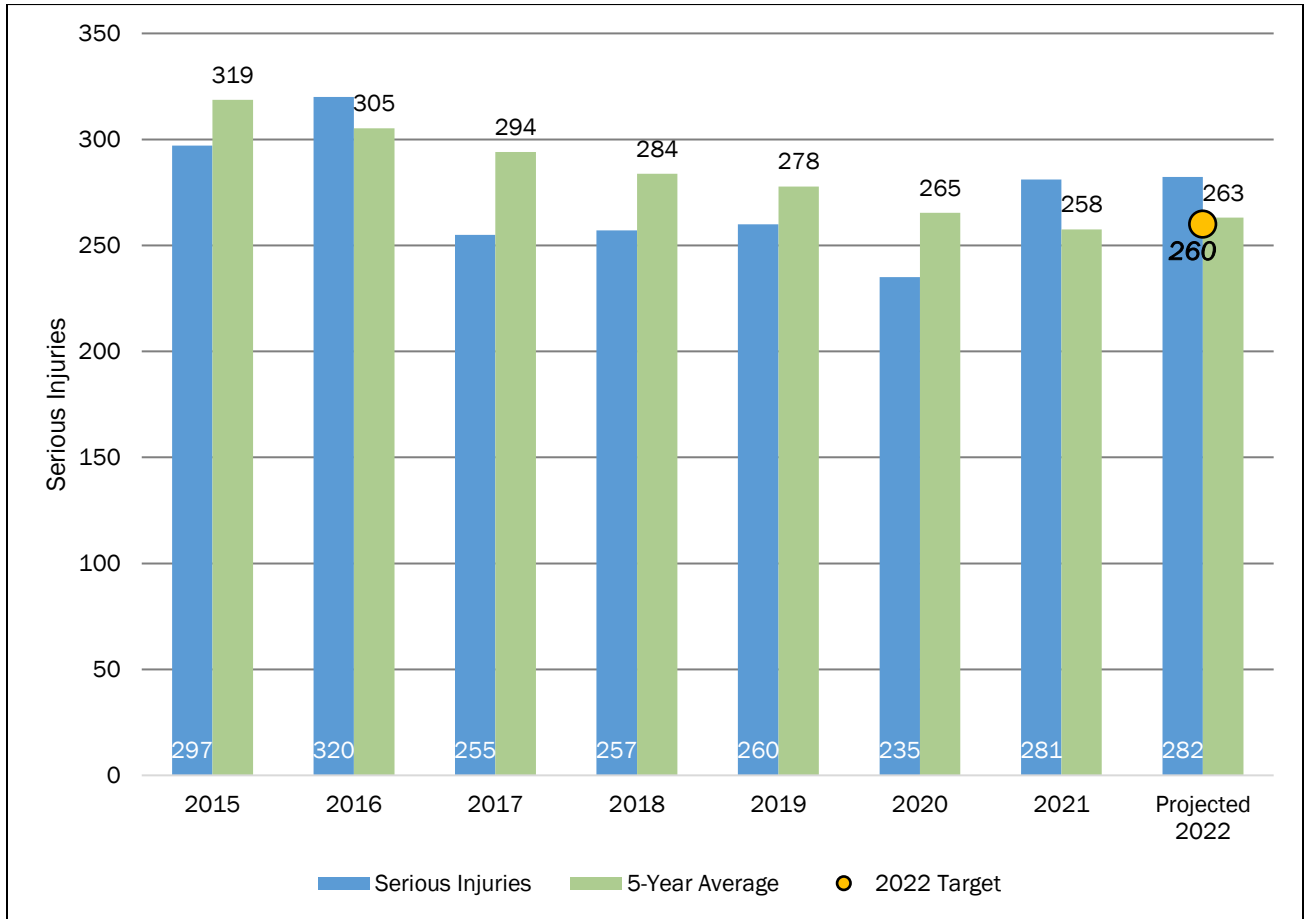
Year	Serious Injuries	5-Year Moving Average
2015	297	318.6
2016	320	305.2
2017	255	294
2018	257	283.8
2019	260	277.8
2020	235	265.4
2021	281	257.6
2022*	249	
Projected 2022	282.3	263.1

\*2022 numbers as of 11/19/2022

Vermont is **not projected** to meet the performance target for serious injuries. If 19 or more serious injuries are recorded between November 19 and year's end, the target will not be met. Vermont will continue implementing a multipronged approach involving education and enforcement around speed limits, impaired driving, and occupant protection. To sustain or reduce this level of serious injuries, the SHSO will focus on the following broad strategies in 2023:

1. Supporting partnerships between enforcement agencies, engineers, educators, and emergency responders
2. Support crash reconstruction to help reduce the time crash investigators spend collecting data at the scene. Also aid in a quicker reopening of roadways at crash scenes and production of accurate forensic evidence for prosecutions related to crashes
3. Identify ways to support Vermont's emergency medical services and grow their capabilities
4. Foster and sustain a safety culture around emergency vehicles and emergency scenes
5. Incorporate parts of the Safe System approach to mitigate serious injury risk and foster mutually reinforcing approaches to create safer roads, safer speeds, safer vehicles, safer users and effective post-crash care.

Figure 2-3 Serious Injuries (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database



### Measure C-3: Fatalities per 100 Million VMT

Goal: Achieve a five-year moving average of 0.82 fatalities per 100 million vehicle miles traveled (VMT) in 2022.

Table 2-4 Fatalities per 100 million VMT by Year

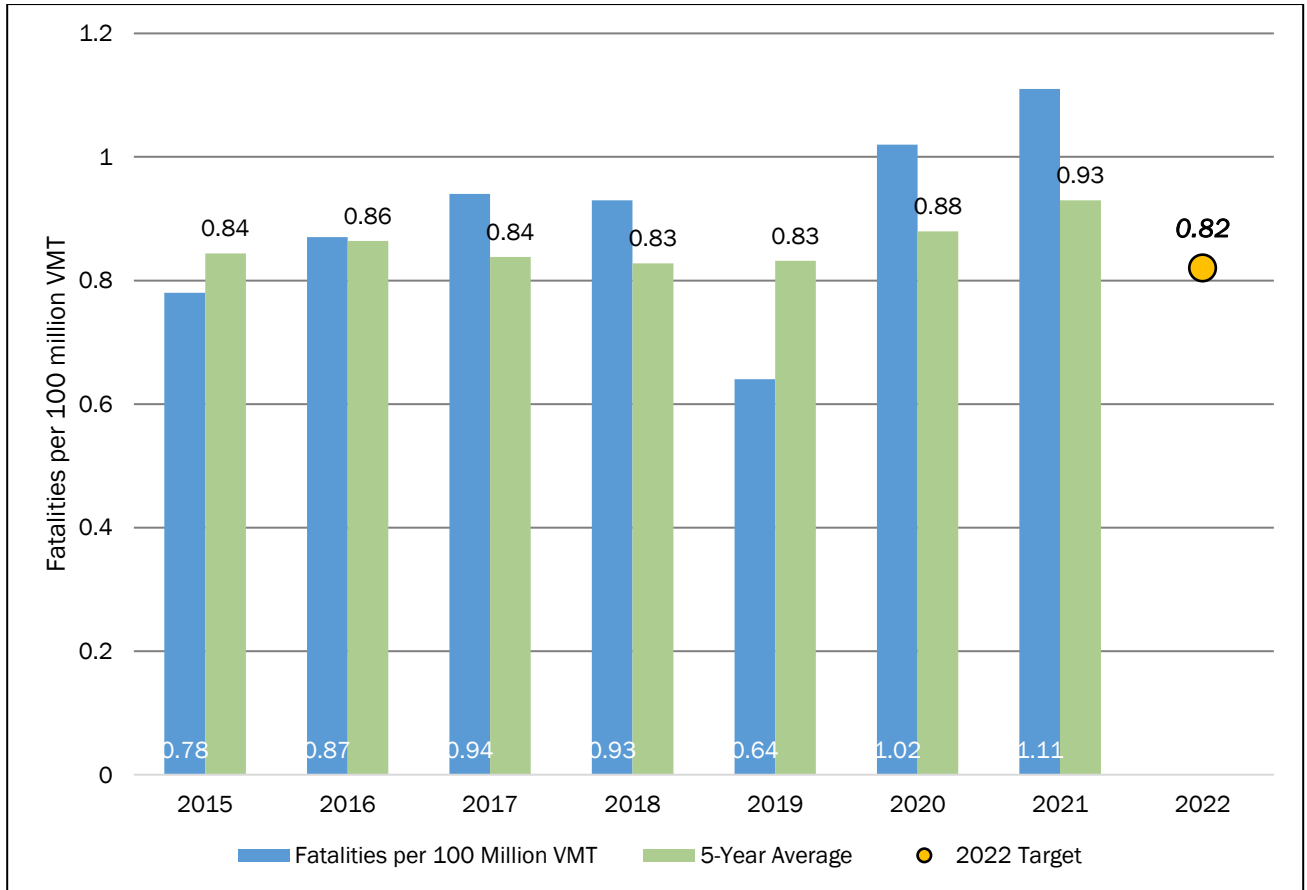
Year	Fatalities per 100 Million VMT	5-Year Moving Average
2015	0.78	0.84
2016	0.87	0.86
2017	0.94	0.84
2018	0.93	0.83
2019	0.64	0.83
2020	1.02	0.88
2021	1.11	0.93
2022*		

Calculations to determine whether Vermont met the stated target remain in progress due to unavailability of 2022 VMT data. The 2017-2021 average of 0.93 fatalities per 100 million vehicle miles traveled reflects the most recent data available. This measure will be calculated in June 2023, when 2022 VMT data is received.

As discussed under performance measure C-1, fatalities are projected to exceed last year's count. Anticipating that the target will likely not be met, the next HSP will be adjusted based on this year's data to target high-risk groups and implement the most effective strategies. Adjustments in the next HSP will include:

1. Support the VSP in writing a new driver education curriculum in FFY23
2. Use Drive Well Vermont media campaigns to target leading contributing factors to fatal crashes
3. Participate in a New England Summer Speed Campaign focused on local and rural roads
4. Work with law enforcement liaisons to restore pre-pandemic levels of participation in national and local high visibility enforcement mobilizations

Figure 2-4 Fatalities per 100 million VMT (Baseline 2015 to 2021)



Source: FARS, VTrans Crash Database, VTrans Highway Safety Data (VMT)

## Measure C-4: Unrestrained Fatalities

Goal: Achieve a five-year average of 20 unrestrained fatalities in 2022.

Table 2-5 Unrestrained Fatalities by Year

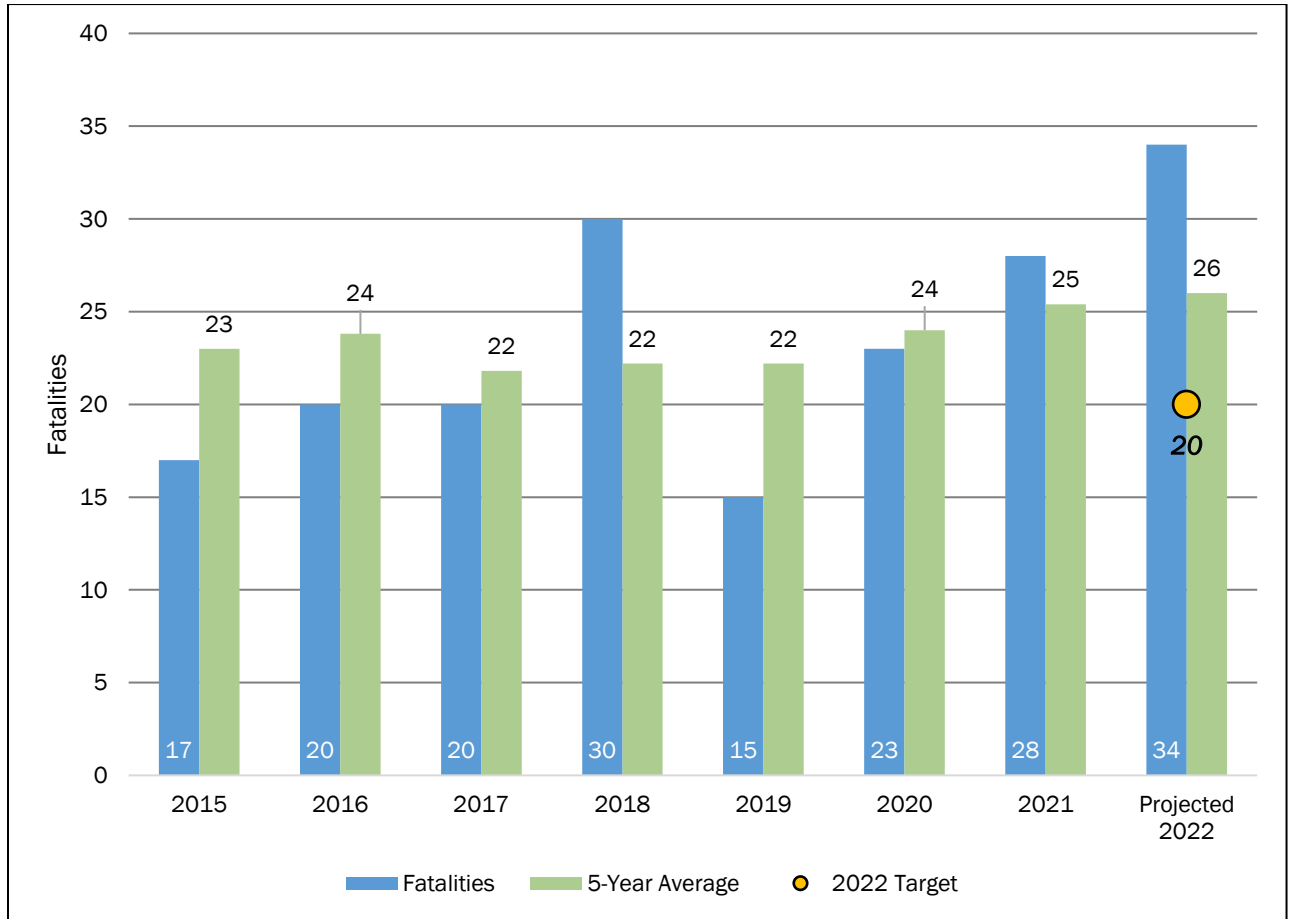
Year	Unrestrained Fatalities	5-Year Moving Average
2015	17	23
2016	20	23.8
2017	20	21.8
2018	30	22.2
2019	15	22.2
2020	23	24
2021	28	25.4
2022*	30	
Projected 2022	34.0	26.0

\*2022 numbers as of 11/19/2022

Vermont **did not** meet this target. Unrestrained fatalities rose in 2021 and the five-year average is projected to reach 26.0, six fatalities higher than the target. In the next HSP, the SHSO will implement these strategies to target unrestrained fatalities:

1. Continue to review and implement recommendations from the 2022 Occupant Protection Assessment. Examples of these recommendations include revisions to the Driver Attitudes survey and new seat belt media campaigns.
2. Increase advertising focused on occupant protection with a rebranding of the OP message and development of a toolkit for law enforcement use during the campaigns to bring awareness to communities
3. Increase educational outreach on seat belt safety using the rollover cart.
4. Vermont plans to continue participation in NHTSA's "Border to Border" (B2B) initiative, working collaboratively with the State of New York along Vermont's western border. This operation has included both day and nighttime seat belt enforcement events, working with several New York law enforcement agencies.
5. Continue support for VDH CPS program for 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.

Figure 2-5 Unrestrained Fatalities (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database.

### Measure C-5: Alcohol-Involved Fatalities

Goal: Reduce the five-year average number of fatalities involving a driver or motorcycle operator with a blood alcohol content  $\geq 0.08$  to 13 deaths.

Table 2-6 Alcohol-Involved Fatalities by Year

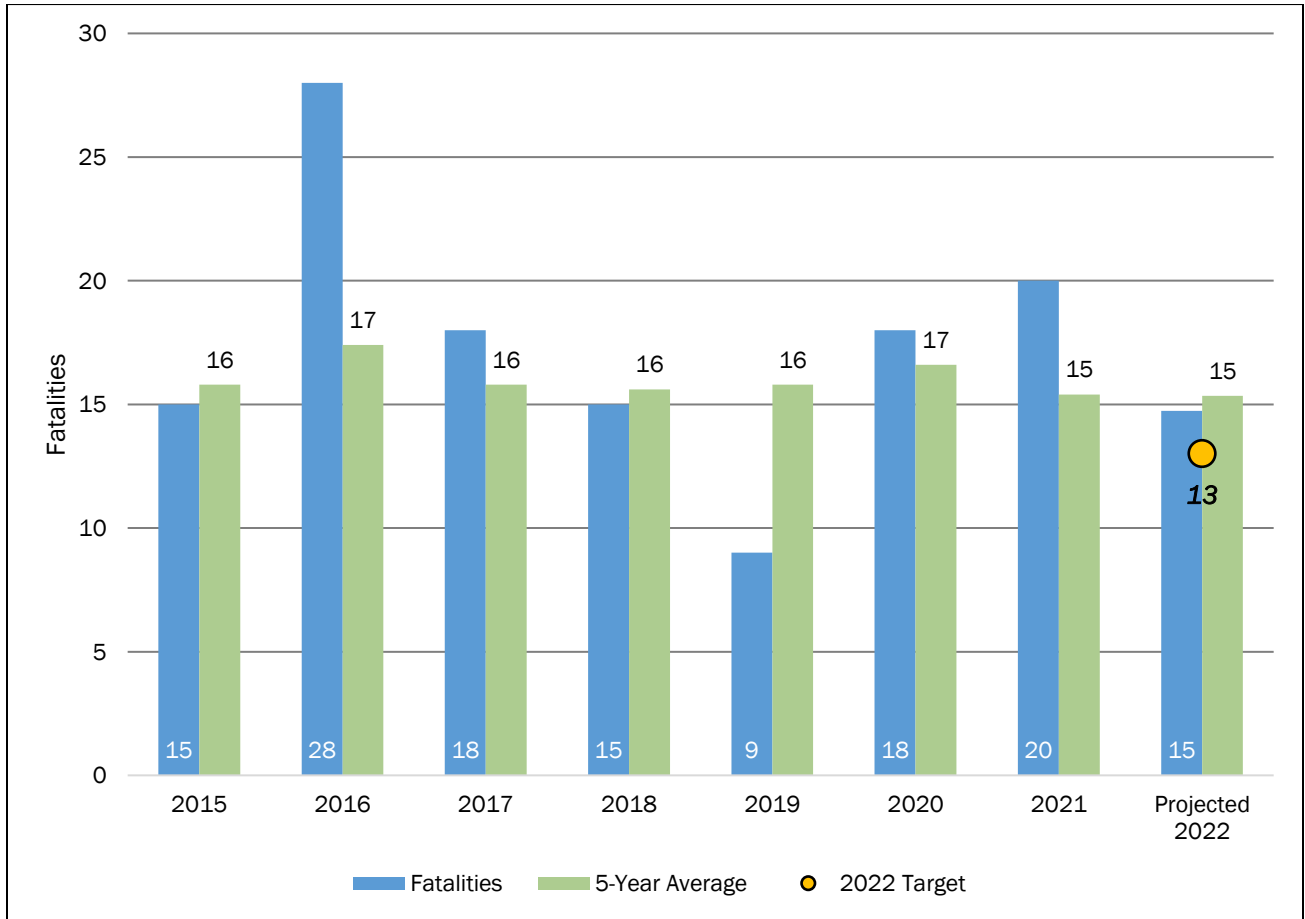
Year	Alcohol-Involved Fatalities	5-Year Moving Average
2015	15	15.8
2016	28	17.4
2017	18	15.8
2018	15	15.6
2019	9	15.8
2020	18	16.6
2021	20	15.4
2022*	13	
Projected 2022	14.7	15.3

\*2022 numbers as of 11/19/2022

Vermont **did not** achieve this target. While 2021 appears to be the recent high-water mark, fatalities involving an alcohol-impaired driver did not fall low enough to meet the target five-year average. Perceived and real slackening of DUI enforcement during the pandemic is a likely – but reversible – contributor to this trend. The State will double down on enforcement and prevention strategies in the upcoming HSP to reduce alcohol-involved fatalities. These efforts will include:

1. Provide the Vermont Forensic Laboratory with funding for the necessary supplies, and staff training, to facilitate the analysis of impaired driving related evidentiary samples
2. Launch a Drive Well Vermont advertising campaign focused on impaired driving in November of 2023
3. Measure the increase in drugged driving major crashes and fatalities using geo-mapping
4. 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.
5. Continued support for the Vermont Principals' Association to target underage impaired driving.

Figure 2-6 Alcohol-Involved Fatalities (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database

## Measure C-6: Speed-Related Fatalities

Goal: Achieve a five-year average number of speed-related fatalities of 21 in 2022.

Table 2-7 Speed-Related Fatalities by Year

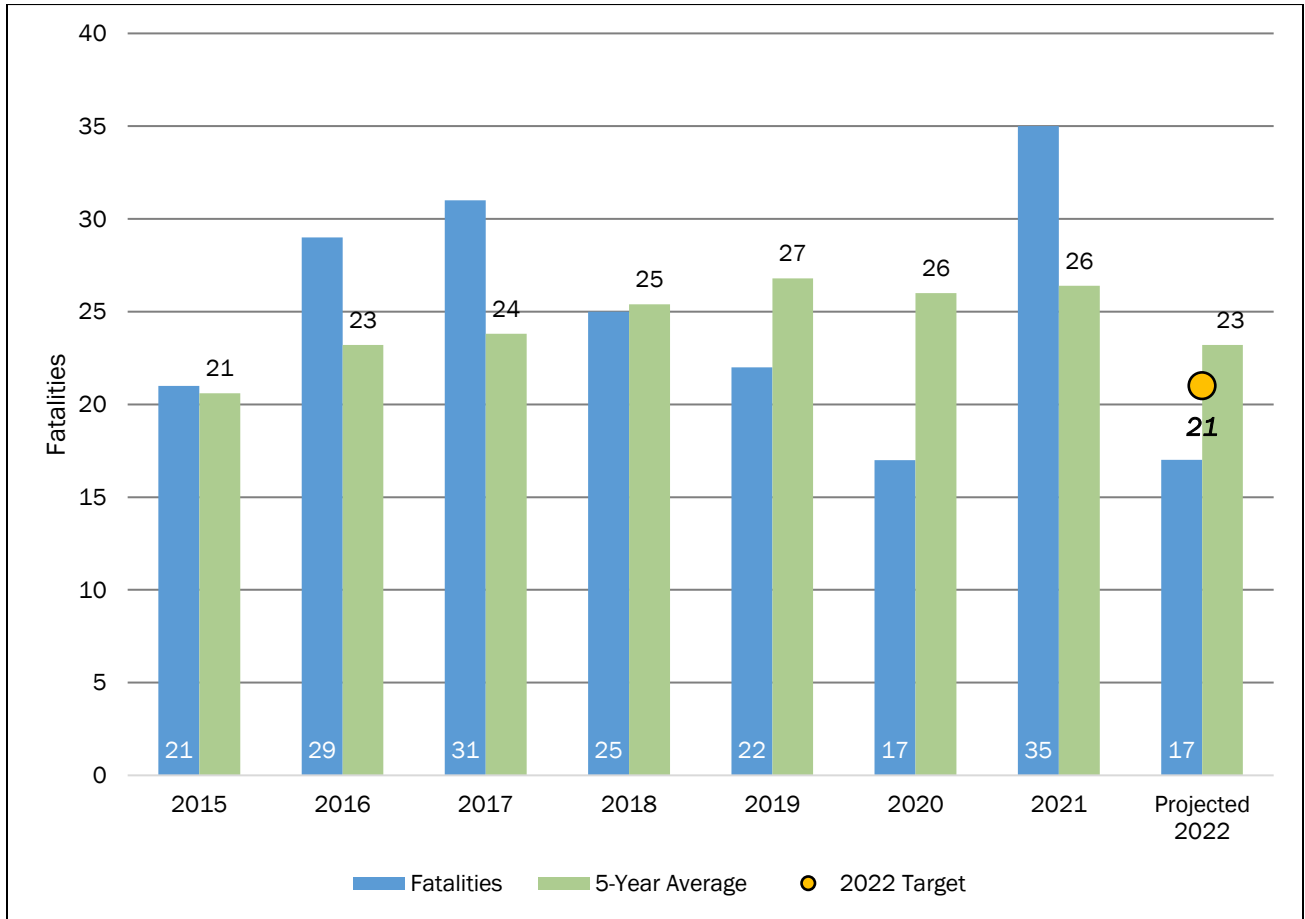
Year	Speed-Related Fatalities	5-Year Moving Average
2015	21	20.6
2016	29	23.2
2017	31	23.8
2018	25	25.4
2019	22	26.8
2020	17	26
2021	35	26.4
2022*	15	
Projected 2022	17.0	23.2

\*2022 numbers as of 11/19/2022

Vermont **did not meet** this target, with the five-year average projected to decline to 23.2 fatalities. The next HSP will be adjusted based on this year's data to target high-risk groups and implement the most effective strategies:

1. Use the upcoming VSP curriculum to educate new and young drivers about speed
2. Continue to use Drive Well Vermont campaigns to promote messages about speeding
3. Restart advertising at sporting events to reach 18 to 34-year-old males, a high-risk group
4. Carry out aggressive national and local speed enforcement mobilizations
5. Support data-driven decisions for deploying high-visibility enforcement (i.e., make greater use of Data-Driven Approaches to Crime and Traffic Safety (DDACTS)).

Figure 2-7 Speed-Related Fatalities (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database



## Measure C-7: Motorcyclist Fatalities

Goal: Maintain a five-year average of 9.5 motorcyclist fatalities in 2022.

Table 2-8 Motorcyclist Fatalities by Year

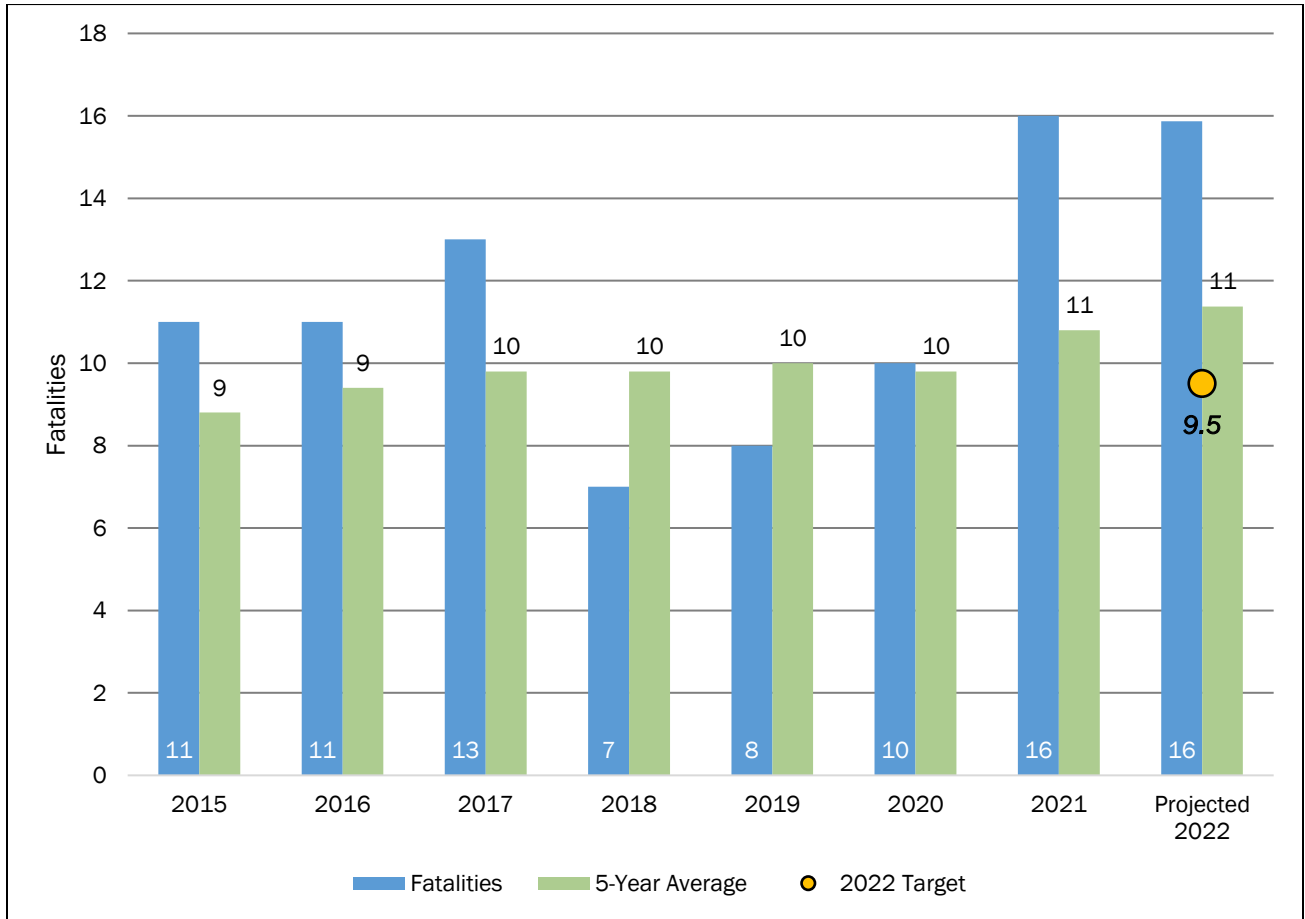
Year	Motorcyclist Fatalities	5-Year Moving Average
2015	11	8.8
2016	11	9.4
2017	13	9.8
2018	7	9.8
2019	8	10
2020	10	9.8
2021	16	10.8
2022*	14	
Projected 2022	15.9	11.4

\*2022 numbers as of 11/19/2022

Vermont **did not** meet its target for motorcyclist fatalities in 2022. The five-year average fatality count will increase to at least 11. While any increase in fatalities is unacceptable, this result is not out of line with the year-to-year variation seen in recent years, and the overall trend remains stable. Based on this year's data, the next HSP will be adjusted to better target motorcycle risk factors and implement the most effective strategies:

1. Use Drive Well Vermont media campaigns to target all operators to raise awareness of motorcycles' presence on the road and on risk factors that contribute to motorcycle crashes and fatalities.
2. The SHSO will collaborate with the VHSA for outreach to increase participation in initiatives for NHTSA motorcycle safety awareness month in May 2023.

Figure 2-8 Motorcyclist Fatalities (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database

## Measure C-8: Un-helmeted Motorcyclist Fatalities

Goal: Reduce the five-year average number of un-helmeted motorcyclist fatalities to 0.25 in 2022.

Table 2-9 Unhelmeted Motorcyclist Fatalities by Year

Year	Unhelmeted Motorcyclist Fatalities	5-Year Moving Average
2015	0	1.2
2016	2	1
2017	0	0.8
2018	1	0.6
2019	1	0.6
2020	1	0.6
2021	2	1
2022*	1	
Projected 2022	1.1	1.2

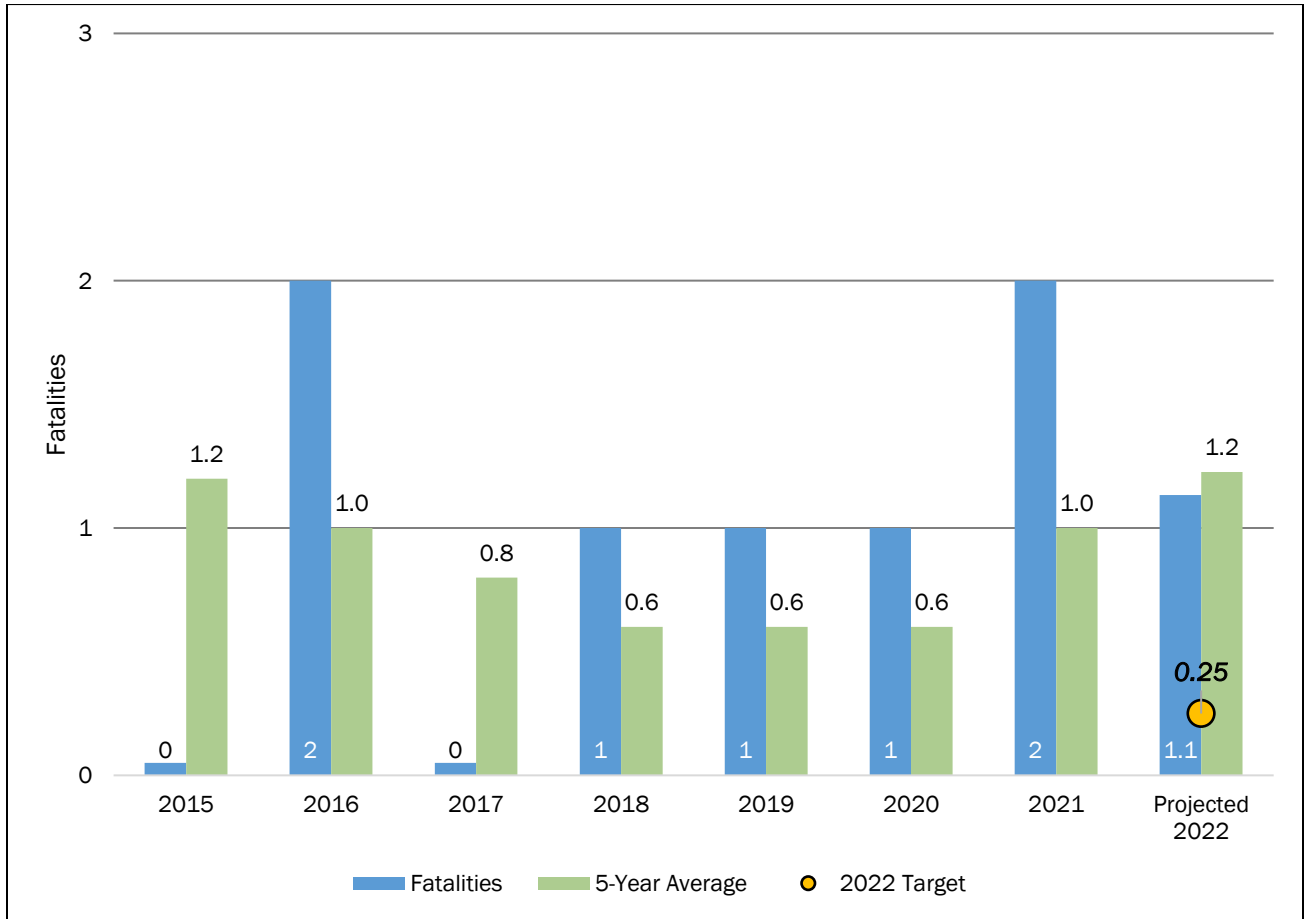
\*2022 numbers as of 11/19/2022

Vermont **did not** meet this target. Vermont has done well against this measure for many years, consistently staying at or below two un-helmeted fatalities per year between 2007 and 2020. Enforcement, education, and community norms in Vermont have kept this number so low that an un-helmeted fatality is the exception. This makes setting targets difficult as they can be upset by random variation. This year's single un-helmeted fatality is in line with the longstanding trend but does not reflect the reduction Vermont aimed to achieve.

The SHSO will proactively adjust its strategies so that next year sees a reversion to the mean rather than a sustained increase. The upcoming HSP will be adjusted based on this year's data to target the greatest risks and implement the most effective strategies:

1. The SHSO will collaborate with the VHSA for outreach to increase participation in helmet use and education initiatives to coincide with the NHTSA motorcycle safety awareness month in May 2023.
2. Use Drive Well Vermont media campaigns to target motorcyclists for education on helmet use and selecting appropriate protective gear.

Figure 2-9 Unhelmeted Fatalities (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database

### Measure C-9: Fatalities Involving a Younger (≤20 Years Old) Driver

Goal: Achieve a five-year average number of fatalities involving a younger driver of 5 in 2022.

Table 2-10 Fatalities Involving a Driver Age 20 or Younger by Year

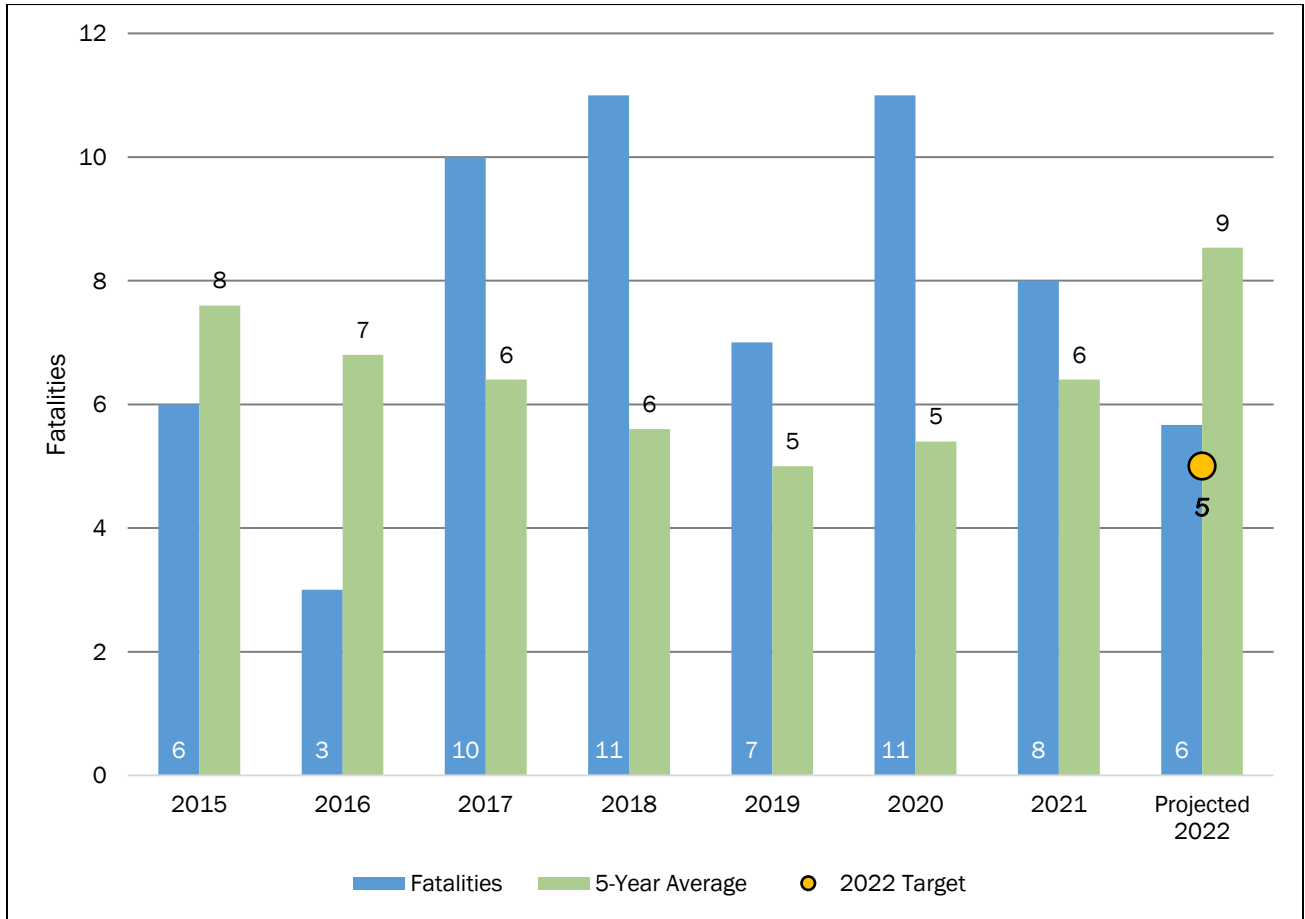
Year	Fatalities Involving an ≤20 Driver	5-Year Moving Average
2015	6	7.6
2016	3	6.8
2017	10	6.4
2018	11	5.6
2019	7	5
2020	11	5.4
2021	8	6.4
2022*	5	
Projected 2022	5.7	8.5

\*2022 numbers as of 11/19/2022

Vermont **did not** meet this target in 2022. While Vermont is on track for its lowest number of fatalities involving a young driver in six years, progress fell short of target. The upcoming HSP will incorporate significant efforts to address issues correlated with youth-involved fatal crashes:

1. Assist the VSP in updating the curriculum they deliver at driver education courses statewide
2. Support a survey of young drivers to determine perceived risks and attitudes about impaired driving
3. Through the Vermont Principals' Association, distribute talking points and materials for schools to use about distracted driving, occupant protection, impaired driving, and speed with teen drivers.
4. Vermont Principals Association will be deploying sports marketing at statewide high school events

Figure 2-10 Fatalities Involving a Driver Age 20 or Younger (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database

### Measure C-10: Pedestrian Fatalities

Goal: Achieve a five-year average number of pedestrian fatalities of 5 in 2022.

Table 2-11 Pedestrian Fatalities by Year

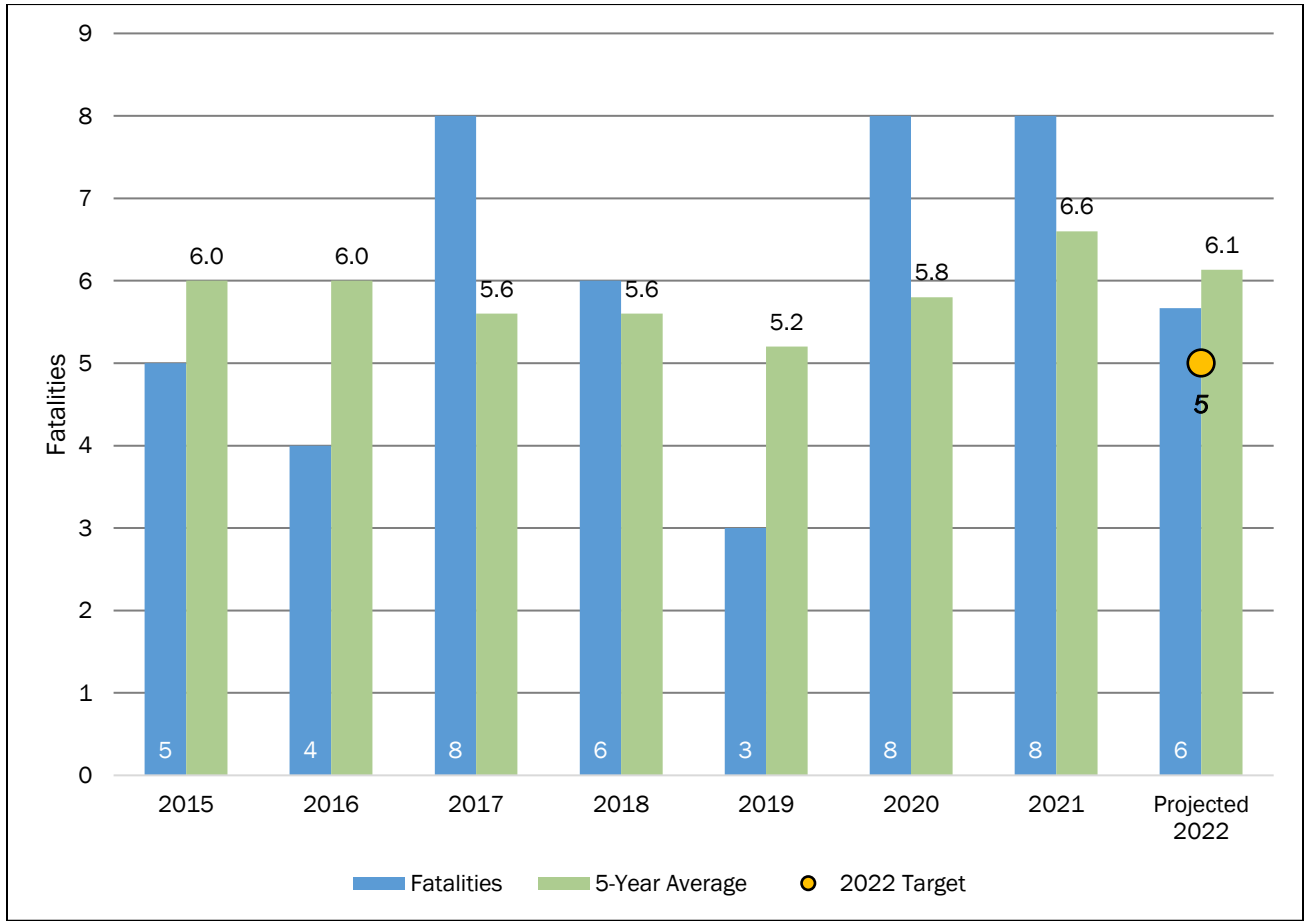
Year	Pedestrian Fatalities	5-Year Moving Average
2015	5	6
2016	4	6
2017	8	5.6
2018	6	5.6
2019	3	5.2
2020	8	5.8
2021	8	6.6
2022*	5	
Projected 2022	5.7	6.1

\*2022 numbers as of 11/19/2022

Vermont **did not** meet this target. Pedestrian fatalities fell year-over-year to 5 deaths, but the five-year average remained above target. The SHSO will continue its efforts to reduce the pedestrian fatality rate by incorporating these items into the next HSP:

1. The VTrans-funded Bicycle and Pedestrian Program engineer position was shifted into the Operations and Safety Bureau. Housing these programs with the safety office will facilitate collaboration on pedestrian safety and provide additional expertise. VTrans is working on educational videos and Public Service Announcements on pedestrian safety.

Figure 2-11 Pedestrian Fatalities (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database



## Measure C-11: Bicycle Fatalities

Goal: Reduce the five-year average number of bicycle fatalities to 0.60 in 2022.

Table 2-12 Bicyclist Fatalities and Crashes by Year

Year	Bicyclist Fatalities	5-Year Moving Average
2015	4	0.8
2016	1	1
2017	0	1
2018	0	1
2019	0	1
2020	1	0.4
2021	0	0.2
2022*	1	
Projected 2022	1.1	0.4

\*2022 numbers as of 11/19/2022.

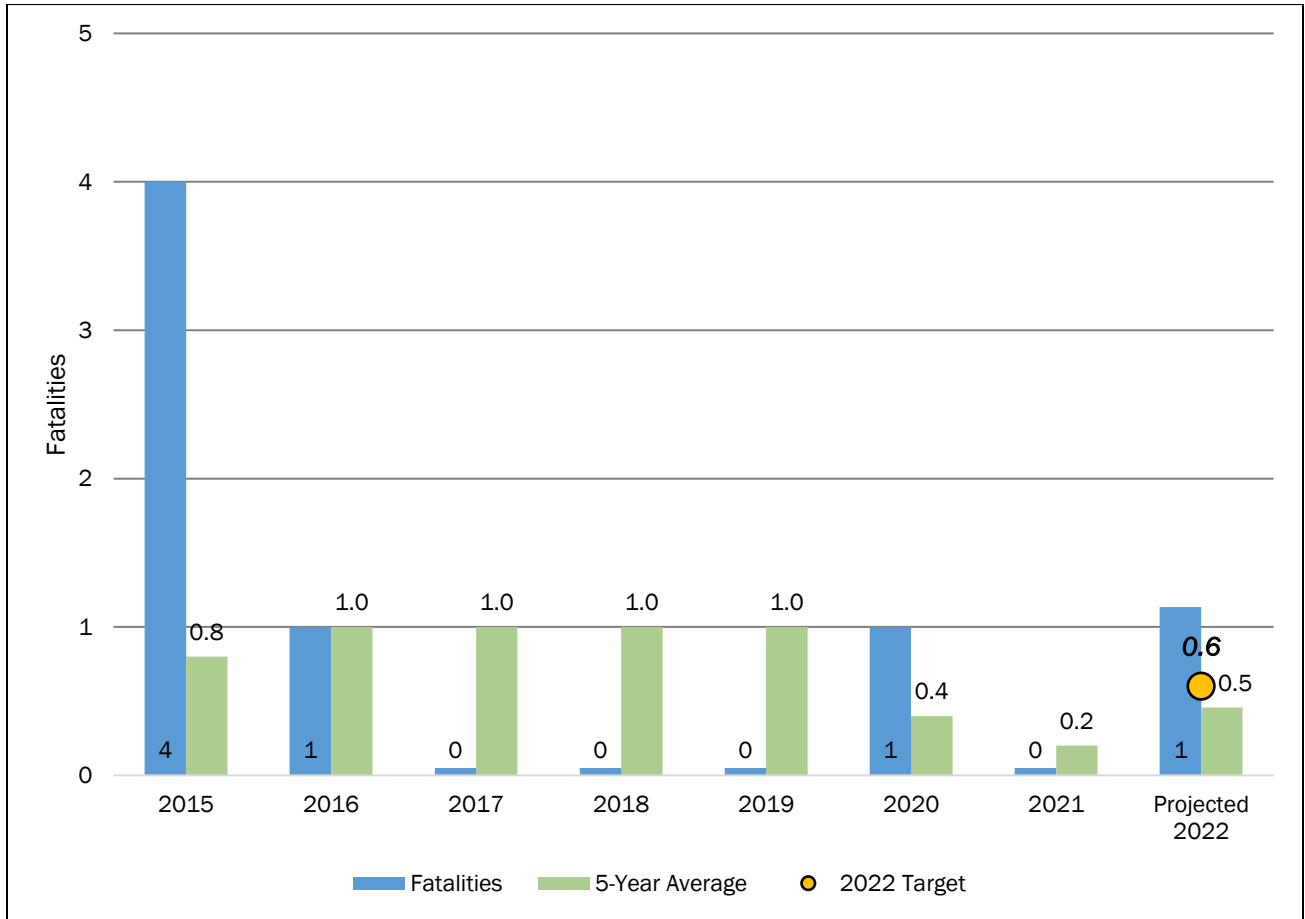
Bicycle crashes in this report only reflect those involving a motor vehicle.

Vermont **met** this target. Vermont had one bicyclist fatality in 2022. The rarity of bicyclist deaths can be partly credited to relentless work by advocacy groups focusing on education and driver awareness. The SHSO will continue its efforts to maintain a low bike fatality rate by doing the following:

1. Promote “share the road” messages and educate drivers and cyclists about roadway rules.
2. Continue to support Complete Streets principles, and consider bicyclists from the beginning of each design
3. Educate municipalities about opportunities and their responsibility to offer a safe environment for cyclists
4. Implement educational programs for bicyclists, including commuter programs and Safe Routes to School

Bicyclists are vulnerable to injury in any crash. There is often little difference in circumstances between a crash that injures and one that kills a cyclist. For this reason, VTrans tracks total bicycle crashes alongside fatalities. This is defined as the total number of reportable crashes involving a bicyclist. The same strategies listed above for fatalities are used to reduce bicycle crashes generally.

Figure 2-12 Bicyclist Fatalities (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database

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

Goal: Maintain the five-year average number of Distracted Driving serious bodily injury crashes at 11.6 through 2022.

Table 2-13 Distracted Driving SBI and Crashes by Year

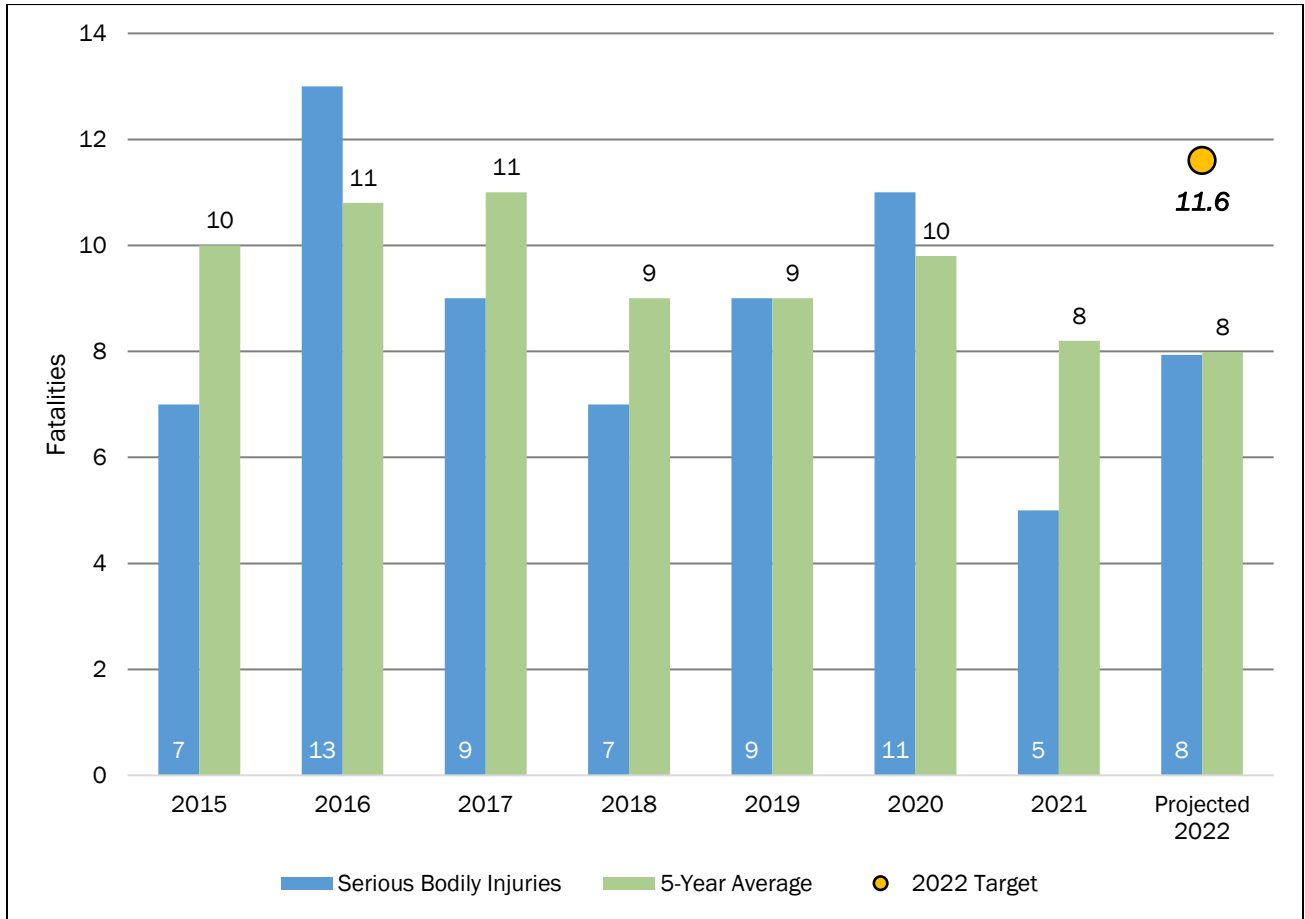
Year	Distracted Driving SBI	5-Year Moving Average
2015	7	10
2016	13	10.8
2017	9	11
2018	7	9
2019	9	9
2020	11	9.8
2021	5	8.2
2022*	7	
Projected 2022	7.9	8.0

\*2022 numbers as of 11/19/2022

Vermont **met** this target. There have been 7 serious bodily injury crashes in 2022, and the five-year average is projected to stay below the target.

1. Deploy Drive Well Vermont Distracted Driving messaging
2. Assess the results of the 2022 Distracted Driving study and implement High Visibility Enforcement in locations where crashes related to distracted driving have occurred.

Figure 2-13 Serious Injuries Involving Distracted Driving (Baseline 2015 to 2022)



Source: FARS and VTrans Crash Database

### Measure B-1: Seat Belt Use Rate

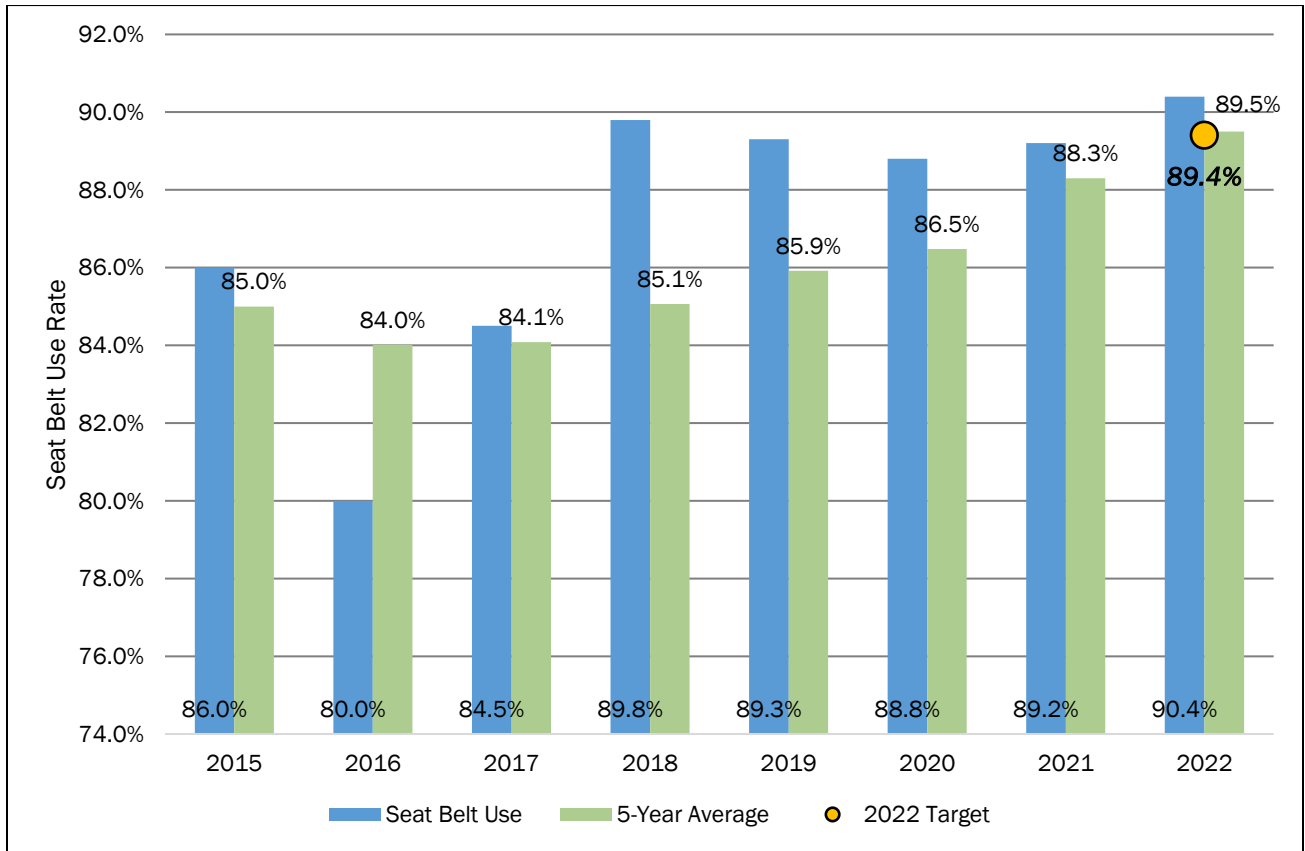
Goal: Achieve a five-year average passenger vehicle front seat outboard occupant seat belt use rate of 89.4 percent in 2022.

Table 2-14 Observed Set Belt Use Rate by Year

Year	Seat Belt Use Rate	5-Year Moving Average
2015	86.0%	85.0%
2016	80.0%	84.0%
2017	84.5%	84.1%
2018	89.8%	85.1%
2019	89.3%	85.9%
2020	88.8%	86.5%
2021	89.2%	88.3%
2022	90.4%	89.5%

In 2022, Vermont met and exceeded the goal of 89.4% by .1%. This meets the national average seat belt use rate for 2021. The 9 percent of occupants not using seat belts continue to represent nearly two-thirds of fatalities. Seat belt use is still not universal, and the upcoming HSP will include strategies to push usage higher, as discussed under *Measure C-4: Unrestrained Fatalities*.

Figure 2-14 Observed Seat Belt Use (Baseline 2015 to 2022)



Source: VTrans Annual Seat Belt Surveys, 2014-2022

### Measure TR-1: Citation Uniformity

Goal: Record at least 75% of citations issued in Vermont from March 2021 - March 2022 electronically.

*Note: The citation uniformity goal of 75% was set based on an erroneous calculation from the 2019 and 2020 percentage electronic citations. Subsequent plans have been adjusted to set more realistic goals.*

Table 2-15 Citation Uniformity (2017-2022)

Year	Paper Citations Issued	Electronic Citations Issued	% Electronic
2017	94,908	1,218	1.3%
2018	95,198	11,687	10.9%
2019	84,755	15,427	15.4%
2020	53,256	21,269	28.5%
2021	41,240	23,377	36.2%
2022	23,823	11,578	32.7%

Vermont **did not** meet this target. The strong interest portends much greater progress on this metric as software and equipment is provided more widely. Slightly over half of law enforcement agencies in Vermont are equipped to issue citations electronically, but even within those agencies some officers are only equipped with paper citations. For electronic citations to become the standard, Vermont will need to accelerate its equipment purchases. Based on this year's e-Citation data, the upcoming HSP will be adjusted to include more effective strategies:

1. The SHSO will pursue expanding the E-Ticket project with an established steering committee for assessing the state's progress with electronic citations and evaluate future plans for expanding to additional agencies and providing technical and logistical support and training to LE agencies.

## Measure TR-2: Electronic Citation Usage

Goal: By the end of 2022, 63% of Vermont law enforcement agencies will have adopted e-Citation.

Table 2-16 E-Citation Adoption by Year

Year	Agencies Using e-Citation (as of March 31 <sup>st</sup> )	Agencies Using e-Citation (%)
2017	11	12%
2018	21	22%
2019	21	22%
2020	34	36%
2021	49	52%
2022	47	51%*

\* From 2021 to 2022, the number of police agencies in Vermont changed from 95 to 90.

Vermont did not meet this target in 2022. 51% of Vermont's 90 law enforcement agencies have adopted e-Citation, enabling them to write and file citations electronically. In the next year, Vermont will continue to deploy e-Citation to more agencies. As resources allow, e-Citation will also be expanded to additional vehicles within these agencies.



### **Measure TR-3: Evidence Based Race Data Enforcement Reporting**

**Goal: Administer an Evidence-Based Race Data Enforcement Reporting training course to 50% of Vermont police officers in 2022.**

Vermont achieved this target during the grant period with a reported 98% of officers receiving this training. Fewer than 30 certified law enforcement officers in Vermont have not taken this course, some of whom may have retired or left law enforcement. This training is now part of the standard curriculum for new officers, so Vermont expects to see sustained achievement of this goal.

# 3

## Program Areas

Credit: Vermont Agency of Transportation

This chapter details the activities and projects that were funded for each program area and a summary on year-end outcomes. Each section consists of a Problem Statement, Performance Measures and Targets, Activity Performance Results, and Project Descriptions.

### Younger Drivers

#### Problem Statement

Local and statewide law enforcement education efforts, high visibility enforcement, and targeted media campaigns are critical to reducing fatalities young drivers. Young drivers can be risk takers, and speeding, impairment, and distracted driving present increased danger to all road users.

During the 2021-2022 period, law enforcement agencies implemented community education activities focused on reducing distracted, aggressive, and impaired driving, and increasing occupant protection. These community-based events include education in local schools, high school driver's education classes, university events, summer fairs, safety programs, and other community events. Law enforcement agencies address unique local community needs based on demographics, and hazards of town streets, rural roads, and state highways.

#### Performance Measures

Table 3-1 summarizes the behavioral performance measures and targets identified in the 2022 HSP.

At the onset of the grant year, it was not possible to meet the five-year target of five fatalities involving a young driver. Influenced by high totals in 2018, 2019 and 2021, a fatality count of zero would have resulted in a five-year average of 5.8.

**Table 3-1 Young Drivers Performance Measures**

Performance Targets	Performance Measures
To maintain the number of drivers age 20 and younger involved in fatal crashes at the five year average of 5 through December 31, 2022.	This target was missed in 2022. The five-year average rose to 6.4 in 2022.

## Program Results

Table 3-2 summarizes the activities pursued under the Younger Drivers program area in FFY 2022.

**Table 3-2 FFY2022 Driver Education and Behavior Program Area Summary**

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22402-401	Associated General Contractors of VT	\$76,830.00	\$38,515.34
NH22402-402	Chittenden County Sheriff's Dept.	\$30,000.00	\$26,460.71
NH22402-404	Department of Motor Vehicles	\$7,575.00	\$794.25
NH22402-406	Milton Police Dept.	\$8,431.00	\$8,226.55
NH22402-407	Orange County Sheriff's Dept.	\$12,000.00	\$8,961.21
NH22402-408	Rutland County Sheriff's Dept.	\$23,936.00	\$2,857.52
NH22402-409	Vermont Department of Public Safety	\$30,000.00	\$6,471.01
NH22402-410	Vermont Highway Safety Alliance	\$102,935.00	\$77,101.61
NH22402-411	VT Principals Association	\$10,000.00	\$10,000.00
NH22402-412	Windham County Sheriff's Dept.	\$25,700.00	\$16,887.05
NH22402-415	Youth Safety Council	\$50,860.00	\$50,860.00
NH22402-416	The Center for Research and Public Policy (CRPP)	\$12,000.00	\$7,000.00
NH22405D-020	Vermont Department of Public Safety	\$34,485.00	\$786.01
NH22405D-022	Vermont Highway Safety Alliance	\$54,723.00	\$14,720.05
NH22405D-023	VT Principals Association	\$20,000.00	\$10,000.00
NH22405D-025	The Center for Research and Public Policy (CRPP)	\$10,000.00	\$7,000.00
NH22402-416	The Center for Research and Public Policy (CRPP)	\$12,000.00	\$7,000.00
NH22405E-603	VT Principals Association	\$10,000.00	\$10,000.00
NH22405E-604	Vermont Highway Safety Alliance	\$0.00	\$0.00

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22405E-606	Vermont Department of Public Safety	\$38,970.00	\$0.00
	<b>TOTAL</b>	<b>\$570,445.00</b>	<b>\$303,641.31</b>

## Planned Activities

### Local Law Enforcement Community Education Programs

Table 3-2 Local Law Enforcement Community Education Programs Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Chittenden County Sheriff's Dept.	Section 402	\$30,000.00	\$26,460.71	Complete
Milton Police Dept.	Section 402	\$8,431.00	\$8,226.55	Complete
Orange County Sheriff's Dept.	Section 402	\$12,000.00	\$8,961.21	Complete
Rutland County Sheriff's Dept.	Section 402	\$23,936.00	\$2,857.52	Complete
Windham County Sheriff's Dept	Section 402	\$25,700.00	\$16,887.05	Complete

#### Description

Local law enforcement agencies received funding under this program to implement local education programs to increase community awareness of traffic safety. Grantees bring their programs to local schools, driver education classes, university events, fairs, and other community events. Grantees employ peer reviewed curricula on distracted, aggressive, impaired, and drowsy driving as well as proper occupant protection use.

#### Performance

In FFY 2022, five local law enforcement agencies participated, including the Chittenden, Orange, Rutland and Windham County Sheriffs' Departments and the Milton Police Department. Combined, these agencies held or attended approximately 173 events and interacted with 16,941 people. They held community education programs including local driver education classes, a youth bike safety rodeo, community safety days, texting and driver safety awareness events, and child safety seat fitting demonstrations. These agencies continue to include other highway safety partners in their efforts, such as the Youth Safety Council of Vermont's Turn Off Texting program and the VDH Child Passenger Safety Program. Several agencies used social media platforms such as Facebook, Instagram, and Twitter to promote their educational events, finding them to be an excellent outreach tool.

Several agencies struggled again during 2022 to spend their full grant awards but found that their campaigns were mostly successful. There has been an attendance rebound now that the COVID pandemic is less prevalent, and restrictions have been removed. Over the grant year, there were more requests for in-person trainings and events than in recent years. Rutland spent

only 12% of the funds they were approved for, while the 4 other grantees spent 66%, 75%, 88% and 98% of their funds.

## Vermont State Police Traffic Safety Education Program

Table 3-3 VSP Traffic Safety Education Program Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Vermont Dept. of Public Safety	Section 405d	\$34,485.00	\$786.01	Complete
Vermont Dept. of Public Safety	Section 402	\$30,000.00	\$11,285.08	Complete
Vermont Dept. of Public Safety	Section 405e	\$38,970.00	\$0.00	Not Completed

### Description

The VSP is frequently asked to give presentations to teen driver education classes, particularly in jurisdictions where VSP is the primary law enforcement agency. Presentations are also offered to businesses and community groups. Alcohol and drug education is a primary focus, along with speeding, distracted driving, occupant protection, and motorcycle safety. VSP regularly evaluates feedback and effectiveness through attendee surveys.

### Performance

VSP’s two main concerns during the grant period were the increasing serious bodily injury and/or fatal crashes and the use of cannabis among juvenile operators. Vermont has a high impaired driving fatality rate, unrestrained operator fatality rate, and speed-involved fatality rate. These are all above the national average, at approximately 30%, 38%, 16% respectively. Annually, cannabis is involved in greater than 60% of our fatal crashes. These numbers are continuing to rise. The perception of harm around cannabis uses and driving/riding among Vermont youth is decreasing.

VSP implemented several avenues of education to combat the above issues. VSP conducted eleven high level traffic trainings at ten different barracks and one regional make-up. In this high-level traffic training, troopers were educated on effective ways to assess, deter, and educate a variety of people. The goal is to ultimately deter dangerous behavior and educate to reduce fatalities.

VSP conducted six Driver’s education presentations throughout



Figure 3-1 Community Education Demonstration

the State. These classes covered general safe driving and impaired driving subject matter. VSP performed two public media campaigns regarding winter driving. VSP also attended the Champlain Valley Fair for ten days educating and speaking about highway safety and educating the public. In total, VSP has reached 485 people through educational classes and/or events.

During the grant period, the goal of rolling out the Traffic Safety Strategic Plan was met. The following goals were not met: increase the numbers and quality of presentations to driver’s education and youth programs, decrease impaired driving fatal crashes, decrease unrestrained fatalities, and decreasing property, injury, and fatal crashes. Several strategies were difficult to complete due to staffing shortages and an integral member of staff being out of office for an extended period.

### Teen Driver Educator Summit

Table 3-4 Teen Driver Educator Summit Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Motor Vehicles	Section 402	\$7,575.00	\$794.25	Complete

#### Description

The Teen Driver Educator Summit is an annual one-day conference. The conference is hosted by the DMV to provide professional development for driving instructors. The conference includes speakers and outdoor demonstrations. The Summit provides a full day of professional development to all driver training professionals.

#### Performance

The 2022 Summit was held on August 11, 2022 at Saint Michaels College in Colchester, Vermont. Attendance was lower this year, with about 40 attendees, however the feedback that was received and the evaluations that were filled out show the summit was a success. This was the first summit that has been held since 2019. Complications from the COVID-19 pandemic caused the last two summits to be cancelled.

### Project RoadSafe, Workplace Driver Safety

Table 3-5 Project RoadSafe Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Associated General Contractors of Vermont	Section 402	\$76,830.00	\$38,515.34	Complete

#### Description

Project RoadSafe offers an array of highway safety training and education for people who drive as part of their job. The program provides in-person motor vehicle safety training at Technical

Career Centers, on-site at businesses whose employees drive for work, and through the Vermont Occupational Safety & Health Administration.

**Performance**

More than 2,600 people received training from the Associated General Contractors of Vermont (AGC/VT) through Project RoadSafe this year. Project RoadSafe driver safety program was incorporated into the MSHA (Mine Safety and Health Administration) training this year, training approximately 700 students over 15 classes in partnership with more than 100 Vermont companies. AGC/VT also continued to offer Defensive Driving, Professional Truck Driving Awareness and the National Safety Council’s “Alive@25” courses. The AGC conducted 3 company or audience specific sessions and 2 CTE sessions in Montpelier, Barre, St. Albans and Enosburg.

AGC/VT staff also assisted with programming for safety conferences statewide, providing driver safety materials and several driver safety virtual mini-training sessions for hundreds of attendees. The Project RoadSafe Enewsletter was distributed semi-monthly with relevant safety information and a regular training schedule. BuildBoard Magazine, social media engagement and opportunities to speak at public and private safety conferences helped spread the Project RoadSafe message in 2021 and 2022.



Figure 3-2 Workzone Safety (Source: VTrans)

AGC hopes to expand and built a larger Social Media outreach and continue to increase availability and coordination with safety partners to increase training numbers. The program continues to assess the results with in-person feedback and safe driving evaluations by companies.

All goals were met in FFY 2022 and this project will not be funded in FFY2023.

**Vermont Highway Safety Alliance**

Table 3-6 Vermont Highway Safety Alliance Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VHSA	Section 405d	\$54,723.00	\$14,720.05	Complete
VHSA	Section 402	\$102,935.00	\$77,101.61	Complete
VHSA	Section 405e	\$0.00	\$0.00	No Progress

**Description**

VHSA is a membership group that coordinates educational campaigns and performs direct outreach across the state. VHSA uses guidance from national organizations including NHTSA, Governors Highway Safety Association (GHSA), NSC (Road to Safety), and the SHSO to design effective campaigns. VHSA is also a central resource for safety reports and information in Vermont.

This activity funds VHSA's participation in safety events, creation and distribution of educational materials, social media marketing, conference attendance, the VHSA Annual Conference, and a director consultant position.

**Performance**

During the grant period, the VHSA co-hosted and organized an Impaired Driving Summit in May 2022 which was attended by Law enforcement, driver educators, engineers, first responders and highway safety specialists. A total of 246 people attended. The summit was evaluated post event and on a scale of 1 to 5 (5 being the best) was rated 4 by 41 percent and rated 5 by 50 percent of those surveyed, thus rated highly.

The VHSA co-hosted and planned a series of Webinars for Older Drivers entitled, *The Road to Mobility*. The series of 3 one-hour webinars were free and open to the public. Speakers and content were provided by the University of Vermont Medical Center, AARP, Vermont Department of State's Attorneys & Sheriffs, and Vermont Criminal Justice Training Council. Approximately 83 people attended the events.

The VHSA's largest event was tabling for 10 days at the Champlain Valley Fair from August 26-September 4, 2022. A 100-foot-long display including a Child Passenger Safety station, bike and pedestrian outreach, and literature and items from several partners including AARP and AAA. The rollover car promoting seatbelt safety engaged the most people and was staffed by the Sheriff's Departments and Municipal Law Enforcement. The demographic was primarily rural visitors largely from the Northeast Kingdom, as well as Chittenden County and central Vermont. Engagement is with families and older visitors during the day, and teens to 30-year old's in the evening. Approximately 6,000 people were engaged with the rollover demonstration, 4,000 engaged with Vermont State Police table, and 4,084 with the VHSA tables. 7,500 reflective bracelets and safety lights were distributed. The fair provides 120 hours of outreach, and over 40 individuals participate in staffing the event.



## Vermont Principals' Association

Table 3-7 Vermont Principals' Association Program Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VT Principals Association	Section 405d	\$20,000.00	\$10,000.00	Complete
VT Principals Association	Section 402 SA	\$10,000.00	\$10,000.00	Complete
VT Principals Association	Section 405e	\$10,000.00	\$10,000.00	Complete

### Description

The Vermont Principals' Association (VTPA) assists VTrans in the education of teen drivers in the areas of Distracted Driving, Occupant Protection, Impaired Driving (males, holiday-related), and Speed. The VTPA supports VTrans' mission of reducing teen injuries and fatalities through the creation of a school-based, sports marketing campaign to provide a valuable access point to key target markets, specifically drivers age 20 or younger, with a statewide reach. Through creative education and outreach communication methods, the VTPA works to positively influence the student-athletes while reaching the students' day-to-day influencers, too. These influences include: administrators, coaches, parents, and fans within our state spanning VTPA community.

### Performance

During the 2021-2022 grant period, the VTPA launched the #TrafficSafetyIsATeamSport education and outreach campaign. The campaign took place at several Vermont high school sports championship games where cards with traffic safety messaging and QR codes that led to a traffic safety pledge were handed out to attendees. Schools were receptive to the messaging and shared the campaign on their social media pages. Over the course of the grant period, 68 high school championship events were attended, with a collective attendance of 86,0000 people and approximately 1.78 million web/social media impressions.

During FY22, the VTPA registered 676,003 page views from 123,473 total users on its Web site. More than one message is featured on nearly every Web page, and social media messaging is incorporated into all popular messages. A sports marketing firms has been contracted for FY2023 and VTPA intends to advance and expand their messaging to reach more people.

During this first year of the grant, the following goals were met: implementing a partnership, introducing new content, and building consistency/norms, as well as launching a campaign that was focused on young drivers, speeding, occupant protection, impaired and distracted driving.

## Youth Safety Council – Turn Off Texting Course

Table 3-8 Youth Safety Council Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Youth Safety Council	Section 402 SA	\$50,860.00	\$50,860.00	Complete

### Description

The Youth Safety Council (YSC) was formed in 2005 to support youth safety programs, education, initiatives, and studies. Turn Off Texting is an educational program started by the Vermont DMV in 2009 and managed by YSC since 2011.

The Turn Off Texting demonstration raises awareness of the dangers of distracted driving by asking students to drive a golf cart through a cone course while texting. In some cases, an advanced driving simulator is used to provide a similar simulated experience. The demonstration is provided free of charge at Vermont schools and community events.

### Performance

During the FFY 22 grant, the Turn Off Texting course was scheduled at over 10 sites across Vermont. A total of nearly 800 students participated in the demonstrations. 532 pre- and post-workshop surveys were conducted with students from 30 high schools, plus two homeschooled students, during 40 presentations. The audience was primarily young drivers who had their learner’s permit.

The program goals were to reduce the likelihood that teens will text while driving and increase the likelihood that teens will stop other drivers from texting while driving. The program sought to help teens comprehend that distraction while driving is a choice, that distraction by mobile device is illegal and endangers others, and that the outcome of texting while driving is a very obvious diminishment of situational awareness and safety.

A survey was issued before and after each presentation which measured each young/new driver’s attitude toward driving while distracted. The survey results demonstrate that the goals of the program were met. Students were asked, “If you are a passenger in a vehicle driven by someone who is texting or emailing, do you or would you ask them to stop?” Post-workshop surveys showed that the number of students who answered that they “Definitely would ask them to stop” increased from 30.6% to 54.9%. Those who were ‘Uncertain’ decreased from 16.9% to 5.5%.



Figure 3-3 Turn Off Texting Course (Source: VTrans)

Students were asked, “Do you think that texting or emailing while driving is acceptable?” The number of students who at first thought this was “Somewhat acceptable” decreased from 19.7% to 13.2%, while the number of students who felt texting while driving was “Unacceptable” increased from 73.7% to 80.5%.

When asked, “Will you text or email while driving in the future?” those who answered that they “Definitely would not” increased from 55.7% to 70.1% while students who at first were uncertain (8.1%) decreased to 5.3%.

The grant goals were reasonable and met within its timeline. The program is regaining momentum after the pandemic protocols prevented it from visiting schools. The simulator continues to be very well-received by Driver Educators and student drivers (see comments, below). Rental of the simulator is the costliest component of the program; state funding for this item is especially important.

## Annual Attitude Survey

Table 3-9 Road Users Group Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
The Center for Research and Public Policy	Section 402	\$12,000.00	\$7,000.00	Complete
The Center for Research and Public Policy	Section 405d	\$10,000.00	\$7,000.00	Complete

### Description

The SHSO commissioned CRPP to conduct the State Highway Attitude Survey in 2021 and 2022. The survey was designed to provide resident input on enforcement of laws, awareness of media messaging, pedestrian behavior, personal behavior on Vermont roadways and bicyclist behavior. Some questions have remained the same or similar to past surveys to provide tracking analysis. The 2022 Survey, that will be conducted in late November – early December of 2022 will be similar to the 2021 survey.

### Performance

This project continues to provide quantitative data-driven indicators of the progress the SHSO is making in learning about shifting attitudes among Vermont residents, as well as understanding how well it’s messaging is working to educate residents of safe travel behavior.

Similar to 2021, the 2022 survey approval was received on November 9, 2022. Following programming, a pre-test of the online survey instrument will occur on November 28, 2022. Full launch will occur on November 29th. The Survey will close following the completion of 500 surveys. CRPP will use the data to write a report and deliver to the SHSO Team on or before December 28th. Respondents qualify for the survey if they confirm they are a Vermont resident and are at least 18 years of age. Statistically, a sample of 500 surveys represents a margin for error of +/-4.38% at a 95% confidence level.



*Credit: Greenville Daily Photo, "Sassy"*

## Vulnerable Users

### Problem Statement

This program area encompasses activities that inform and persuade motorists, construction workers, people convicted of driving crimes, educators, police officers, local governments, and others about their role in highway safety.

While enforcement is necessarily focused on eliminating the riskiest behaviors, educational programs reinforce good habits and motivate positive behavior changes. Vermont's educational activities extend beyond drivers to groups like pedestrians and construction workers whose choices affect their and others' safety on roadways. These activities also reach people with serious driving convictions for whom enforcement alone has been an insufficient deterrent. By reaching these groups with low-cost, targeted activities, this program area adds outsize value towards Vermont's safety goals.

### Performance Measures

Table 3-11 summarizes the behavioral performance measures and targets identified in the 2022 HSP.

**Table 3-10 Driver Education and Behavior Performance Measures**

Performance Targets	Performance Measures
Reduce pedestrian fatalities by 3.80% from the 5-year average of 5.2 to 5 by December 31, 2022.	This target was not met in 2022. A fatality count of zero was necessary to reach this target and the five-year average increased to 6 in 2022.
Reduce the number of bicycle fatalities by 40% from the 5-year average of 1.0 to 0.60 by December 31, 2022.	This target was met in 2022. The five-year average decreased to 0.4 in 2022.

## Program Results

Table 3-12 summarizes the activities pursued under the Driver Education and Behavior program area in FFY 2022.

**Table 3-11 FFY2022 Driver Education and Behavior Program Area Summary**

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22402-405	Local Motion	\$107,895.00	\$99,609.54
NH22402-414	Department of Health	\$180,939.00	\$64,119.10
	<b>TOTAL</b>	<b>\$288,834.00</b>	<b>\$163,728.64</b>

## Planned Activities

### Local Motion

**Table 3-12 Local Motion Activity Summary**

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Local Motion	Section 402 SA	\$107,895.00	\$99,609.54	Complete

#### Description

Local Motion (LM) is a member-supported non-profit organization that operates a variety of programs to improve bicycle and pedestrian safety in Vermont communities. Through this grant, LM provides education, training, and technical assistance on bicycle and pedestrian safety to local governments, schools, and other non-profits.

#### Performance

In FFY 2022, LM reached their education and outreach goals. 124 trainings, which reached nearly 18,000 people, occurred throughout Vermont. LM worked with 49 schools in 43 towns and 11 counties in Vermont, educating students by bringing bike safety resources and trainings to schools. LM aimed to establish five local walk/bike groups during the grant period – at year end, they helped to establish seven. On-road safety materials were distributed to targeted groups to encourage compliance with traffic laws that protect pedestrians and bicyclists.

This grant year covers the last year of COVID measures, as well as a new year with nearly no COVID measures. LM had enormous progress in the training and outreach efforts, despite these restrictions. The Learning Network Events reached well over the target thanks to high attendance at both in-person and online events. The Vermont Walk/Bike Summit offered an excellent opportunity to reach partners with information about Community Walk/Bike Surveys and Pop-Up



Figure 3-4 Kids Bike Safety Course (Source: VTrans)

Demonstration Projects. Walk/bike groups and committees continue to flourish around the state with support from LM. LM also supported the establishment of new committees in the towns of Randolph and Bristol.

The quarterly reported performance measures do have a 1:1 match with the Goals and Objectives from the grant, so there were some items that LM chose not to focus on, due to budgetary constraints, such as revamping and distributing our printed materials. LM focused, instead, on high-value and high-impact projects.

Table 3-13 Bike Smart Survey/Evaluation Results

Percentage of student population who participated	Percentage of students who showed improvement in bike skills	Total Participants	Low-Income Student Participation	Total Hours of Bike Skills Training	Percentage of Children who Receive Free/Reduced Lunch
78%	62%	15,740	7,070	54,619	57%

## Road Users Group

Table 3-14 Road Users Group Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VT Department of Health	Section 402 SA	\$180,939.00	\$64,119.10	Complete

### Description

This program implements public health strategies to reduce pedestrian fatalities and serious injuries. This program primarily involves educational outreach, including through a statewide program for school-aged children. The program also includes outreach on pedestrian safety to

older adults, law enforcement, and local governments. The Road Users Group develops content for the Sharing the Road and Watch For Me VT campaigns and helps local governments identify pedestrian-focused improvements for high-risk zones.

**Performance**

In FFY’22, the Vulnerable Road Users Safety Program was able to achieve the goals and objectives outlined in the grant application. During the grant period, the following activities took place:

**Table 3-15 Vulnerable Road Users Activity Summary**

Quarter 1	Quarter 2	Quarter 3	Quarter 4
AARP Placemaking Workshop	VHSA Board Meeting	VHSA Board Meeting	Discussion on Partnership w/ Central Vermont Council on Aging
Vermont Highway Safety Plan Update	Road to Mobility Webinar Planning Meeting	Distracted Driving Summit	YSCVT Board Meeting
Safe Kids VT Quarterly Meeting	Youth Safety Council Board Meeting	New Car Tech. Meeting & Older Driver Education	VHSA Board Meeting
VHSA Board Meeting	Safe Driver Program Meeting	Northfield Complete Streets Demonstration and Placemaking Meet-up	Champlain Fair
Discussion for joining the Youth Safety Council Board	Safe Kids Quarterly Meeting	Road to Mobility Webinar	Met with CATMA Summit Organizers
		Safe Kids VT Quarterly Meeting	Safe Kids VT Quarterly Meeting
			CATMA Presentation Discussion w/ VTrans and AARP
			Reflector Partnership Planning With MRC, DEPRIP, OLH, and EP Specialists

Throughout the grant period, VDH engaged with the public through social media, websites, newsletters, handouts and in-person and virtual presentations, to get the word out about bike pedestrian, and older driver safety. VDH and Vermont.gov websites garnered 13,361 views, with the SafeRoutes website being the most visited. In the second quarter, a new webpage for Older Driver Safety was published on the Health Department’s website. In quarter 4, the program did an overhaul of the Safe Streets VT website to include more information, resources, newsletter sign-up, and a restructuring of the layout.

An area of focus is older Vermonters. From 2011-2020, 51% of pedestrians killed on Vermont roadways were 60+ years old. In April, the program published a press release on Older Driver Safety, which was published by five local news channels and included a TV interview on

WCAX. In May of 2022, the Road Users group presented at the Gerontology Symposium for a crowd of 68 people, ranging from caregivers, health care providers and others working in the memory care field.

VDH presented to the Vermont Highway Safety Alliance board in April, engaging 25 people in the law enforcement and transportation fields. The program manager took a lead role on the communications and marketing committee for the Vermont Walk/Bike Summit in May. An outreach and marketing toolkit was established to help partners and other community organizations in spreading the word about the event. At the summit, the program manager hosted a Storytelling for Advocacy Workshop for approximately 25 transportation professionals and community advocates.

Some planned activities were not able to be completed due to staffing shortages. In FFY'23, the program intends to work towards achieving these grant objectives. The incomplete activities include:

- › Creating an older driver surveillance tool utilizing SIREN, hospitalization, and vital record data
- › Host media trainings for best practices in reporting on bike/pedestrian deaths





## Distracted Driving

*Credit: Mike Skoropad, "texting while driving"*

### Problem Statement

Texting while driving has been illegal in Vermont since 2009. In 2014, additional laws were passed prohibiting any use of handheld electronic devices while operating a motor vehicle except in a narrow set of circumstances. In addition to these laws, funding from NHTSA has strengthened the ability of law enforcement agencies to educate the public and enforce distracted driving violations.

The SHSO, and other highway safety partners agree that the number of traffic crashes attributed to Distracted Driving is grossly under-reported. Forensic examinations of cell phones after crashes are very rare, and it appears that many drivers may no longer self-report being distracted prior to the crash as significant fines and points will be assessed. Despite underreporting, on average about 60 serious injuries per year are attributed to distracted driving, and thousands of violations are cited.

### Performance Measures

**Table 3-17** summarizes the behavioral performance measures and targets identified in the 2022 HSP.

**Table 3-16 Driver Education and Behavior Performance Measures**

Performance Targets	Performance Measures
To maintain the number of Distracted Driving serious bodily injury crashes at the 5-year average of 11.6 through December 31, 2022	Vermont met this target. The five-year average remained below 11.6 in 2022.

### Program Results

The following activities were pursued through the distracted driving program area:

**Table 3-17 FFY 2022 Distracted Driving Program Area Summary**

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22405E-103-127	State Police and Local Law Enforcement	\$798,993.00	\$208,403.92
NH22405E-201-226	State Police and Local Law Enforcement	\$359,892.00	\$261,043.00
NH22405E-605	Preusser Research Group, Inc	\$120,000.00	\$138,300.00
	<b>TOTAL</b>	<b>\$1,278,885.00</b>	<b>\$607,746.92</b>

### Planned Activities

#### Annual Distracted Driving Survey

**Table 3-18 Distract Driving Activity Summary**

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Preusser Research Group, Inc	Section 405e	\$120,000.00	\$138,300.00	Complete

#### Description

The vendor oversees a distracted driving observational survey to evaluate handheld device, Bluetooth or manipulation of a device on Vermont roadways. The vendor also compiles and analyzes the survey data. With this data, the vendor provides comprehensive narrative reports summarizing all activities undertaken for the observation surveys, identifying any differences among regions, vehicle types, gender, days of the week, types of distraction, time of day and drivers. The Distracted Driving survey is a full statewide survey and is reported in a similar methodology to the NHTSA Uniform Criteria for State Observational Surveys.

#### Performance

Distracted driving data was collected from nearly 20,000 vehicles across 85 sites throughout the State of Vermont. Data sites also included work zones and school zones. Data were collected in October of 2021 and April of 2022. Tables 3-20 and 3-21 below report on data from the Distracted Driving Survey.

**Table 3-19 Overall Rates of Observed Distracted Behaviors (% distracted)**

<b>Behavior*</b>	<b>October 2021</b>	<b>April 2022</b>
Handheld (HHU) (%)	1.5% (169)	1.6% (141)
Handsfree (HFU) (%) (N)	1.4% (154)	0.9% (77)
Manipulation Observed (MO) % (N)	4.5% (502)	3.8% (334)
Manipulation incl. Probable (MiP) % (N)	7.7% (853)	6.7% (600)
Any Distraction Observed (AO) % (N)	7.2% (773)	5.6% (485)
Any incl. Probably (AiP) % (N)	10.1% (1,119)	8.4% (751)

*\*Note than an individual driver can be coded as performing more than one distracted behavior*

Table 3-20 Any Distraction While Driving, by Wave and County (% Yes)

County	Any Distraction		Any incl. Probable		Total Observed	
	Oct. 2021	Apr. 2022	Oct. 2021	Apr. 2022	Oct. 2021	Apr. 2022
Addison	8.6%	5.1%	11.6%	9.7%	(N=302)	(N=227)
Bennington	7.6%	5.7%	10.6%	8.2%	(N=406)	(N=414)
Caledonia	10.8%	4.1%	16.8%	9.3%	(N=388)	(N=332)
Chittenden	6.9%	4.7%	10.3%	8.4%	(N=1,652)	(N=1,540)
Franklin	6.0%	7.4%	8.2%	9.3%	(N=1,226)	(N=1,030)
Lamoille	4.3%	4.0%	6.4%	6.5%	(N=94)	(N=77)
Orange	13.2%	10.1%	17.1%	14.4%	(N=175)	(N=104)
Orleans	3.2%	3.0%	5.6%	5.9%	(N=195)	(N=136)
Rutland	8.9%	5.7%	10.4%	8.0%	(N=982)	(N=852)
Washington	6.0%	5.0%	10.2%	9.2%	(N=1,009)	(N=796)
Windham	7.7%	5.7%	11.0%	8.6%	(N=482)	(N=292)
Windsor	6.4%	4.5%	8.6%	5.9%	(N=653)	(N=542)

## Vermont State Police and Local LEA Distract Driving Enforcement

Table 3-21 DD High Visibility Enforcement Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Police and Local Law Enforcement Agencies	Section 405e	\$798,993.00	\$208,403.92	Complete
State Police and Local Law Enforcement Agencies	Section 405e FLEX	\$359,892.00	\$261,043.00	Complete

### Description

Law enforcement agencies working under the Distracted Driving grant carry out periodic waves of highly visible law enforcement activity intended to decrease distracted driving, in addition the subrecipients are expected to conduct ongoing patrols that occur during the performance

period of the grant based on their analysis of crash data, with the objective of enforcing distracted driving laws. Law enforcement agencies will focus on, but not limit their work to, targeted roadways in areas that are selected based on crash data.

Agencies will conduct ongoing and periodic supplemental traffic enforcement activities to decrease distracted driving. Enforcement strategies may include the following activities: spotter patrols, high-visibility saturation patrols, roving patrols, directed patrols and national mobilizations, focusing efforts in work zones, school zones, and in targeted roadways/problem locations.



Figure 3-5 Move Over for Stopped Vehicles Campaign (Source: VTrans)

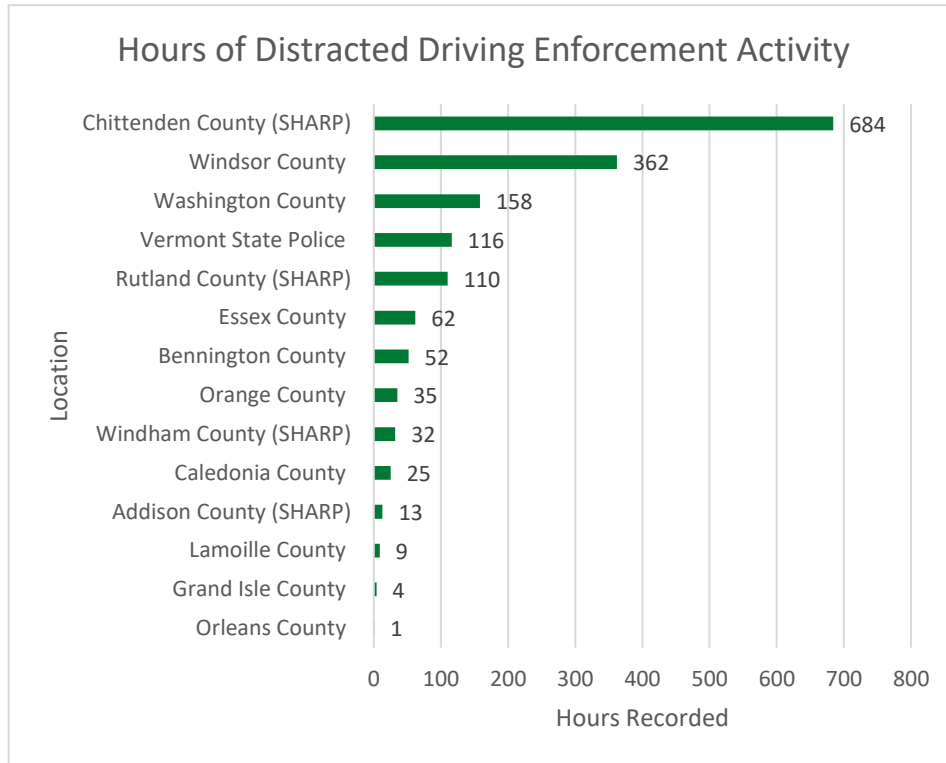
This project also includes the regional enforcement projects found in the OP and Impaired driving sections of this document. These include Rutland County Sheriff's Department, Chittenden County Sheriff's Department, Vergennes Police Department and Windham County Sheriff's Department.

### **Performance**

As with other areas of traffic enforcement, lack of staffing and the COVID-19 pandemic have negatively affected the capability of LEAs to vigorously enforce Distracted Driving violations. To increase enforcement, the SHSO promoted the "U drive. U text. U pay.", High Visibility Enforcement (HVE) Campaign from April 4-11, 2022. This HVE campaign was part of NHTSA's distracted driving awareness month.

On Thursday April 07 the SHSO held a Connect to Disconnect (C2D) press conference at a local High School and then the campaign continued through the weekend. 37 law enforcement agencies participated, and they conducted 115 saturation patrols and 18 spotter patrols. The LEA's contacted 1,715 vehicles and issued a total of 586 citations. Throughout the year, grantees performed 1,663 hours of patrol on grant time. Their combined activity is listed below:

**Table 3-22 Distracted Driving HVE Activity Summary by Agency**



Note:

**Chittenden County** data from law enforcement agencies includes: Burlington, Colchester, Essex, Hinesburg, Milton, Richmond, Saint Albans, Shelburne, South Burlington, Swanton, Williston, and Winooski Police Departments; Chittenden and Franklin County Sheriffs' Departments.

**Rutland County** data from law enforcement agencies includes: Brandon, Castleton, Fair Haven, Hartford, Killington, Norwich, Pittsford, Royalton, Rutland City, Rutland Town, Springfield, and Windsor Police Departments; Rutland and Addison County Sheriffs' Departments; and the Bethel and Poultney Constables.

**Addison County** data from law enforcement agencies includes: Bristol, Middlebury, and Vergennes Police Departments.

**Windham County** data from law enforcement agencies includes: Bellows Falls, Brattleboro, and Dover Police Departments, and the Windham County Sheriff's Department.



Credit: Vermont Agency of Transportation

## Impaired Driving (Drug and Alcohol)

### Problem Statement

Approximately half of fatal crashes in Vermont involved an impaired operator. Drugged driving now leads drunk driving in fatal crashes, with most drug-impaired drivers testing positive for Delta-9 THC (marijuana). The shift towards drugged driving has necessitated greater resources for enforcing DUI-drug laws, such as increased officer training, additional DREs, and expanded forensic laboratory capacity.

Enforcement campaigns remain the primary strategy to reduce impaired driving. Law enforcement agencies across the state participate in national campaigns. Impaired Driving arrests dropped during the pandemic, from 291 in 2019 to 192 in 2020, even as alcohol-related fatal crashes increased. As of December 1, 2022, there have been 101 impaired driving arrests, 5 of which occurred at a checkpoint. This number currently excludes data from the Department of Public Safety. An update will be provided as that data become available. There were 18 alcohol-impaired fatalities in 2020 and 20 in 2021 (as of December 1<sup>st</sup>). The five-year average has changed little in the last eight years, reflecting a persistent problem. Vermont continues to support data-driven enforcement, providing law enforcement with crash and arrest data analyses to focus enforcement times and locations.

### Performance Measures

**Table 3-23** summarizes the performance targets and measures for impaired driving as identified in the 2022 HSP.

Table 3-23 Impaired Driving Performance Targets

Performance Targets	Performance Measures
Decrease the 5-year average number of alcohol-impaired crash fatalities from 15.8 to 13 people by December 31, 2022.	This target was missed in 2022. The five-year average decreased to 15 in 2022.

## Program Results

The following activities were pursued through the impaired driving program area:

Table 3-24 FFY 2022 Impaired Driving Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22405D-017	Vermont Police Academy	\$253,592.00	\$205,936.36
NH22164-132	Vermont Police Academy	\$0.00	\$0.00
NH22405D-013	Chittenden County Sherriff's Department	\$50,000.00	\$23,839.52
NH22405D-014	Rutland County Sheriff's Department	\$45,000.00	\$11,598.48
NH22405D-015	Vermont State Police	\$60,200.00	\$14,709.79
NH22405D-016	Vermont DMV	\$2,000.00	\$325.22
NH22405D-027	Department of Liquor Control	\$8,000.00	\$3,400.00
NH22164-101-129	Sheriff's Depts. and Local Law Enforcement Agencies	\$764,177.00	\$291,335.73
NH22405D-021	Department of Public Safety	\$200,000.00	\$26,273.03
NH22164-128	Chittenden County Sheriff Department/Enforcement	\$148,000.00	\$22,213.88
NH22402-106	Chittenden County Sheriff Department/Enforcement	\$150,000.00	\$74,728.28
NH22164-129	Chittenden County Sheriff Department/Project Director	\$37,868.33	\$27,198.63
NH22402-127	Chittenden County Sheriff Department/Project Director	\$37,868.33	\$47,554.71
NH22405E-124	Chittenden County Sheriff Department/Project Director	\$37,868.33	\$34,829.75
NH22164-116	Rutland County Sheriff Department/Enforcement	\$28,472.67	\$21,527.13
NH22402-128	Rutland County Sheriff Department/Project Director	\$28,472.67	\$27,347.46
NH22405E-125	Rutland County Sheriff Department/Project Director	\$28,472.67	\$24,204.26
NH22164-118	Vergennes Police Department/Enforcement	\$32,000.00	\$2,060.18



Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22402-118	Vergennes Police Department/Enforcement	\$35,000.00	\$8,197.54
NH22164-119	Vergennes Police Department/Project Director	\$34,962.67	\$15,465.78
NH22402-129	Vergennes Police Department/Project Director	\$34,962.67	\$33,900.26
NH22405E-126	Vergennes Police Department/Project Director	\$34,962.67	\$8,046.30
NH22164-123	Windham County Sheriff Department/Enforcement	\$62,386.00	\$31,510.82
NH22402-123	Windham County Sheriff Department/Enforcement	\$50,000.00	\$9,959.44
NH22164-124	Windham County Sheriff Department/Project Director	\$31,127.33	\$8,379.93
NH22402-130	Windham County Sheriff Department/Project Director	\$51,127.33	\$45,852.98
NH22405E-127	Windham County Sheriff Department/Project Director	\$31,127.33	\$7,100.31
NH22402-403	Addison County Community Justice	\$20,000.00	\$17,456.54
NH22405D-019	Department of Public Safety	\$776,775.00	\$232,371.98
NH22405D-018	Department of States Attorney's and Sheriff's	\$375,999.00	\$218,976.93
	<b>TOTAL</b>	<b>\$3,399,294.67</b>	<b>\$1,277,324.29</b>

## Planned Activities

### Vermont Police Academy Impaired Driving Training Grants

Table 3-25 Vermont Police Academy Impaired Driving Grants Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Vermont Police Academy	Section 405d	\$253,592.00	\$205,936.36	Completed
Vermont Police Academy	Section 164	\$0.00	\$0.00	No Progress

#### Description

This program supports training at the Vermont Police Academy (VPA) for the following certifications:

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

Most officers receive the 40-hour SFST training, typically at the beginning of their careers. SFST trains officers to collect evidentiary breath samples. All Vermont officers must receive the 2-day ARIDE training within three years of graduation from the police academy. DRE is an advanced certification in identifying drug impairment.

**Performance**

In 2022, eight ARIDE classes were delivered, training 116 officers. Several SFST/DUI certification classes were held at the VPA, training 79 officers. In addition, a Data Master Infrared Breath Testing Supervisor courses was offered, training six officers in the proper care and diagnostics of the breath testing equipment used in DUI investigations. A two-week DRE course was offered in Colchester in September of 2022, training five officers, three DSAs, and one VFL personnel. Several courses have been scheduled for 2023. Approximately 370 enforcement evaluations occurred during this grant period.

The following agencies have a DRE on staff:

**Table 3-26 Agencies with DRE on Staff**

Bennington PD	Rutland PD
Brattleboro PD	Shelburne PD
Burlington PD	South Burlington PD
Colchester PD	Stowe PD
Dover PD	Vergennes PD
Essex PD	Vermont Dept. of Motor Vehicles
Hartford PD	Vermont State Police
Ludlow PD	VT DLC
Middlebury PD	Williston PD
Milton PD	Wilmington PD
Orange Co SD	Winhall PD

**DRE Call-Out Pay**

**Table 3-27 DRE Call-Out Pay Activity Summary**

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Chittenden County Sheriff's Department	Section 405d	\$50,000.00	\$23,839.52	Completed
Rutland County Sheriff's Department	Section 405d	\$45,000.00	\$11,598.48	Completed
Department of Liquor Control	Section 405d	\$8,000.00	\$3,400.00	Completed
Vermont State Police	Section 405e	\$60,200.00	\$14,709.79	Completed
Vermont DMV	Section 405d	\$2,000.00	\$325.22	Completed

**Description**

DRE is a law enforcement certification that improves identification and prosecution of drug-impaired drivers. The SHSO provides funding for overtime pay to call out DREs for evaluations statewide as needed.

**Performance**

Five agencies participated in the DRE Call-Out program this year. The VSP, the Chittenden County Sheriff’s Office, Rutland County Sheriff’s Office, the Department of Liquor Control, and the Department of Motor Vehicles. Using funds from this grant, the five agencies performed 113 DRE evaluations. These agencies performed an additional 210 DRE evaluations outside the scope of this grant. In total, 142 out of 323 evaluations resulted in a DUI charge.

**High-Visibility Impaired Driving Enforcement**

Table 3-28 High-Visibility Impaired Driving Enforcement Activity Summary

<b>Subrecipient</b>	<b>Funding Source</b>	<b>Funds Approved</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>Local Law Enforcement Agencies</b>	Section 164	\$764,177.00	\$291,335.73	Completed
<b>Department of Public Safety</b>	Section 405d	\$200,000.00	\$26,273.03	Completed

**Description**

During national mobilizations, participating agencies work cooperatively with nearby agencies to conduct sobriety checkpoints and saturation patrols. At times, two to three checkpoints are utilized during mobilizations of longer duration. Grantees also use funds for routine DUI enforcement and directed patrols. Crash and DUI arrest data are used to determine locations to focus enforcement.

There is also 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 specific geographic areas.

Agencies may apply for traffic safety equipment items directly related to efficiency and effectiveness of their impaired driving enforcement. This equipment includes, but is not limited to, portable breath testing equipment, safety checkpoint lighting and sign packages, traffic cones, and scene lighting. Agencies accepting funding from the SHSO must adopt a zero-tolerance policy on impaired driving.

**Performance**

Statewide 45 law enforcement agencies participated in high-visibility impaired driving enforcement this year. While on grant time, they performed the following activities:

**Total Hours ..... 4,988**

Total Patrol Hours ..... 3,372

Arrest Processing Hours ..... 108

# of Checkpoints..... 31

# of Vehicles Stopped ..... 4,716

# of Hours at Checkpoints ..... 138

Evidentiary Tests (DMT/Blood) ..... 63

.02 Violations ..... 5

DUI processing hours..... 209

DRE processing hours ..... 28

Briefing, Scheduling and Paperwork ..... 456

Travel Time..... 38

Hours at Assists and Crashes..... 102

Court Hours..... 97

Other Hours..... 354

DUI Arrests (Alcohol Only)..... 86

DUI Arrests (Drugs Only) ..... 15

DUI Arrests (Drugs and Alcohol)..... 8

DLS (Suspended License) Arrests ..... 41

Other Arrests ..... 52

DRE Evaluations ..... 11

**County Safe Highway Accident Reduction Program (SHARP)**

Table 3-29 SHARP Activity Summary

<b>Subrecipient</b>	<b>Funding Source</b>	<b>Funds Approved</b>	<b>Funds Expended</b>	<b>Project Status</b>
<b>Chittenden County Sheriff's Dept - Enforcement</b>	Section 164 Transfer Funds	\$148,000.00	\$22,213.88	Complete
<b>Chittenden County Sheriff's Dept - Enforcement</b>	Section 402	\$150,000.00	\$74,728.28	Complete
<b>Chittenden County Sheriff's Dept - Project Director</b>	Section 164 Transfer Funds	\$37,868.33	\$27,198.63	Complete
<b>Chittenden County Sheriff's Dept - Project Director</b>	Section 402	\$37,868.33	\$47,554.71	Complete

<b>Subrecipient</b>	<b>Funding Source</b>	<b>Funds Approved</b>	<b>Funds Expended</b>	<b>Project Status</b>
Chittenden County Sheriff's Dept – Project Director	Section 405e	\$37,868.33	\$34,829.75	Complete
Rutland County Sheriff's Dept – Enforcement	Section 164 Transfer Funds	\$28,472.67	\$21,527.13	Complete
Rutland County Sheriff's Dept – Project Director	Section 402	\$28,472.67	\$27,347.46	Complete
Rutland County Sheriff's Dept – Project Director	Section 405e	\$28,472.67	\$24,204.26	Complete
Vergennes Police Dept – Enforcement	Section 164 Transfer Funds	\$32,000.00	\$2,060.18	Complete
Vergennes Police Dept – Enforcement	Section 402	\$35,000.00	\$8,197.54	Complete
Vergennes Police Dept – Project Director	Section 164 Transfer Funds	\$34,962.67	\$15,465.78	Complete
Vergennes Police Dept – Project Director	Section 402	\$34,962.67	\$33,900.26	Complete
Vergennes Police Dept – Project Director	Section 405e	\$34,962.67	\$8,046.30	Complete
Windham County Sheriff's Dept – Enforcement	Section 164 Transfer Funds	\$62,386.00	\$31,510.82	Complete
Windham County Sheriff's Dept – Enforcement	Section 402	\$50,000.00	\$9,959.44	Complete
Windham County Sheriff's Dept – Project Director	Section 164 Transfer Funds	\$31,127.33	\$8,379.93	Complete
Windham County Sheriff's Dept – Project Director	Section 402	\$31,127.33	\$45,852.98	Complete
Windham County Sheriff's Dept – Project Director	Section 405e	\$17,600.00	\$1,067.43	Complete
Windham County Sheriff's Dept	Section 405e	\$31,127.33	\$7,100.31	Complete

### Description

SHARP programs are county-wide programs. Project Directors are full-time certified police officers who organize and schedule traffic enforcement efforts within their county. They

coordinate enforcement efforts for occupant protection, impaired driving, speed, and distracted driving within a region. This includes planning multi-agency and special enforcement campaigns, collecting and reporting enforcement data, and performing outreach to agencies and the public. The program director serves as a liaison between LEAs in their county and make subawards to those agencies.

**Performance**

This countywide model has proven effective in the four Vermont counties with SHARP programs. Occupant protection, distracted driving, and impaired driving enforcement funds were awarded directly to the SHARP programs in Chittenden, Rutland, Windham, and Addison (administered by the City of Vergennes) counties. The project directors for each SHARP program, who are also full-time police officers, coordinated enforcement between agencies in their county. Project directors participate themselves in each organized patrol. **Table 3-30** summarizes enforcement activities performed by each program in FFY 2022.

There was more grant activity during the FFY22 grant year compared to last year. Across the four participating agencies there were nearly 1,500 more patrol hours expended this year, and 811 fewer vehicles stopped. Comparing engagement, seven checkpoints were utilized this year compared to zero last year. Nearly 1,200 more speeding violations and 53 more operating after suspension violations were written, 66 more handheld alcohol tests were administered, and 78 more non-impaired driving arrests were made. In the previous grant campaign, there were no impaired driving arrests made on patrol and no .02 violations. This year there were 37 impaired driving arrests made while on patrol, two made at a checkpoint, and one .02 violation written.

**Table 3-30 SHARP Activities in FFY 2022**

<b>SHARP OP/DUI/DD: NH22402 FFY 2022</b>	<b>Chittenden</b>	<b>Rutland</b>	<b>Windham</b>	<b>Vergennes</b>
<b>Patrol Activity</b>				
Hours Patrolled	1,817	2,250	626	216
Vehicles Stopped - Patrol	2,832	3,773	626	393
<b>Checkpoints</b>				
Number of Checkpoints	4	2	1	0
CP Hours	23	41	2	0
<b>Action Taken</b>				
Warnings	1,480	1,259	420	229
<b>Vermont Traffic Violations Written</b>				
Child Restraint Violations	5	12	4	1
Safety Belt Violation	18	67	0	0
Speeding Violations	739	2,132	138	128
Operating After Suspension	37	136	12	0
Handheld Device Violations	245	77	0	20
Other Traffic Violations	289	447	43	58

SHARP OP/DUI/DD: NH22402 FFY 2022	Chittenden	Rutland	Windham	Vergennes
<b>NON-DUI Actions</b>				
Non-Impaired driving arrests - Patrol & CP	34	40	11	3
<b>DUI Actions</b>				
Alco Given Handheld Test	15	44	9	3
Evidentiary Tests Given	7	14	1	1
Impaired driving arrests (Patrols)	8	19	7	3
.02 Violations	0	1	0	0
Impaired driving arrests (Checkpoints)	1	1	0	0

## Safe Driving Program

Table 3-31 Safe Driving Program Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Addison County Community Justice	Section 402	\$20,000.00	\$17,456.54	Complete

### Description

The Safe Driving Program is offered at five sites across Vermont and as an online class. The Safe Driving Program is an educational program designed to teach participants about the human consequences of unsafe, impaired and/or distracted driving. This class is not mandatory to have one’s license reinstated. In this class, through discussion and interactive activities, the participants learn how unsafe driving affects them, their family, and members of the community. The Safe Driving Program aims to lower the rates of fatal crashes due to impaired or distracted driving and raise awareness of those charged with driving offenses about their responsibility to engage in safe driving habits.

### Performance

During this grant period 47 Safe Driving classes were held across five sites, distributed virtually and in-person (in-person offerings were held in Essex, VT). In total, 31 classes were held online, and 16 classes were held in-person. A total of 770 people registered for the classes and 561 people completed a class.

Class evaluations were collected from almost all participants and reflect a shift in attitude about unsafe driving behavior. Respondents indicated that they take driving more seriously, they recognize that they are accountable for their driving actions, and they more broadly understand the consequences of unsafe driving. One of the objectives of the class is to identify at least three ways that people are impacted and/or harmed by unsafe driving. More than 90% of participants completed this objective and indicated that stories that they heard from the panel of victim speakers provided motivation for them to not reoffend.

The annual Red Ribbon Tree Ceremony was held on the first Tuesday of December as a tribute to the lives that have been lost due to impaired and distracted driving.

All goals were met during this grant period.

## Forensic Laboratory Support Program

Table 3-32 Forensic Laboratory Support Program Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Public Safety	Section 405d	\$776,775.00	\$254639.59	Complete
Department of Public Safety	Section 164	\$0.00	\$0.00	No Progress

### Description

The Vermont Forensic Laboratory (VFL) tests blood samples for DUID (DUI-drug) cases. VFL can perform screening tests for a range of drugs and confirmation tests for cannabinoids. When confirmation is needed for drugs other than THC, samples are sent to an outside laboratory. This grant funds routine blood testing for DUID cases, training for lab employees, purchase of laboratory instruments and supplies, and supporting contract services. A major goal is to expand the laboratory’s accreditation scope and capacity to reduce spending on third-party testing.

### Performance

In FY22, the VFL analyzed 596 blood samples for drugs and/or alcohol, a more than 40% increase over FY21. We anticipate FY23 to continue this upward trend. The scope of services provided by the Toxicology Section also expanded to confirm drug samples that screen positive for Cannabinoids, Opiates and Stimulants, and Benzodiazepines using High Performance Liquid Chromatography/Tandem Mass Spectrometry (LC-MS/MS).

This grant supported the purchase of necessary equipment, instrumentation, and supplies to continue the toxicological testing offered at the VFL. The grant also provided training of VFL Forensic Chemists so they may serve as expert witnesses on drug impairment, physiology, pharmacology and forensic testing, and provided support to properly maintain the DMT instruments in the field and to train law enforcement officers to operate them.



Figure 3-6 State Forensic Lab (Source: VTrans)

VFL staff attended the Society of Forensic Toxicology annual meeting, as well as the Borkenstein drug course virtually, in October of 2021. In April of 2022, two staff attended the IACT conference in Arizona. Over the grant period a total of approximately 210 DMT RPCs were



completed, 4 DMT supervisor classes were held, with 60 officers receiving training, 3 DMT operator classes held with 105 officers receiving training, and 52 DMT APMs were completed.

Through the maintenance of instruments, expansion of the Toxicology Section, and trainings that were provided, the goals of providing the highest level of technical support in DUI cases in Vermont was achieved during this grant period.

### Traffic Safety Resource Prosecutor (North and South)

Table 3-33 Traffic Safety Resource Prosecutor Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
States' Attorneys and Sheriffs	Section 164	\$0.00	\$0.00	No Progress
States' Attorneys and Sheriffs	Section 405d	\$375,999.00	\$218,976.93	Complete

#### Description

Traffic safety resource prosecutors (TSRP) work with State Attorneys, their deputies, and Assistant Attorneys General in impaired driving prosecutions with exceptional challenges. TSRPs routinely assist or lead prosecution in drugged driving cases. TSRPs also handle prosecution of fatal crash cases. TSRPs litigate the majority of Vermont appeals before the Supreme Court that involve driving while impaired, gross negligent operation, and negligent operation.

TSRPs assist with and instruct at Vermont's DRE school. They also provide training to prosecutors and law enforcement on impaired driving investigations, law, and procedure.

#### Performance

In FFY 22, TSRPs continued to provide education, guidance, training, assistance to prosecutors, law enforcement officers, and VFL to assist in investigating and prosecuting impaired driving cases. Additionally, TSRPs engage with the public to provide further education on safe driving habits. TSRPs attended the following conferences:

- › Lifesavers Conference
- › TSRP Conference
- › VT Impaired Driving Summit
- › MADD NE, Law Enforcement Recognition Luncheon and Educational Symposium

Additionally, TSRPs conducted or participated in the following trainings and events:

- › R1 Cops in Court video training
- › NAPC-NTLC Expert Witness Project x2, Birmingham & Boise
- › SAS Annual Training
- › ARIDE Training
- › Hartford Highschool, Safe Driving x2 (health and driver's ed classes)

- › DRE Recertification Training
- › DRE School Training
- › Police Academy Training
- › Joined Youth Safety Council of VT Board
- › Participation at Traffic Safety Table at Champlain Valley Fair

TSRPs provided technical assistance with handling of complex issues, including search warrants for evidentiary blood, challenges to the horizontal gaze nystagmus test, challenges to field sobriety exercises, challenges to drug recognition evidence, challenges to prior convictions in felony DUI cases, and attacks on evidence obtained during course of emergency medical treatment following a motor vehicle crash.

Overall, the number of individuals engaged throughout this year's grant (796), compared to 2021 totals (284) increased significantly, even with subtracting the 400 attendees engaged as the keynote speaker for the conference in Killington. The increase in numbers is likely a reflection of easing of pandemic restrictions and our ability to get out more. For instance, we had not been able to engage in any high school presentations since the pandemic began but were able to start again in the 2022 grant period and presented twice to a large group of students at Hartford High School. Also, last year's DRE school had been canceled. With our participation in the Region 1 Cops in Court online training, it's difficult to assess the number of individuals engaged in the training as it has been distributed to law enforcement agencies throughout New England.

We sought and received additional support from the SHSO to be able to fund subject matter experts in cannabis which will be extremely helpful to the successful prosecution of DUI-Drug cannabis cases moving forward.



Credit: Vermont Agency of Transportation

## Motorcycle Safety

### Problem Statement

Motorcyclists represent few of Vermont’s crash fatalities each year but have proven difficult to reduce. There have been 14 motorcycle fatalities in Vermont in 2022 (through December 14). The small number of motorcycle fatalities has made it difficult to establish the performance measure, but the 5-year average has stayed relatively constant between 9-11 fatalities per year.

Rider training has been recognized as Vermont’s best option to reduce fatalities. Vermont law requires motorcyclists to wear helmets, and Vermont has seen zero to two un-helmeted motorcycle fatalities per year since 2014. Rider training courses, in beginner, intermediate, and experienced skill levels, are widely offered with support from highway safety grants.

### Performance Measures

**Table 3-34** summarizes the performance targets and measures for motorcycle safety as identified in the 2022 HSP.

**Table 3-34 Motorcycle Safety Performance Measures**

Performance Targets	Performance Measures
Maintain motorcycle fatalities at the five-year average of 9.8 people through December 2022.	This target was not achieved. The 5-year average for 2022 increased to 11 people.
Maintain the number of un-helmeted motorcyclist fatalities at the five-year average of 0.6 through December 2022.	This target was not achieved. The five-year average in 2022 increased to 1.

## Program Results

Table 3-35 lists the activity pursued under the motorcycle safety program area.

**Table 3-35 Motorcycle Safety Program Area Summary**

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH21405F-000	Department of Motor Vehicles	\$32,196.00	\$13,336.82
	<b>TOTAL</b>	<b>\$32,196.00</b>	<b>\$13,336.82</b>

## Planned Activities

### State Motorcycle Rider Education Program

**Table 3-36 State Motorcycle Rider Education Program Summary**

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Motor Vehicles	Section 405f	\$32,196.00	\$13,336.82	Complete

#### Description

The Motorcycle Rider Education Program offers rider safety courses at seven locations across Vermont. Courses are available to new riders and to those already holding a motorcycle endorsement. Training includes exercises teaching motorcycle operation, instruction on proper riding gear (helmet, eye protection, full fingered gloves, riding jacket, pants, and over the ankle footwear), the risks of using alcohol or drugs before riding, and how to be visible to other motorists.

#### Performance

During the program’s 2022 training season, 112 courses were held at seven locations. A total of 950 students interested in obtaining a motorcycle endorsement for the first time participated. 31 individuals who already possessed a motorcycle endorsement and were interested in honing their skills also participated. Approximately 85% of all participants successfully completed their

training. Training classes were conducted on weekends beginning the last weekend in April and concluding in mid-October. Survey responses indicate that students were pleased with the training.

In September, the program coordinator and several instructors attended the State Motorcycle Safety Associations annual training summit in Nashua, NH. During the grant period, training was provided to 10 current program instructors for guidance on teaching the Motorcycle Safety Foundations Advanced RiderCourse. The goal to provide a three-wheel focused motorcycles safety course is ongoing. The goals of providing motorcycle safety training, and the opportunity for VT Rider Education Programs RiderCoaches the opportunity to attend the training summit were achieved. The goal of reducing motorcycle fatalities was not met in 2022.



Credit: Vermont Agency of Transportation

## Occupant Protection

### Problem Statement

Unrestrained occupants consistently make up nearly two-thirds of Vermont's annual crash fatalities. As such, enforcement of occupant protection statutes is a prominent part of Vermont's safety programming. Vermont has a secondary seat belt law that requires belt use from all occupants, including adults in the back seat. The seat belt use rate rose slightly in 2022 to 90.4 percent.

In addition to enforcement, Vermont uses education and free/low-cost child car seats to raise rates of occupant protection use. Vermont also collects detailed data in the annual seat belt survey to measure progress towards universal use and generate data for targeted enforcement.

### Performance Measures

**Table 3-37** summarizes the performance measures and target for occupant protection identified in the 2022 HSP.

**Table 3-37 Occupant Protection Performance Measures**

Performance Targets	Performance Measures
Reduce the five-year average number of unrestrained occupant fatalities to 20 through December 2022.	Vermont did not achieve this target. The 5-year annual average unrestrained fatalities rose to 26.6 in 2022.
Increase the statewide observed seat belt use of front seat outboard occupants to 89.4% by December 2022.	This goal was met, with the five-year average reaching 89.5%.

## Program Results

The following activities were pursued under the Occupant Protection program area:

**Table 3-38 FFY 2022 Occupant Protection Program Area Summary**

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22402-101	City of Barre	\$25,500.00	\$9,343.09
NH22402-102	Town of Barre	\$14,620.00	\$2,170.94
NH22402-103	Bennington County Sheriff's Dept.	\$22,800.00	\$4,206.30
NH22402-104	Town of Bennington	\$35,000.00	\$21,548.71
NH22402-105	Town of Berlin	\$13,600.00	\$2,220.70
NH22402-106	Chittenden County Sheriff's Dept.	\$150,000.00	\$74,728.28
NH22402-107	Department of Motor Vehicles	\$5,000.00	\$2,901.84
NH22402-108	Essex County Sheriff's Dept.	\$8,000.00	\$3,580.68
NH22402-109	Grand Isle County Sheriff's Dept.	\$20,000.00	\$2,140.92
NH22402-110	Hardwick Police Dept.	\$8,000.00	\$2,111.41
NH22402-111	Town of Ludlow	\$5,140.00	\$0.00
NH22402-112	Town of Manchester	\$5,000.00	\$4,519.24
NH22402-113	Town of Morristown	\$5,000.00	\$1,845.33
NH22402-114	Orange County Sheriff's Dept.	\$25,000.00	\$5,406.95
NH22402-115	Orleans County Sheriff's Dept.	\$16,000.00	\$5,576.79
NH22402-116	Rutland County Sheriff's Dept.	\$125,000.00	\$69,967.33
NH22402-117	Town of St. Johnsbury	\$12,000.00	\$5,790.88
NH22402-118	Town of Vergennes	\$35,000.00	\$8,197.54

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22402-119	Department of Public Safety	\$185,000.00	\$58,821.26
NH22402-120	Washington County Sheriff's Dept.	\$22,000.00	\$8,920.67
NH22402-121	Town of Weathersfield	\$9,500.00	\$6,940.34
NH22402-122	Town of Wilmington	\$6,000.00	\$6,000.00
NH22402-123	Windham County Sheriff's Dept.	\$50,000.00	\$9,959.44
NH22402-124	Windsor County Sheriff's Dept.	\$25,000.00	\$20,066.02
NH22402-125	Town of Winhall	\$9,600.00	\$8,334.46
NH22402-126	Town of Woodstock	\$9,000.00	\$6,999.42
NH22405B-000	Department of Health	\$243,906.00	\$159,774.46
NH22405B-014	Preusser Research Group, Inc.	\$104,137.00	\$80,300.00
	<b>TOTAL</b>	<b>\$1,194,803.00</b>	<b>\$432,598.54</b>

## Planned Activities

### CPS Statewide Program and Data Support

Table 3-39 CPS Statewide Program and Data Support Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Health	Section 405b	\$243,906.00	\$159,774.46	Complete

#### Description

The Vermont Child Passenger Safety (CPS) program uses fitting stations, inspection events, the BeSeatSmart website, a telephone help line, and printed materials to increase community knowledge of the proper use of child restraints. The program offers certifications in car seat education, special needs restraints, and school bus restraints to car seat technicians and instructors. The program also provides child car seats at no or reduced cost to low-income families.

#### Performance

In FFY22, courses were offered for new technicians in Bennington, Vergennes, St. Albans, Montpelier, and Windsor. The number of nationally certified technicians in Vermont rose from 160 to 187 during the grant period, representing a 17% increase.

In partnership with the Connecticut CPS program, a 6 CEU (continuing education unit) training was held at the Killington Grand Central Hotel. This program was offered to approximately 54 CPSTs. The CPS program supported 62 fitting stations, which was a 9% increase from the beginning of the year. Technicians completed 1,926 car and booster seat inspections which represents an increase from the 1,898 that were checked in the previous year. CPS held 30 community and seat check events over the grant period, a 20% increase from the previous year.



The program distributed 474 child safety seats to low-income families, an increase of 25%. The low-income seat voucher distribution program remains in place through the 12 Women Infants and Children (WIC) offices statewide to assure access for income-qualified families (less than 300% poverty level) - one per child installed in a vehicle by a certified technician with the child present (or expectant mother). This program works to increase awareness of existing fitting stations as a community resource and will ultimately decrease misuse. The program also works closely with low-income Vermonters that receive Reach Up services, Dr. Dynasaur (Medicaid) and those children that are in the care and custody of the State of Vermont.

The program sends thousands of educational rack cards each year to doctors’ offices and insurance companies and passes many out at community events. In FFY 2022, 1,260 rack cards were distributed to partners and organizations such as doctor’s offices, childcare centers, and WIC offices.

The four goals that were set for the FFY 2022 grant period were all achieved.

### Annual Seat Belt Survey

Table 3-40 Seat Belt Survey Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Preusser Research Group, Inc.	Section 405b	\$104,137.00	\$80,300.00	Complete

#### Description

Following NHTSA’s revised uniform criteria, a seat belt survey is completed annually. Roadside observations are collected at multiple locations in every Vermont county. The data is used to analyze year-to-year variations in seat belt use and identify geographic and demographic disparities.

#### Performance

Preusser Research Group has split the state into seven county groups and 82 observation sites. A sample size of approximately 11,000 front seat occupants was observed during this study. Sites are observed in 60-minute intervals during daylight hours.

The 2022 use rate (90.4%) was 1.2% higher than the 2021 use rate, and the highest rate in the past 8 years. The five-year average has also been trending positively since 2016. In 2016, the five-average was 84%, and in 2022 it is now 89.5%.

Preusser Research Group was contracted by the VTrans to perform the seat belt survey. Some of their report data is included in this document under occupant protection performance measure results. Additional performance data for this grant activity will be provided following the receipt of the final Annual Seat Belt Survey Report.

## Click It Or Ticket National Mobilizations

Table 3-41 CIOT Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State, Sheriff, and Town/City Law Enforcement	Section 402	\$1,014,191.00	\$506,953.95	Complete

### Description

Most Vermont law enforcement agencies (LEAs) participate in Click It or Ticket (CIOT) High Visibility Enforcement (HVE) campaigns. More than 70% of LEAs participated in the national mobilization in May of 2022. Funding is provided to LEAs to engage in OP enforcement patrols throughout the year, including child passenger safety enforcement activities and educational events. Enforcement is targeted to areas of low seat belt usage using data from the seat belt survey and crash data. Ongoing and periodic enforcement is conducted day and night, especially from May through September, when data shows a higher rate of unbelted fatalities.

The Vermont CIOT Task Force, made up of regional groups of officers, supplements regular patrols. Vermont also participates in the NHTSA Border to Border initiative, partnering with New York and New Hampshire on seat belt messaging.

### Performance

CIOT Task Force teams held many multi-jurisdictional mobilizations. For the national CIOT mobilization in May, law enforcement officers are deployed throughout the state to participated in media kick-off events and then were deployed throughout the state to participate in the national mobilization. The CIOT Task Force leaders and liaisons use social media, press conferences and interviews to promote awareness with each HVE campaign. The LELs coordinated with their counterparts in New York and participate in a Border-to-Border (B2B) CIOT Kick-Off event at or near the New York/Vermont border on the first day of the national mobilization.

LEAs participating in the nation CIOT mobilization in May included:

- › 34 municipal police departments
- › 12 county sheriff’s departments
- › 9 State Police field stations
- › The Enforcement Division of the Department of Motor Vehicles

These agencies performed over 3,500 hours of enforcement during the May and November campaigns. Their enforcement activities are listed in Table 3-42.

**Table 3-42 CIOT Mobilization Activities**

	<b>Thanksgiving Holiday Mobilization</b>	<b>CIOT National Mobilization</b>
<b>Campaign Dates</b>	November 24 – 28, 2021	May 23 – June 5, 2022
<b>Participating LEAs</b>	44	56
<b>Enforcement Hours</b>	878.50	2,707.25
<b>Vehicles Contacted</b>	2,847	5,033
<b>Seatbelt Violation Citations</b>	7	92
<b>Child Passenger Safety Citations</b>	4	11
<b>Speed Citations</b>	334	771
<b>Handheld Device Use Citations</b>	10	64
<b>Other Tickets</b>	104	506
<b>Arrests for Other Motor Vehicle-Related Crimes</b>	35	113

The CIOT Task Force leaders and the liaisons use social media, media interviews, and sponsored blood drives to promote awareness with each HVE campaign.

### Safe Highway Accident Reduction Program (SHARP)

**Table 3-43 SHARP Grants Activity Summary**

<b>Subrecipient</b>	<b>Funding Source</b>	<b>Funds Approved</b>	<b>Funds Expended</b>	<b>Project Status</b>
Various Agencies (See Impaired Driving Program Area)	Section 164, 402, and 405e			Complete

#### Description

SHARP programs are county-wide programs. Project Directors are full-time certified police officers who organize and schedule traffic enforcement efforts within their county. They coordinate enforcement efforts for occupant protection, impaired driving, speed, and distracted driving within a region. This includes planning multi-agency and special enforcement campaigns, collecting and reporting enforcement data, and performing outreach to agencies and the public. The program director serves as a liaison between LEAs in their county and make subawards to those agencies.

#### Performance

This countywide model has proven effective in the four Vermont counties with SHARP programs. Occupant protection, distracted driving, and impaired driving enforcement funds were awarded directly to the SHARP programs in Chittenden, Rutland, Windham, and Addison (administered by the City of Vergennes) counties. The project directors for each SHARP program, who are also full-time police officers, coordinated enforcement between agencies in their county. Project directors participate themselves in each organized patrol.

Please see the SHARP activity in the Impaired Driving program area for the complete performance results for FFY'22.

## Equipment Grants

Table 3-44 Equipment Grants Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State, Sheriff, and Town/City Law Enforcement	Section 405E Flex	\$359,892.00	\$261,043.51	Complete

### Description

Equipment grants are need based and made to state and local law enforcement agencies to purchase essential equipment for enforcement campaigns. The most common equipment purchases were radar speed feedback signs, in-car camera systems, mobile radar or lidar units, spike strips, and smaller items such as safety vests and flares. Since seat belt violations are a secondary offense in Vermont, seat belt enforcement campaigns use speed and aggressive driving as primary offenses, requiring additional equipment.

### Performance

26 law enforcement agencies were awarded equipment grant funding to support their enforcement programs. Of the \$359,892 Section 405E Flex amount awarded, approximately 73% was spent. In addition to local agencies, the VSP received equipment that was distributed to troopers statewide. Equipment purchased during this grant period includes:

- › Portable and in-car RADAR speed measurement Devices
- › RADAR Speed Feedback Signs
- › Tire deflation devices
- › Rechargeable flashlights
- › Highway flares

Additionally, Wilmington PD purchased a Watchguard Video in-car camera system which was the only purchase of greater than \$5,000.



Credit: Vermont Agency of Transportation

## Planning and Administration

### Problem Statement

The SHSO at the Vermont Agency of Transportation is responsible for administering federal highway safety grant funds in Vermont. SHSO staff solicit applications, award grant funds, evaluate success, and monitor compliance for safety projects using federal funds. They work with the state, local, and non-profit organizations that run these safety projects, providing expertise and guidance.

To administer these programs effectively, the SHSO has three staff who work as program coordinators. The activities under this program area support SHSO staff salaries and technology to improve their efficiency.

### Program Results

Table 3-46 summarizes the activities pursued under this area in FFY 2022:

Table 3-45 Planning and Administration Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22402-001	State Highway Safety Office	\$150,000.00	\$38,455.80
NH22164-001	State Highway Safety Office	\$85,000.00	\$0.00
NH22402-000/002/003	State Highway Safety Office	\$552,000.00	\$206,993.02
NH22164-000/002	State Highway Safety Office	\$100,000.00	\$27,215.95
NH22164-003	State Highway Safety Office	\$54,000.00	\$75,263.92

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22402-400	State Highway Safety Office	\$110,000.00	\$86,868.44
NH22405D-012	State Highway Safety Office	\$20,000.00	\$12,091.72
	<b>TOTAL</b>	<b>\$1,071,000.00</b>	<b>\$360,020.41</b>

## Planned Activities

### Electronic Grant Management

Table 3-46 Electronic Grant Management Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Highway Safety Office	Section 402	\$150,000.00	\$38,675.80	In Progress
State Highway Safety Office	164 Transfer Funds	\$85,000.00	\$0.00	No Progress

#### Description

The SHSO has adopted a web-based program management system titled Grant Electronic Application Reporting System (GEARS). This program increases efficiency in grant processes by providing SHSO staff and grantees with instant, web-based access to applications and reports. It also facilitates programmatic reviews and both internal and external audits.

#### Performance

GEARS was successfully used to manage grant reporting for the fifth year. Grantees submitted their applications, progress reports, invoices, and other documentation through the website. The funds expended for GEARS are for the annual hosting fee and service enhancements to SHI, Agate’s third party reseller. SHSO Planning and Administration

Table 3-47 SHSO Planning and Administration Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Highway Safety Office	Section 402	\$752,987.00	\$255,432.49	In Progress
State Highway Safety Office	164 Transfer Funds	\$310,000.00	\$102,479.87	In Progress

#### Description

This activity funds the management, supervision, and support services operating the traffic safety program at the Vermont SHSO.

#### Performance

The SHSO managed the safety program for another year at the same staff level. The SHSO also maintained Vermont’s membership in the Governor’s Highway Safety Association.

## Highway Safety Program Coordinator

Table 3-48 Highway Safety Program Coordinator Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Highway Safety Office	Section 402 SA	\$110,000.00	\$86,868.44	In Progress
State Highway Safety Office	Section 405d	\$20,000.00	\$12,091.72	In Progress

### 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 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.

### Performance

The Program Coordinators continued to run an aggressive site visit schedule, meeting personally with most grantees over the last two years. Site visits were conducted both in-person and virtually due to restrictions. For the law enforcement and equipment subawards, each agency's activity was reviewed for monthly financial reporting and quarterly progress reports. Site monitoring visits were conducted on a biannual basis for all law enforcement agencies.



Credit: Vermont State Highway Safety Office

## Police Traffic Services

### Problem Statement

The SHSO provides resources to all law enforcement agencies in the state. The SHSO has two contract LELs who encourage participation in national enforcement initiatives and serve as resources for local agencies. The SHSO also facilitates crash investigations by supporting the VSP Crash Reconstruction Team.

### Performance Measures

**Table 3-49** summarizes the performance measures and targets for police traffic services as identified in the 2022 HSP.

**Table 3-49 Police Traffic Services Performance Measures**

Performance Targets	Performance Measures
Achieve a five-year average of 58 traffic fatalities in 2022.	Vermont did not achieve this target. The five-year average number of traffic fatalities rose to 64.4.
Achieve a five-year average of 260 serious injuries in 2022.	This target was achieved, with the five-year average falling to 253.7.
Achieve a five-year average of 21 speed-related fatalities in 2022.	This target was not met, with the five-year average rising to 22.2 in 2022.
Achieve a five-year average of 9.5 motorcyclist fatalities in 2022.	This target was not met. The five-year average rose to 11 fatalities in 2022.



## Program Results

The following activities were pursued under the Police Traffic Services program area:

Table 3-50 Police Traffic Services Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22402-201	Department of Public Safety	\$87,163.00	\$42,861.97
NH22402-202	Law Enforcement Liaison (South)	\$40,000.00	\$36,000.00
NH22402-203	Law Enforcement Liaison (North)	\$40,000.00	\$36,000.00
NH22405E-106	Department of Public Safety	\$120,681.00	\$19,895.05
NH22405D-010	Law Enforcement Liaison (South)	\$40,000.00	\$36,000.00
NH22405D-011	Law Enforcement Liaison (North)	\$40,000.00	\$36,000.00
NH22405E-101	Law Enforcement Liaison (North)	\$36,200.00	\$36,000.00
NH22405E-102	Law Enforcement Liaison (South)	\$36,200.00	\$36,000.00
	<b>TOTAL</b>	<b>\$440,244.00</b>	<b>\$278,757.02</b>

## Planned Activities

### Crash Reconstruction Team (CRT) Support

Table 3-51 Crash Reconstruction Team Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Public Safety	Section 402	\$87,163.00	\$42,861.97	Complete

#### Description

The VSP Crash Reconstruction Team (CRT) is the primary investigation unit for serious bodily injury and fatality crashes in the state of Vermont. The team responds to crashes when called by state, local, or county law enforcement. The team uses total station instruments and complex diagramming software to perform their investigations. They also perform downloads from Event Data Recording systems and use small unmanned aerial vehicles to document crash scenes.

Certified crash reconstructionists are state troopers who have completed three levels of nationally recognized training. Their technical support with serious crash investigations improves overall reporting, particularly in identifying contributing factors. This grant funds their training, continuing education, equipment, and software purchases.

#### Performance

During the grant cycle, the CRT was activated 84 times. These activations included both responses to a scene led by State police, and also requests to assist local municipal agencies. This grant provides funding for their ongoing education. Seven members attended fifteen trainings

during this grant cycle. The training material included standard offerings, such as, At Scene Crash Investigation, Advanced Crash Investigation, and Traffic Crash Reconstruction. Specialty offerings, including EDR Analysis, Pedestrian and Bicycle Crash Investigation, and Commercial Motor Vehicle Forensic Examinations were also attended. During the grant period, state police also purchased two new unmanned aerial systems (sUAS), also known as drones.

The Crash Reconstruction Team is comprised of twelve active members. Of the members on the team, 75% have completed all of the three required courses to attain the status of crash reconstructionist. The hope is to open enrollment again this year to achieve a full-strength status of fifteen members. During the grant period, the CRT instructed approximately 60 recruits in the Vermont Police Academy 113<sup>th</sup> class in the Fall of 2021 and 114<sup>th</sup> class in the Spring of 2022. The goal of assisting with fatal and serious injury crash investigations throughout the state was achieved during this grant period.



Figure 3-7 Vermont Police Cruiser (Source: VTrans)

## Law Enforcement Liaisons

Table 3-52 Law Enforcement Liaisons Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
LEL Contractor (North)	Section 405d	\$40,000.00	\$36,000.00	Complete
LEL Contractor (North)	Section 405e	\$36,200.00	\$36,000.00	Complete
LEL Contractor (North)	Section 402	\$40,000.00	\$36,000.00	Complete
LEL Contractor (South)	Section 405d	\$40,000.00	\$36,000.00	Complete
LEL Contractor (South)	Section 405e	\$36,200.00	\$36,000.00	Complete
LEL Contractor (South)	Section 402	\$40,000.00	\$36,000.00	Complete

### Description

Vermont contracts with LELs to facilitate cooperation between law enforcement agencies and the SHSO. Their priorities include maintaining partnerships with the VHSA, increasing law enforcement participation in HVE campaigns, staying apprised of national campaigns, and supporting the occupant protection and impaired driving task forces. They also promote the

state’s DRE program and support media messaging throughout the year. Vermont has two LELs who divide coverage of the state into north and south regions.

**Performance**

Throughout FFY 2022, the SHSO promoted five High Visibility Enforcement campaigns:

- › Thanksgiving – Buckle Up Every Trip, Every Time
- › December Holidays/New Year’s – Drive Sober or Get Pulled Over
- › Connect 2 Disconnect – U Drive. U Text. U Pay.
- › Click It or Ticket – Occupant Protection
- › Labor Day – Drive Sober or Get Pulled Over

75 percent of Vermont law enforcement agencies participated in at least one HVE campaign, and 24 percent of Vermont LEAs participated in all five. This is more participation than FFY 2021 and the LELs will strive to continue the upward trend. The LELs are Subject Matter Experts in motor vehicle law and traffic safety policing. The LELs provide guidance and information to VTrans staff by being active participants in traffic committee meetings, Teams meetings, Legislative Testimony and other projects as assigned by the Administrator.

**VSP Occupant Protection, Impaired, and Distracted Driving Enforcement**

Table 3-53 VSP OP, Impaired, and Distracted Enforcement Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Public Safety	Section 405e	\$120,681.00	\$19,895.05	Complete

**Description**

The VSP provides primary law enforcement services in 90 percent of Vermont’s landmass and for 50 percent of the state’s population. VSP has primary responsibility for Vermont’s four interstate highways and most rural towns without their own police departments.

Throughout this large footprint of primary responsibility, VSP is allocated funds for HVE to deter speeding, aggressive driving, and distracted driving year-round. HVE efforts are focused on areas where crash data shows a high incidence of speed and aggressive driving-related crashes.

**Performance**

VSP’s ten barracks participated in monthly occupant protection, impaired driving, and distracted driving patrols. Previous restrictions related to the COVID-19 Pandemic were lifted early on in FFY2022 and Troopers have had a renewed focus on traffic safety enforcement. During these patrols, troopers follow consistent guidelines for each type of patrol:

- › **Occupant protection patrols:** Vermont has a secondary seat belt law, so troopers look for aggressive driving behaviors combined with unbelted drivers or passengers. Citations (or arrests, when appropriate) are emphasized over warnings.

- › **Impaired driving patrols:** These patrols almost always occur between 8:00 pm and 4:00 am, when impaired driving is most frequent. Troopers track the number of operators screened in addition to the number of arrests made.
- › **Distracted driving patrols:** Generally, citations (over warnings) are the preferred outcome for every violation observed.

Occupant protection/aggressive driving patrols were suspended for most of the fiscal year.

While participating in the monthly OP, DUI and DD enforcement, Troopers focused on major highways that data indicate as problem areas. Speed trailers were deployed across the state to measure speed and traffic data. Patrol activity for FFY 2022 is summarized in **Table 3-54**.

**Table 3-54 VSP Speeding, Aggressive, and Distracted Driving Enforcement Activity**

	OP Enforcement	Vermont State Police DUI Enforcement	Distracted Driving
<b>Dollars Spent</b>	<b>\$58,821.26</b>	<b>\$26,273.03</b>	<b>\$19,895.05</b>
<b>Patrol Activity</b>			
Hours Patrolled	1,017	499	385
Vehicles Stopped - Patrol	1,054	349	330
<b>Checkpoints</b>			
Number of Checkpoints	0	0	0
CP Hours	0	0	0
<b>Action Taken</b>			
Warnings	632	268	229
<b>Vermont Traffic Violations Written</b>			
CPS - Violations	0	2	0
Safety Belt Violation	0	2	0
Speeding Violations	375	64	64
All OSC Violations	14	8	1
Other Traffic Violations	77	36	51
Handheld Devices Violations	11	0	30
<b>NON-DUI Actions</b>			
Non-Impaired driving arrests - Patrol & CP	21	31	0
<b>DUI Actions</b>			
Alco Given Handheld Test	14	41	1
Evidentiary Tests Given	3	16	1
Impaired driving arrests (Patrols)	3	29	1
.02 Violations	0	1	0
Impaired driving arrests (Checkpoint)	0	0	0



Credit: Rawpixel.com

## Racial Profiling Data Collection

### Problem Statement

To comply with state statute (20 V.S.A. Section 2366), the Vermont Criminal Justice Council must collect race data on traffic stops from all law enforcement agencies in the state. This data is required to be accessible to the public, meeting the eligibility requirements for Section 1906 funding. Data collection is not currently uniform or complete, requiring additional training to bring enforcement agencies into compliance.

### Performance Measures

**Table 3-55** summarizes the performance measures and targets for police traffic services as identified in the 2022 HSP.

**Table 3-55 Racial Profiling Data Collection Performance Measures**

Performance Targets	Performance Measures
Administer Evidence Based Race Data Enforcement Reporting training to 50% of Vermont police officers	Vermont met this target in 2022, with 98% of Vermont police officers receiving this training.

## Program Results

The following activities were pursued under the Racial Profiling Data Collection program area:

**Table 3-56 Racial Profiling Data Collection Program Area Summary**

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH221906-001	Vermont Criminal Justice Council	\$686,136.00	\$192,960.43
	<b>TOTAL</b>	<b>\$686,136.00</b>	<b>\$192,960.43</b>

## Planned Activities

### Fair and Impartial Police Training

**Table 3-57 Fair and Impartial Police Training Activity Summary**

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Vermont Criminal Justice Training Council	FAST Act Section 1906	\$686,136.00	\$192,960.43	Complete

#### Description

To meet Vermont’s statutory requirements and ensure consistent practices for race data collection in law enforcement records, funding was requested for Fair and Impartial Policing (FIP) training. Vermont statute requires FIP training for officers in every odd numbered year. This activity involved developing a training course and delivering it to all Vermont law enforcement officers. Due to pandemic complications, training was not provided in FFY 2021, and the project was extended into FFY 2022.

#### Performance

77 trainings were held over the course of the FFY 2022 grant period, with approximately 1,220 Vermont police officers in attendance. Live and interactive training was provided in the classroom initially, and then a transition to virtual training was necessary as pandemic complications arose in January of 2022.

This FIP and racial equity training model focused on the following key content areas: social construction of race, racial and wealth disparities, history of systemic racism in the US, language access laws when working with Limited English Proficient (LEP) populations, federal and state laws related to race, ethnicity, and immigration status data collection, racial disparities in incarceration, suicide and mental health disparities negatively impacting youth and young adults, restorative justice, best practice models for improving race/ethnicity data identification and traffic stop race data collection, and culturally appropriate ways to interact and partner with diverse communities.

Grant performance in FFY 2022 exceeded performance in FFY 2021. Though challenges during the contract process delayed the start of the project, it was ultimately successful. The data analysis contractors have identified some initial areas of weakness in the statewide collection of

traffic stop race data. A goal of the project was to provide information to agencies towards improving data collection, however the scope of the project was larger than anticipated. A reapplication for grant funding will be made to allow a continued relationship with the contractor, more training and improved data collection for Vermont police officers.

Our goal of training all Vermont Law Enforcement Officers in proper race data collection by the end of 2022 was narrowly missed. 1,220 officers were trained, and less than 25 officers were unable to attend training.



Credit: Vermont State Police

## Traffic Records

### Problem Statement

The Traffic Records program ensures accuracy and completeness in safety data for Vermont. Records must be reported in a timely manner after crashes or other incidents. The State must also maintain databases and reporting tools for law enforcement, EMS, and others to use.

### Performance Measures

**Table 3-58** summarizes the performance measures and targets for Traffic Records as identified in the 2021 HSP.

**Table 3-58** Traffic Records Performance Measures

Performance Targets	Performance Measures
Citation uniformity: Record at least 75% of citations issued in Vermont electronically.	Vermont did not meet this goal, recording only 32,71% of citations electronically in 2022.
e-Citation usage: Use e-Citation in at least 63% of Vermont's law enforcement agencies	Vermont did not meet this goal, with only 51% of law enforcement agencies using e-Citation.

### Program Results

The following activities were pursued under the Traffic Records program area:



**Table 3-59 Traffic Records Program Area Summary**

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH22402-300	Agency of Transportation	\$56,497.00	\$12,458.18
NH22402-301	LexisNexis	\$65,000.00	\$65,000.00
NH22405C-700	Agency of Transportation	\$200,000.00	\$27,000.00
NH22405C-704	Agency of Transportation	\$115,000.00	\$32,467.33
NH22405C-702	Department of Public Safety	\$104,050.00	\$0.00
NH22405C-701	Department of Health	\$168,000.00	37,738.04
	<b>TOTAL</b>	<b>\$708,547.00</b>	<b>\$162,205.37</b>

## Planned Activities

### TRCC Program Coordinator

**Table 3-60 TRCC Program Coordinator Activity Summary**

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VTrans	Section 402	\$56,497.00	\$12,458.18	Complete

#### Description

A staff person from the SHSO that manages the traffic records program, law enforcement grants and scheduled program assessments. This activity funds staff time spent on traffic records administration.

#### Performance

The Traffic Records Program Coordinator coordinated the 405C application and Strategic Plan with the TRCC consultant for FFY 2022, maintained meeting minutes for the TRCC, posted documents to the TRCC SharePoint website, coordinated with the consultant and the NHTSA assessment team, corresponded with member agencies as needed, and co-chairs the TRCC with the Data Unit Manager.

This project funded a portion of the SHSO program coordinator salary, benefits, fringe, travel, and training. As of March of 2022, this position was vacant and the duties of TRCC coordination were assumed by the SHSO Deputy Administrator under 402PA.

### VTrans Crash Data Reporting System

**Table 3-61 VTrans Crash Data Reporting System Activity Summary**

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VTrans	Section 405c	\$200,000.00	\$27,000.00	Not Completed

**Description**

This activity funds enhancements to the crash data interface. Several improvements were planned for FFY 2022, including an updated crash reporting form, creation of a desktop application for crash reporting that can work offline, linking data between SIREN, e-Citation, and Web Crash, implementation of predictive analytics software in Web Crash to guide patrols, and integration of roadway information into Web Crash.

**Performance**

Performance fell short and several tasks were not completed during this grant cycle. There was a miscommunication between the SHSO and the Crash Program Manager as to when grant work could begin and the grant was not executed until July 2022. One of the goals for the grant period was an integration with the Roadway System. During the final quarter, and ESRI Map was integrated into Web Crash, which provides more precise location data. This system allows law enforcement to autofill location information which alleviates the need for an additional person to input this data and provides more timely and complete police reports.

**E-Citation**

Table 3-62 E-Citation Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Public Safety	Section 405c	\$104,050.00	\$0.00	No Progress

**Description**

The Vermont Department of Public Safety (DPS) had a change of leadership and did not pursue activities on this project in FY2022.

**Performance**

There was no activity on this grant in FY2022.

The DPS has applied for funding e-Citation (ETicket) in FY2023 and will continue to lead this project and work with all three branches of the Vermont Law Enforcement Community (VSP, County Sheriffs, Local (Municipal)) to expand the program.

DPS has created a statewide Steering Committee to provide long range oversight of the program and has as one of its priorities the identification sustainable funding for the e-ticket. The group has representation from municipal LE agencies that use both Valcour and Spillman platforms. In addition, a sub-committee of the steering committee to address changes in the system and to make recommendations for system improvement to the Steering Committee.

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

Table 3-63 Systemic Identification of Roadway Features Related to Roadway Departure Crashes Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Agency of Transportation	Section 405c	\$115,000.00	\$32,467.33	Partially Completed

### Description

The Agency of Transportation is working to integrate crash data with roadway data from existing VTRANS databases in order to develop multi-regression predictive models to identify roadway features that are associated with roadway departure crashes and classify locations by level of risk.

### Performance

During the grant period, roadway data elements and datasets were collected, processes and integrated with crash data as a single spatial LRS/roadway network GIS layer. Crash trees were generated to identify facility types with the most roadway departure crashes for further analysis. Binary logit regression models were developed to identify the roadway features correlated with roadway departure crashes. Risk factors for fourteen focus crash type and facility type pairs were identified. The principal core system performance attributes improved by this project are completeness, uniformity and accessibility.

The following goals were achieved in full: Collect data from various reliable resources; performance measure for completeness; performance measure for integration. Some progress was made concerning the performance measure for uniformity – this progress is associate with the identification of roadway features. Progress concerning this goal will continue to be made as the project goes into classifying the road network by levels of risk. No progress was made on the following goals: 1) Performance Measure for Accessibility; 2) Identify Data Warehousing and Linking Requirements and Solution. These two goals will be accomplished as the project continues.

The grant timeline for this project was not achieved as per the grant schedule and milestones mentioned in the grant application. A consultant was not engaged until the 2<sup>nd</sup> quarter of the grant, which resulted in the project starting late and not being able to be finished with the grant period as originally planned. The continuation of this project will be executed under the FFY23 grant and will include the determination of the locations most likely to produce roadway departure crashes and the assessment of the level of risk of each roadway segment on the Vermont road network.

## TRCC Consultant

Table 3-64 TRCC Consultant Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
LexisNexis	Section 402	\$65,000.00	\$65,000.00	Complete

### **Description**

A staff person from the SHSO oversees the traffic records program along with law enforcement grants and scheduled program assessments. This activity funds staff time spent on traffic records administration.

### **Performance**

LexisNexis Coplogic Solutions Inc. was the selected consultant for TRCC support and began work in July, 2021. LexisNexis provided annual planning services support and Vermont Traffic Records Assessment support. Planning services included:

- › Traffic Records Coordinating Committee (TRCC) Support
  - Coordinated and attended TRCC meetings
  - Prepared TRCC agendas, invitations, and PowerPoint presentations.
  - Coordinated sharing safety data between the state agencies and state/local police.
  - Assisted monitoring of the TRCC approved statewide data improvement programs compliance.
  - Developed Section 405c Performance Measures.
  - Prepared TRCC Project Activity Reports.
  - Entered projects & activity reports in Grant Application.
  - Developed and prepared VT FFY2023 Grant Application.
- › Vermont Traffic Records Assessment Support
  - Attended 1 month call prior to Assessment kick-off meeting.
  - Identified respondents for each of the data systems: TRCC Management, Strategic Planning, Data Use of Integration, Crash, Roadway, Driver, Vehicle, Citation/Adjudication, EMS/Injury Surveillance.
  - Scheduled and conducted workshops to gather the best answers to all 328 assessment questions.
  - Assigned questions to all respondents and helped upload documents into the STRAP system.
  - Provided assessment support to respondents in using the STRAP system.

The Traffic Records Assessment found that, “Overall, Vermont has made significant progress over the last five years and demonstrated an organized approach to expanding the capabilities of and improving the traffic records data systems.” Looking forward, “Plans are in place to develop a trauma registry and data governance policy. Efforts to integrate data systems for analysis will enhance the State’s ability to conduct problem identification, resource allocation, and program evaluation activities.”

Below is a graph showing Vermont’s performance for each Assessment Module in the Traffic Records Program Assessment. Results show whether Vermont met, partially met, or did not meet the criteria set in the Traffic Records Program Assessment for quality traffic records.

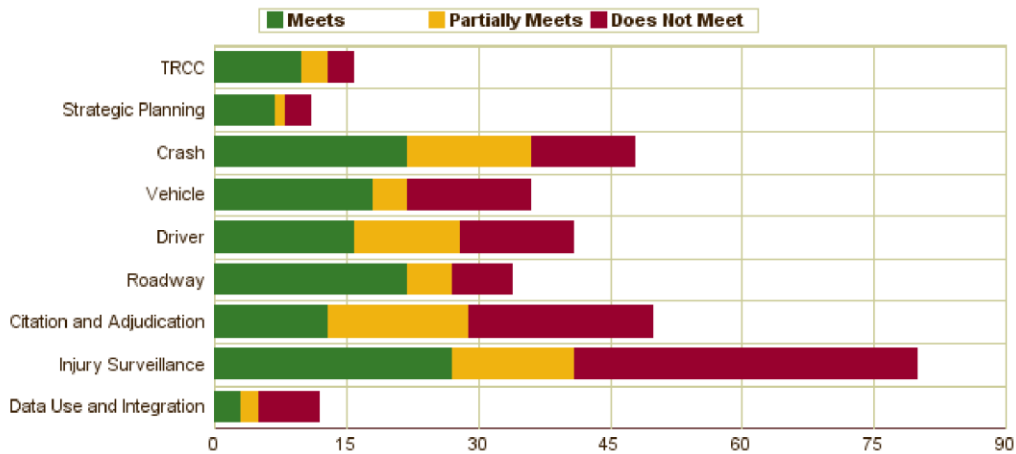


Figure 3-8 Vermont Rating Distribution by Assessment Module (Source: VTrans)

## SIREN

Table 3-65 SIREN Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Health	Section 405c	\$168,000.00	\$37,738.04	Partially Completed

### Description

SIREN is Vermont’s statewide system for reporting EMS patient care reports. State law requires Vermont ambulance agencies to enter care reports into SIREN within one business day of an EMS call.

This activity funds ongoing work to improve integration of SIREN with crash records and hospital data, a software contract with Field-Bridge, and user training.

### Performance

Currently, EMS data and crash data are housed in separate systems. SIREN holds EMS data and the VTrans Crash Data Reporting System holds crash records for Vermont. Hospitals also enter patient outcomes into SIREN. The Vermont Department of Health Emergency Medical Services ongoing completion of the SIREN data system implementation involved creating a new Patient Care Report which ensures that all required elements for NEMSIS 3.5 are included, all state-level requirements are met, and that format is similar to previous versions of NEMSIS to ensure an easier transition for providers.

The project produced Validation Rules to meet requirements for NEMSIS 3.5 and opened a NEMSIS 3.5 Demo Environment to all users. Accurate reports regarding completeness and timeliness of data submissions were created and are being run daily during the work week. Work with First Response is ongoing, and several agencies have begun the transition to electronic records.

The goals for this grant period were to pursue data sharing strategies with partners, and improve prehospital data collection, quality and timeliness. Progress towards both of these goals was made in FFY 2022, and efforts to further these goals are ongoing. The EMS services data manager is recent hire who is continuing to learn the role of the position and the requirements of the grant.

# 4

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## State Attitudes Survey Reports

Credit: Vermont Agency of Transportation

This chapter provides a summary of the results of Statewide Attitudes Surveys completed that inform the SHSO on public attitudes on highway safety.

### Seat Belt Survey

The annual seat belt survey was conducted between June 6 and June 16, 2022, at 89 sites across Vermont. Three observers gathered data from 8,929 vehicles and 11,035 occupants including 8,929 drivers and 2,106 passengers. Drivers accounted for 80.9 percent of persons observed. Vermont drivers and front outboard passengers had a combined weighted seat belt use of 90.4 percent. The standard error rate was 0.815 percent, below the required 2.5 percent threshold required by NHTSA. The total incidence of unknown observations was less than one percent (0.02 %) for all observations statewide, another NHTSA requirement.

Rates for 2008-2022 (all occupants, weighted) are found in Table 4-66. A considerable drop in use was observed in 2016. The 2017 use rate of 84.5 percent represents a return to a rate more consistent with those prior to 2016. The 2018 rate was much higher than any previous year's rate and that trend continued through 2022. It is unclear whether the state experienced a significant increase in use or if the new weighting and sites reflect a higher measured use (or both).

Table 4-66 Annual Weighted Seat Belt Use Rates 2008-2022 (% Belted)

2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
87.3	85.3	85.2	84.7	84.2	84.9	84.1	85.0	80.4	84.5	89.8	89.3	88.8	89.2	90.4

Belt use rates for subcategories of driver, vehicle, and road types using raw (i.e., unweighted) data are shown in Table 4-267. Women have significantly higher belt use than men. This was

true for both drivers and passengers. Belt use rate was 8 percentage points higher for women drivers compared to men ( $X^2(1) = 135.58, p < .0001$ ). For passengers, women’s use rate was also 8 percentage points higher than for men ( $X^2(1) = 38.21, p < .0001$ ). Sex differences for all occupants combined was also significant: women’s belt use rate overall was 8 percentage points higher than men’s ( $X^2(1) = 182.14, p < .0001$ ).

Driver belt use across vehicle types revealed a 14-percentage point difference between the highest use rate (cars, at 91.4%) and lowest use (pickup trucks, at 77.5%). Differences in driver seat belt use across vehicle types was highly significant ( $X^2(3) = 255.34, p < .0001$ ). Passenger belt use rates also showed a significant difference across vehicle type ( $X^2(3) = 38.66, p < .0001$ ). For passengers, use rates were highest in SUVs (92.4%) and lowest in pickup trucks (81.6%).

**Table 4-267 2022 Statewide Unweighted Survey Results (% Belted)**

Variable	Driver	Passenger	Total
<b>Sex</b>			
Male	84.4%	85.0%	84.5%
Female	92.5%	93.3%	92.7%
<b>Vehicle Type</b>			
Car	91.4%	92.3%	91.6%
Truck	77.5%	81.6%	78.2%
SUV	89.9%	92.4%	90.4%
Van	85.7%	89.3%	86.6%
<b>Time of Week</b>			
Weekday	89.0%	90.7%	89.3%
Weekend	84.3%	89.8%	85.7%

Driver belt use was significantly higher on weekdays than on weekends (89.0% and 84.3%, respectively;  $X^2(1) = 33.07, p < .0001$ ). Passenger belt use did not show a significant difference between weekdays and weekends (90.7% and 89.8%, respectively;  $X^2(1) = 0.52, NS$ ). For all occupants combined, weekday use rate was significantly higher (+4 percentage points) than weekend use ( $X^2(1) = 25.83, p < .0001$ ).

Driver and passenger belt use rates by county are presented in Table 4-3. The Franklin/Grand Isle County cluster had the lowest belt use both for drivers (77.2%) and passengers (82.9%). The highest belt use for both drivers and passengers was observed in the Bennington/Addison county grouping (92.3% and 95.0%, respectively). There were significant differences in belt use by county grouping among drivers ( $\chi^2(6) = 252.95, p < .0001$ ) and passengers ( $\chi^2(6) = 34.64, p < .0001$ ).

**Table 4-3 2022 Statewide Unweighted Survey Results by County Groupings (% Belted)**

County Grouping	Driver Use	Passenger Use	Total Use
Chittenden	92.3%	95.0%	92.9%
Bennington/Addison	91.5%	92.4%	91.7%
Franklin	77.2%	82.9%	78.1%



County Grouping	Driver Use	Passenger Use	Total Use
Caledonia/Orleans	89.9%	93.3%	89.9%
Rutland	88.8%	88.8%	88.8%
Washington/Lamoille	89.9%	89.7%	89.9%
Windham/Orange/Windsor	91.1%	92.6%	91.4%
<b>Statewide</b>	<b>87.8%</b>	<b>90.4%</b>	<b>88.3%</b>

Vermont's current belt use rate of 90.4 percent is equal to the most recently available national average and just above the NHTSA-imposed target of 90 percent. Continued efforts to further raise seat belt use could include increasing enforcement, increasing awareness of driver license penalty points and fines for unbelted occupants, increasing awareness about the effectiveness of seat belt use in preventing injuries, and informing the public about the higher death rates for unbelted occupants. Populations with the lowest use rates such as males and pickup truck drivers are important target for future programming efforts.

Vermont faces several challenges in achieving seat belt use gains. The state has a largely rural population with pockets of urban areas, resulting in often large variations in use rates from county to county. In addition, several New England states contiguous to Vermont have some of the lowest use rates nationwide. New Hampshire ranked last in belt use for 2021 (75.5%) while Massachusetts ranked second-to-last (77.5%). Counties in Vermont contiguous to those states are prime targets for additional media and enforcement measures particularly for those roadways and communities that straddle state lines.

The introduction of nighttime seat belt use monitoring may shed light on additional areas of focus, as nighttime belt use is typically lower than daytime belt use. For instance, FARS data for the period 2016-2020 shows that belt use by fatally injured occupants of passenger vehicles is indeed much lower in nighttime crashes (30.3% belted) than in daytime crashes (57.9% belted) in the state of Vermont.

The 2022 use rate (90.4%) is 1.2 percentage points higher than the 2021 use rate (89.2%) and the highest rate ever reported by the State. Although the increase from 2021 to 2022 is not statistically significant, it does put Vermont above the 90 percent belt use target prescribed by NHTSA. There has been a positive trend in observed belt use since 2020 and given the progressive increase in belt use rate, it is unlikely that the gains are solely a result of the redesign. Thus, the increase belt use rate likely reflects an actual change in usage. Looking at the recent trend, the method and design currently used has been associated with more stable use rates than what was observed pre-2018.



Credit: Milton Police

## Mobilization Participation

Vermont participated in five national mobilizations this year. Participation was still lower than in pre-pandemic mobilizations, but a limited number of campaigns ran successfully.

Table 5-1 summarizes the various NHTSA enforcement campaigns that took place over FFY 2022.

Table 5-1 Mobilization Participation

Campaign	Dates	Participating Agencies	Enforcement Hours
Thanksgiving Holiday Travel Period	11/24/21 - 11/28-21	44	878.50
Holiday Season Drive Sober or Get Pulled Over	12/17/21 - 01/02/22	44	2489
U Drive. U Text. U Pay.	04/04/22 - 04/11/22	37	1421.75
Click It or Ticket	05/23/22 - 06/05/22	56	2707.25
Summer Drive Sober or Get Pulled Over	08/19/22 - 09/05/22	37	2083

During FFY 2022 the following enforcement activities were taken during the five NHTSA High Visibility Enforcement Campaigns. Note that participation in the five campaigns included additional agencies who are not funded with NHTSA grants, but who participated in the campaigns along with the NHTSA funded agencies. The LEL’s coordinated and tracked the activity. Data summaries included stats from all participating agencies.



Figure 5-1 U Text, U Drive, U Pay (Source: VTrans)

High Visibility Enforcement Mobilization Campaigns	Total Vehicles Contacted	Total Arrests	Total Tickets Issued	Total HVE Hours Worked
Thanksgiving Mobilization 2021	2,847	35	459	878.5
Christmas/New Year's 2021 Drive Sober or Get Pulled Over DUI Campaign	4,795	115	806	2,489
April Distracted Driving Campaign 2022	1,704	36	582	1,421.75
May 2022 "Click It or Ticket" National Law Enforcement Mobilization	5,033	113	1,444	2,707.25
Labor Day 2022 Drive Sober or Get Pulled Over DUI Campaign	3,328	126	921	2,083
<b>Grand Total</b>	<b>17,707</b>	<b>425</b>	<b>4,212</b>	<b>9,568.5</b>

# 6

## Traffic Safety Enforcement Plan

Credit: Vergennes Police

This section explains how Vermont monitors the effectiveness of its enforcement activities and adjusts strategies as warranted. This section explains the types of data Vermont collects for this purpose and how it is used to optimize the deterrent effect of Vermont's enforcement programs.

### Evidence-Based Enforcement

Vermont regularly refreshes its evidence-based enforcement plan. These updates are completed in three steps:

#### 1. Collection and use of relevant data

Individual SHSO priorities drive the types of data collected. Data collection is tailored to these specific needs and identifies trends in demographics, locations, and manner of crashes. Specific performance data from enforcement activity or citations is also collected.

#### 2. Resource allocation

Data collected in the previous step is used to identify problems and help prioritize enforcement activities. Funding and other resources are distributed to law enforcement sub-grantees in proportion to these priorities. For example, a town with a high rate of unbelted fatalities may see a larger share of its grant award earmarked for occupant protection.

#### 3. Continual evaluation

The effectiveness of each strategy and countermeasure is continually monitored. This is measured by monitoring safety data (particularly crash data) and monthly supervisor activity reports that accompany each grant invoice. This data is evaluated continually so that mid-year adjustments to strategies can be made.

When reviewing grant applications and determining awards, the following evidence-based factors are considered:

- › The scale of traffic safety problems within the jurisdiction, as identified by both VTrans and subgrantees' own data analysis
- › Countermeasures proposed (i.e., specific enforcement strategies)
- › Recent trends in performance targets
- › Suitability of project goals, strategies, and performance measures
- › Availability of resources (including staffing capacity) to accomplish the described goals
- › Subgrantee past performance (activity completion, timely reporting, spending, etc.)
- › Subgrantee certificates and assurances

VTrans has a crash data analyst on staff who publishes weekly reports on fatal crash rates, causes, and other statistics. The weekly report is provided to the Governor's office, all Vermont law enforcement agencies, highway safety partners, SHSO staff members, and the coordinator of the VHSA.

VTrans's data unit manager maintains crash data and maps in near real-time as reports are filed. This analyst is also responsible for FARS reporting. SHSO program coordinators use this data to evaluate subgrantee performance. Subgrantees are expected to adjust their enforcement activities in response to crash trends. Over the longer term, this crash data supports the problem identification and target-setting cycles. A version of this information (with personally identifiable information stripped) is publicly available online through the Crash Data Query Tool.

Beyond crash data, other data resources used in evidence-based enforcement include citation information from the Vermont Judicial Bureau, the annual seat belt observational survey, and arrest records.

Counties with SHARP programs benefit from a full-time coordinator to implement their evidence-based enforcement plans. Chittenden, Windham, Addison, and Rutland Counties continued their SHARP programs in FFY 2022, albeit with activity still below pre-pandemic levels. The Regional Coordinators lead, supervise and evaluate



New England event (Source: VTrans)

the enforcement campaigns, and LEAs within the regions agree to dedicated officers to support these efforts.

Task forces are another way evidence-based campaigns are directed. The CIOT Task Force was mobilized in 2022 and the Regional Coordinators were active putting together enforcement details for holidays, including July Fourth, Labor Day, and the Christmas/New Year period. During the FFY 2022 period, some agencies returned to organizing and/or participating in DUI checkpoints.

OP and DUI enforcement were sustained year-round. Seatbelt compliance, impaired driving, speeding, aggressive driving, and distracted driving are all enforced using these grants. Participating agencies are required to submit monthly activity summaries and more detailed quarterly progress reports. SHSO Program Coordinators use these reports and other evidence to evaluate subgrantees' productivity and progress towards relevant safety goals.

## High Visibility Enforcement

HVE is used in Vermont for its deterrent effect on unlawful driving behaviors. HVE consists of highly visible and proactive enforcement targeting a specific traffic safety issue. HVE campaigns are combined with a publicity and advertising strategy to raise awareness of the campaign and promote voluntary compliance with the law. HVE techniques are varied for greater effect and include saturation patrols, waves, checkpoints, integrated enforcement, and multi-jurisdictional patrols.

During FFY 2022, Vermont law enforcement agencies participated in the following five national mobilizations:

- › Thanksgiving Holiday Travel Period
- › Drive Sober or Get Pulled Over
- › U Drive. U Text. U Pay.
- › Click It or Ticket
- › Drive Sober or Get Pulled Over

During these mobilization periods, agencies conducted HVE details throughout Vermont. Statewide trends and local data were used prior to each mobilization to plan activities. Due to staffing challenges and continued Covid-19 restrictions, Vermont continued to experience a participation below pre-pandemic levels. The number of participating agencies and the total hours of HVE both increased slightly compared to FFY 2021. This year, 38 municipal law enforcement agencies, 10 state police stations, and 13 out of 14 county sheriffs' departments participated in HVE mobilizations. Combined, these agencies conducted 8,389.75 hours of HVE during the five campaign periods.

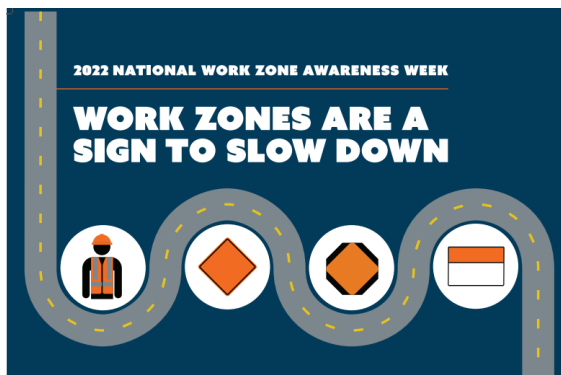
In addition to the national mobilizations, agencies in Addison, Chittenden, Rutland, and Windham Counties participated in regional SHARP teams. During SHARP mobilizations, officers from multiple agencies are deployed to areas within their county that have been

identified through data as needing HVE. This strategy is enabled by Vermont law giving all law enforcement officers statewide enforcement authority.

**Performance stats for the grant funded enforcement activities for all agencies for Occupant Protection, Impaired and Distracted Driving grants.**

Sum of Hours Patrolled .....	10,442
Sum of Vehicles Stopped .....	14,763
Sum of Warnings .....	7,627
Sum of CPS Violations .....	46
Sum of Seatbelt Violations .....	243
Sum of Speeding Violations .....	4,795
Sum of Portable Electronic Device Violations .....	655
Sum of OSC Violations.....	318
Sum of Other Traffic Violations .....	1,813
Sum of Excessive Speed Arrests .....	29
Sum of DLS Arrests .....	119
Sum of Other Arrests.....	108
Sum of Impaired Arrests.....	121
Sum of Handheld Tests.....	217
Sum of Evidentiary Tests .....	73

In towns without their own municipal police department, the Vermont State Police (VSP) provide law enforcement services. VSP is the primary law enforcement agency in approximately 200 towns. This makes VSP the lead agency for 90 percent of Vermont’s land and 50 percent of our population. VSP also has primary responsibility for Vermont’s four interstate highways (I-89, I-91, I-93, and I-189). Due to their large area of responsibility, VSP investigated 84 percent of all fatal crashes in Vermont in 2021 and 75 percent of fatal crashes in 2022 to date. With their substantial enforcement responsibilities, VSP is allocated funding to reduce speeding, aggressive, and distracted driving on Vermont roadways.



Work zone safety continues to be a priority for Vermont. Dangerous driving behaviors pose even greater risk in work zones. To address this concern, in 2021 the SHSO added work zone enforcement to the scope of work for all highway safety enforcement grants. Work zone enforcement strategies will continue to evolve as more evidence is collected.

Figure 6-2 2022 Work Zone Awareness Week

# 7

## Paid Media

Credit: Vermont Agency of Transportation

The Vermont Agency of Transportation retains qualified marketing firms to design and implement a variety of traffic safety advertising campaigns. The SHSO has begun a multiyear *engaged driving* media initiative focusing on what Vermonters are doing right – challenging road users to become engaged and make good decisions. This approach is based on the concept of Positive Culture Framework, a system that promotes health and safety by building on shared values, beliefs, and attitudes.



## Drive Well Speed and Aggressive Driving – Northern VT Campaign



Figure 7-1 Drive Well Speed and Aggressive Driving - Northern VT Campaign

**Campaign Objective:** Create awareness of the “Drive Well VT” concept and encourage safe driving behaviors along Route 105 in Northern Vermont related to speed and aggressive driving

**Campaign Dates:** October 25, 2021 through March 27, 2022

**Target Audience:** Men 17-35 Primary/Adults 18+ Secondary

**Total Media Spend:** \$46,474

**Media Channels:** Digital: Programmatic CTV & Banners, Digital Radio (Pandora & Spotify), YouTube

Social Media: Instagram/Facebook, Snapchat

Broadcast Radio: WBTZ, WEZF, WJJZ, WMOO, WOKO, WXXX

Out of Home: Posters at area high schools & colleges, lawn signs across Route 105, and window clings gas station television

**Added Value:** Broadcast: \$6,545 or 385 additional spots equating to 30.2% more airtime

Out of Home/Gas Station TV: \$4,629 or 50% more airtime

Total: \$11,174 or 24% added value

## Drive Well Speed and Aggressive Driving – Route 22A Campaign



Figure 7-2 Drive Well Speed and Aggressive Driving - Route 22A Campaign

<b>Campaign Objective:</b>	Create awareness of the “Drive Well VT” concept and encourage safe driving behaviors along Route 22A, specifically western Vermont within Addison and Rutland counties, to speed and aggressive driving
<b>Campaign Dates:</b>	November 22, 2021 through March 27, 2022
<b>Target Audience:</b>	Men 17-35 Primary/Adults 18+ Secondary
<b>Total Media Spend:</b>	\$38,883
<b>Media Channels:</b>	<p><u>Digital</u>: Programmatic CTV &amp; Banners, Digital Radio (Pandora &amp; Spotify), YouTube</p> <p><u>Social Media</u>: Instagram/Facebook, Snapchat</p> <p><u>Broadcast Radio</u>: WBTZ, WJEN, WTNN, WZRT</p> <p><u>Out of Home</u>: Posters at area high schools &amp; colleges, lawn signs across Route 22A, and window clings gas station television</p>
<b>Added Value:</b>	<p><u>Broadcast</u>: \$3,801 or 344 additional spots equating to 32% more airtime</p> <p><u>Total</u>: \$3,801 or 10% added value</p>

## Motorcycle Safety Summer 2022



Figure 7-3 Motorcycle Safety Summer 2022 Campaign

**Campaign Objective:** Create awareness of safe driving behaviors for all road users including motorcyclists

**Campaign Dates:** June 5, 2022 through August 28, 2022

**Target Audience:** Males 25-64 Primary/Adults 18+ Secondary

**Total Media Spend:** \$63,742

**Media Channels:** Digital: Google Display, YouTube, Programmatic, Peacock Network  
 Social Media: Facebook/Instagram  
Broadcast TV: WCAX (CBS), WPTZ (NBC), Comcast – Brattleboro Zone, Spectrum- Bennington zone  
Broadcast Radio: WBTZ, WIZN, WHDQ, WJEN, WJJZ, WKXH, WOKO, WWFY, WXLF, WXXX

**Added Value:** Broadcast: \$1,377 or 8% more airtime  
Broadcast Radio: \$4,590 or 360 additional spots equating to 33% added value  
Total: \$5,967 of 15% added value

## Drive Well Impaired Driving Campaign



Figure 7-4 Drive Well Impaired Driving Campaign

**Campaign Objective:** Reinforce the risks of impaired driving and continue to build awareness of the "Drive Well" concept

**Campaign Dates:** November 22, 2021 through February 13, 2022

**Target Audience:** Males 25-44 Primary/Adults 18+ Secondary

**Total Media Spend:** \$85,709

**Media Channels:** Digital: Google Display, Digital Radio, YouTube, Programmatic CTV (Connected TV) and banner ads

Social Media: Facebook/Instagram, Snapchat

Broadcast TV: WCAX (CBS), WPTZ (NBC), WFFF (FOX)

Out of Home: Gas station television, gas station pump toppers, state liquor truck wraps

**Added Value:** Broadcast: \$7,194 or 27% more airtime

Out of Home/Gas Station TV: \$8,415 or 105% more airtime

Total: \$15,609 of 18.2% added value

## Child Car Safety Summer 2022 Campaign



Figure 7-5 Child Car Safety Summer 2022 Campaign

**Campaign Objective:** Educate Vermonters on the dangers of leaving small children in the car, especially during the summer hot weather

**Campaign Dates:** June 13 – August 28, 2022

**Target Audience:** All Vermont adults, with an emphasis on parents, families, and caregivers

**Total Media Spend:** \$67,550

**Media Channels:**

- Digital: Google Display, YouTube, Programmatic CTV (Connected TV) and banner ads
- Social Media: Facebook/Instagram
- Broadcast TV: WCAX (CBS), WPTZ (NBC), WFFF (FOX), WVNY (ABC)
- Out of Home: Gas station television

**Added Value:**

- Broadcast/Cable: \$4,118 or 27% more airtime
- Out of Home/Gas Station TV: \$8,415 or 105% more airtime
- Total: \$15,609 or 15% added value



For any questions or comments regarding this report, please visit the State Highway Safety Office (SHSO) website, <https://shso.vermont.gov/>, or contact them via the contact information shown below.

Contact Information:

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Cover Image Details:

I-91 Bridges in Rockingham, VT (Credit: Vermont Agency of Transportation)