



Highway Safety Plan

Annual Report | 2023



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1

Introduction

Credit: Efrat Kats (Public Domain)

The Vermont Highway Safety Plan (HSP) for Federal Fiscal Year (FFY) 2023 established aggressive targets for safety on Vermont highways. To meet these goals, the State planned 57 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 2023 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 Judiciary
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	Vermont Dept. of Public Safety
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
Windham County SHARP	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 (OSB) at the Vermont Agency of Transportation (VTrans). 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.

In February of 2023 the SHSO completed a Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis with the NHTSA Region 1 staff, several members of the Operations and Safety Bureau, the LELs, and the VTrans Deputy Chief Engineer. This exercise was incredibly valuable as the SHSO was able to identify a working group within VTrans that is currently working on equity-based strategies and an extensive plan for the agency. The SHSO joined the equity based working group and will continue to coordinate efforts with this initiative. The VTrans equity team was created in response to Act 55 (Transportation Equity Framework Report). The SHSO plans on revisiting the SWOT outcomes in calendar year 2024 to revise and modify our plan.

Figure 1-1 Organizational Chart



Problem Identification

Vermont’s 2023 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 younger drivers, which are defined as drivers who are under the age of 21, have decreased by 52% since 2004. Fatal crashes have fluctuated in recent years, with a recent high watermark being in 2021. The five-year average decreased slightly from 7.6 to 7.2 by the end of 2023. Local and statewide law enforcement education efforts, and targeted media campaigns are critical to reducing fatalities for this program area.

During the 2022-2023 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 (VDH). VTrans developed the VTrans Bicycle and Pedestrian Strategic Plan (BPSP) in 2021 and identified strategies that have broadened the inclusion of bicycling and walking throughout VTrans projects and activities.

VTrans also recently completed a Vulnerable Road Users Assessment under the Highway Safety Improvement Program (HSIP) and is now in the process of reviewing the results.

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/Gen Z (born 1995-2008) drivers. In 2023, there were 3 distracted driving serious bodily injury crashes. 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)

In 2023, over half of Vermont fatalities involved 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

Motorcycle registrations have been declining in Vermont since a recent peak in 2019. In 2022 there were fewer than 24,000 motorcycle registrations in Vermont. The SHSO anecdotally believes, like in other parts of the country, that there are most likely many more motorcycles and passenger motor vehicles on our roadways that are currently not registered. During and Post-covid there were a number of individuals that realized you most likely would not receive a motor vehicle violation simply for being unregistered and therefore did not register their vehicle(s). The statistics in **Table 1-2** (below) confirm the anecdotal evidence as the number of motorcycle registrations declined sharply in 2020 and have not rebounded significantly back to pre-pandemic levels. 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 courses for both two- and three-wheel motorcyclists who have various skill levels.

Over the past decade, the average annual number of motorcycle fatalities has hovered between 10 and 15. 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 driver awareness of motorcycles advertising and education. Despite these efforts, motorcycle fatalities increased to a 10-year high of 18 people in 2023.

Table 1-2 Motorcycle Registrations

Calendar Year	2016	2017	2018	2019	2020	2021	2022
Motorcycle Registrations	30,748	30,205	30,049	30,934	23,910	24,753	23,597

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 on par with the other New England states that have primary seat belt laws, such as Rhode Island. Vermont’s Seat Belt use rate is just below Connecticut’s and Maine’s rate which hover at 92-93 percent. In comparison, New England States with a secondary, or no adult seat belt law (NH and MA), Vermont’s seat belt usage rate is 11-14 percentage points higher. The five-year (2018-2022) moving average for seat belt usage in Vermont is 89.5 percent the unofficial rate in 2023 is 88.9%.

Vermont’s percentage of unbelted fatalities remains high and currently stand at 55 percent for calendar year 2023. The percentage of unbelted fatalities has fluctuated between 49 and 62 percent since 2018.

Table 1-3 New England Seat Belt Usage (Source: NHTSA)

New England State	Adult Seat Belt Law	2021	2022
Connecticut	Primary Law	91.5%	92.1%
Massachusetts	Secondary Law	77.5%	77.0%
Maine	Primary Law	91.8%	93.4%
New Hampshire	No Adult Law	75.5%	75.7%
Rhode Island	Primary Law	89.4%	87.1%
Vermont	Secondary Law	89.2%	90.4%

Seat belt usage is measured through direct observation and by reviewing Crash Report Data.

To reach higher levels of seat belt use, Vermont has identified specific demographics and locations throughout the state 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 22 percentage points.

The occupant protection program also addresses child car seat restraint and best practices for proper use. Between 2019 and 2023, at least seven children under the age of 10 in Vermont sustained a serious injury in a crash due to no or improper restraint use. Vermont uses educational programs by trained technicians to teach parents and caregivers about proper restraint use and offer services to inspect and properly install car seats at a variety of events.

Planning and Administration

The 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 information 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 the necessary 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. VTrans, in collaboration with the Traffic Records Coordinating Committee (TRCC), maintains 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 ten 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. The SHSO outreach manager works closely with the VTrans Public Information Officer (PIO), Transportation Management Center, and the Data Unit to deploy messaging.

2

Performance Data

Credit: Public Domain

This section provides a summary of crash, fatality, and serious injury data for 2023 and their alignment to targeted values.

Target Summary

Table 2-1 lists the thirteen crash performance measures, one behavioral measure, and three activity measures against which Vermont's HSP is evaluated. Progress in 2022 and 2023 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 FFY23 and FFY22								
	FFY 2023 (Five-Year Moving Average)					FFY 2022 (Five-Year Moving Average)			
	Target Period	Target Year(s)	Target Value FFY23 HSP	Data Source/ FFY23 Progress Results	On Track to Meet FFY23 Target Y/N (in progress)	Target Year(s)	Target Value FFY22 HSP	Data Source/ FFY22 Progress Results	On Track to Meet FFY22 Target Y/N (in progress)
C-1) Total Traffic Fatalities	5 year	2019-2023	65	FARS & VTrans/ 66	No	2018-2022	58	FARS & VTrans/ 65.8	No
C-2) Serious Injuries in Traffic Crashes	5 year	2019-2023	258	FARS & VTrans/ 266.8	No	2018-2022	260	FARS & VTrans/ 265.4	No
C-3) Fatalities/100 Million VMT	5 year	2019-2023	0.965	Available June 2024	TBD	2018-2022	0.82	VTrans/ 0.96	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2019-2023	27.2	FARS & VTrans/24.8	Yes	2018-2022	20	FARS & VTrans/ 27.2	No
C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and above (FARS)	5 year	2019-2023	15.8	FARS & VTrans/ 15.8	Yes	2018-2022	13	FARS & VTrans/ 16	No
C-6) Speeding-Related Fatalities	5 year	2019-2023	26	FARS & VTrans/ 21.2	Yes	2018-2022	21	FARS & VTrans/ 23	No
C-7) Motorcyclist Fatalities (FARS)	5 year	2019-2023	11.6	FARS & VTrans/12.6	No	2018-2022	9.5	FARS & VTrans/ 10.4	No
C-8) Un-helmeted Motorcyclist Fatalities	5 year	2019-2023	1	FARS & VTrans/1.8	No	2018-2022	0.25	FARS & VTrans/ 1.4	No
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	5 year	2019-2023	6.8	FARS & VTrans/7.2	No	2018-2022	5	FARS & VTrans/	No

Assessment of Results in Achieving Performance Targets for FFY23 and FFY22									
Performance Measure	FFY 2023 (Five-Year Moving Average)					FFY 2022 (Five-Year Moving Average)			
	Target Period	Target Year(s)	Target Value FFY23 HSP	Data Source/ FFY23 Progress Results	On Track to Meet FFY23 Target Y/N (in progress)	Target Year(s)	Target Value FFY22 HSP	Data Source/ FFY22 Progress Results	On Track to Meet FFY22 Target Y/N (in progress)
								7.6	
C-10) Pedestrian Fatalities	5 year	2019-2023	6.6	FARS & VTrans/6.2	Yes	2018-2022	5	FARS & VTrans/ 6.4	No
C-11) Bicyclist Fatalities	5 year	2019-2023	0	FARS & VTrans/0.8	No	2018-2022	0.6	FARS & VTrans/ 0.4	Yes
C-12) Distracted Driving Serious Bodily Injury Crashes	5 year	2019-2023	9.4	VTrans /8.6	Yes	2018-2022	11.6	VTrans / 9.8	Yes
C13) Number of Impaired (Alcohol and Drugs) Fatalities	5 year	2019-2023	32	FARS & VTrans/ 36.8	No	<i>New Measure in FFY23 HSP</i>			
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2023	90%	State survey/ 88.90%	No	2018-2022	89.4%	State survey/ 90.4%	Yes
Additional State-defined performance metrics									
TR-1) Citation Uniformity	Annual	2023	34%	VTrans /41.8%	Yes	2022	75%	VTrans / 32.7%	No
TR-2) Citation Completeness	Annual	2023	53%	VTrans /55%	Yes	2022	63%	VTrans / 51%	No
TR-3) Evidence Based Race Data Enforcement Reporting	Annual	2023	63%	VTrans /VCJC	No – this PM was not met during 2022-2023	2022	50%	VTrans / 98%	Yes

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 (thirteen 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 65 traffic fatalities in 2023.

Table 2-2 Traffic Fatalities by Year

Year	Total Traffic Fatalities	5-Year Moving Average
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	77	65.6
2023*	70	66

* 2023 numbers as of 1/31/2024

Vermont **did not** reach its performance target for total traffic fatalities. The estimated five-year average is projected to be 66. 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 approximately 56 percent of fatalities in 2023

- Sustained use of the Drive Well Vermont media campaign for impaired driving, distracted driving, motorcycle safety, and speeding
- Increase the number of Drug Recognition Experts (DRE)
- Support the Drug Impairment Training for Educational Professionals (DITEP) in FY24.
- Working with the Vermont Forensic Laboratory to upgrade all DataMaster breath testing instruments statewide

2. **Speed**

Contributing factor in 21 percent of fatalities in 2023

- 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

3. **Young Drivers**

Involved in approximately 9 percent of fatalities in 2023

- Research a pilot program for underserved youth to supplement driver education costs

4. **Older Drivers**

Drivers over age 65 are over-represented in fatal crashes.

- Developing and deploying mature driving safety messaging and media
- Funding and support of a mature driving program, "Yellow Dot" through the Department of Health

5. **Law Enforcement Coordination**

Enhancing coordination between law enforcement agencies will strengthen enforcement, outreach and education efforts

- Coordination and implementation of a law enforcement roundtable event for idea and strategy sharing between the law enforcement partners

6. **Improper/No Belt Use**

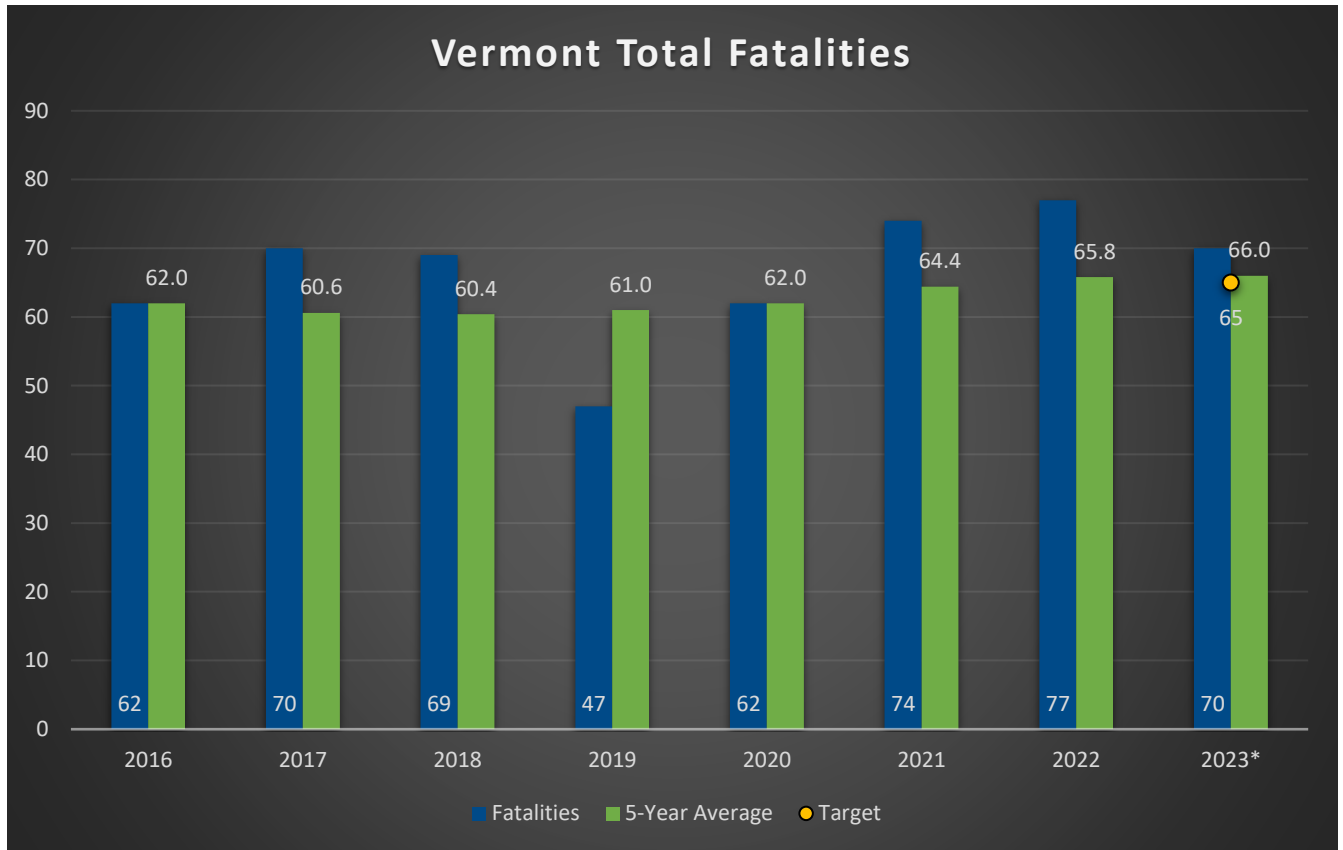
30 percent of decedents in fatal crashes in 2023 were not properly restrained

- Continue education and enforcement campaigns
- Sustained use of the Drive Well Vermont media campaign for occupant protection

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



Figure 2-2 Fatalities (Baseline 2016 to 2023)



Source: FARS and VTrans Crash Database

Measure C-2: Serious Injuries

Goal: Achieve a five-year moving average of 258 serious injuries in 2023.

Table 2-3 Serious Injuries by Year

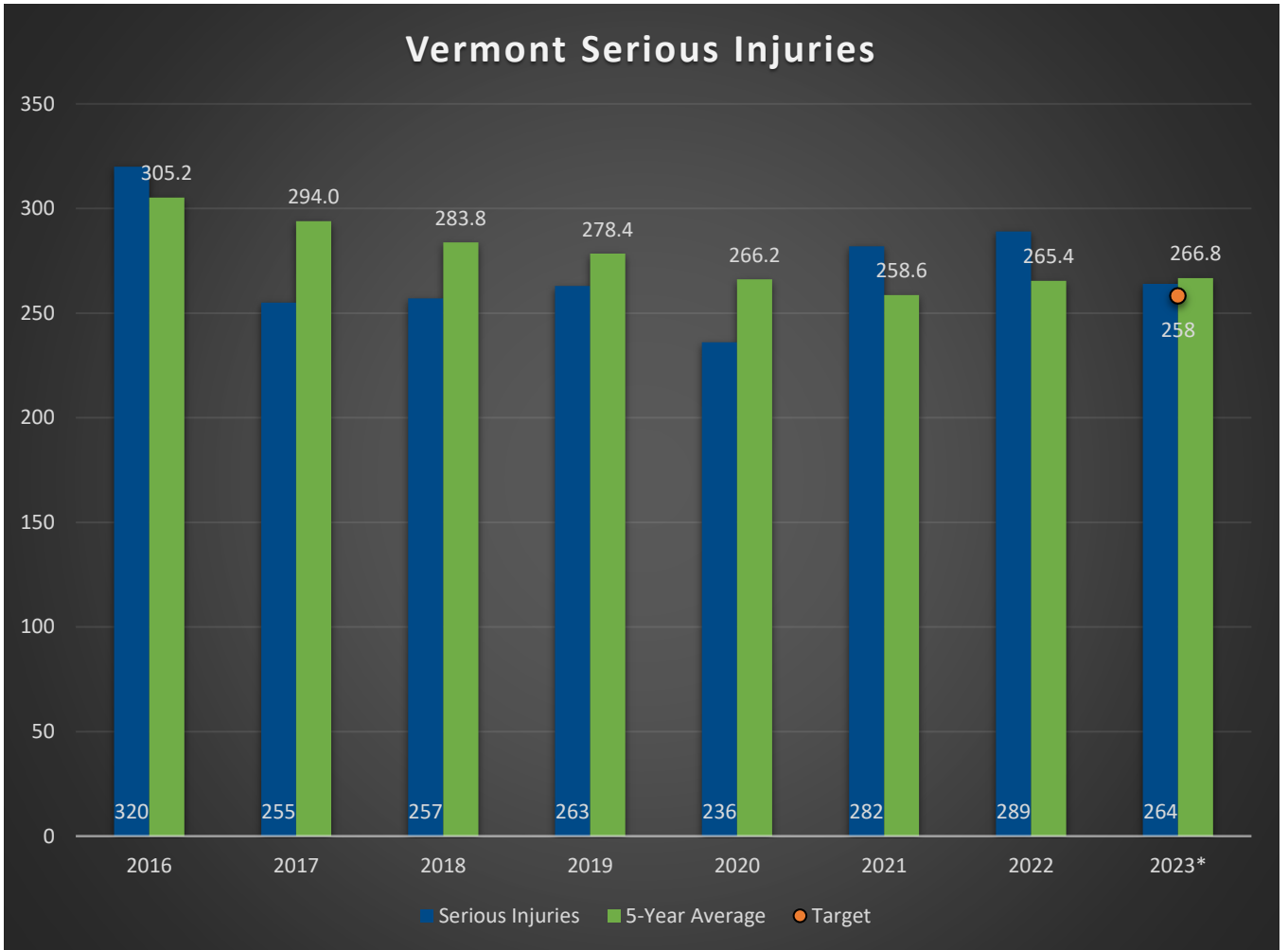
Year	Serious Injuries	5-Year Moving Average
2016	320	305.2
2017	255	294
2018	257	283.8
2019	263	278.4
2020	236	266.2
2021	282	258.6
2022	289	265.4
2023*	264	266.8

*2023 numbers as of 1/31/2024

Vermont **did not** meet the performance target for serious injuries. 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 2024:

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. Sustained Drive Well Vermont media campaign for impaired driving, seatbelts, distracted driving, motorcycle safety and speeding
4. Review and response to future recommendations from the 2024 NHTSA Motorcycle Assessment facilitated and approved by the Vermont DMV
5. Increased funding for pedestrian and bicycle safety including the Safe Routes to School program
6. Continues collaboration with highway safety partners to include a Safety Summit
7. Foster and sustain a safety culture around emergency vehicles and emergency response.
8. 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 2016 to 2023)



Source: FARS and VTrans Crash Database

Measure C-3: Fatalities per 100 Million VMT

Goal: Achieve a five-year moving average of 0.965 fatalities per 100 million vehicle miles traveled (VMT) in 2023.

Table 2-4 Fatalities per 100 million VMT by Year

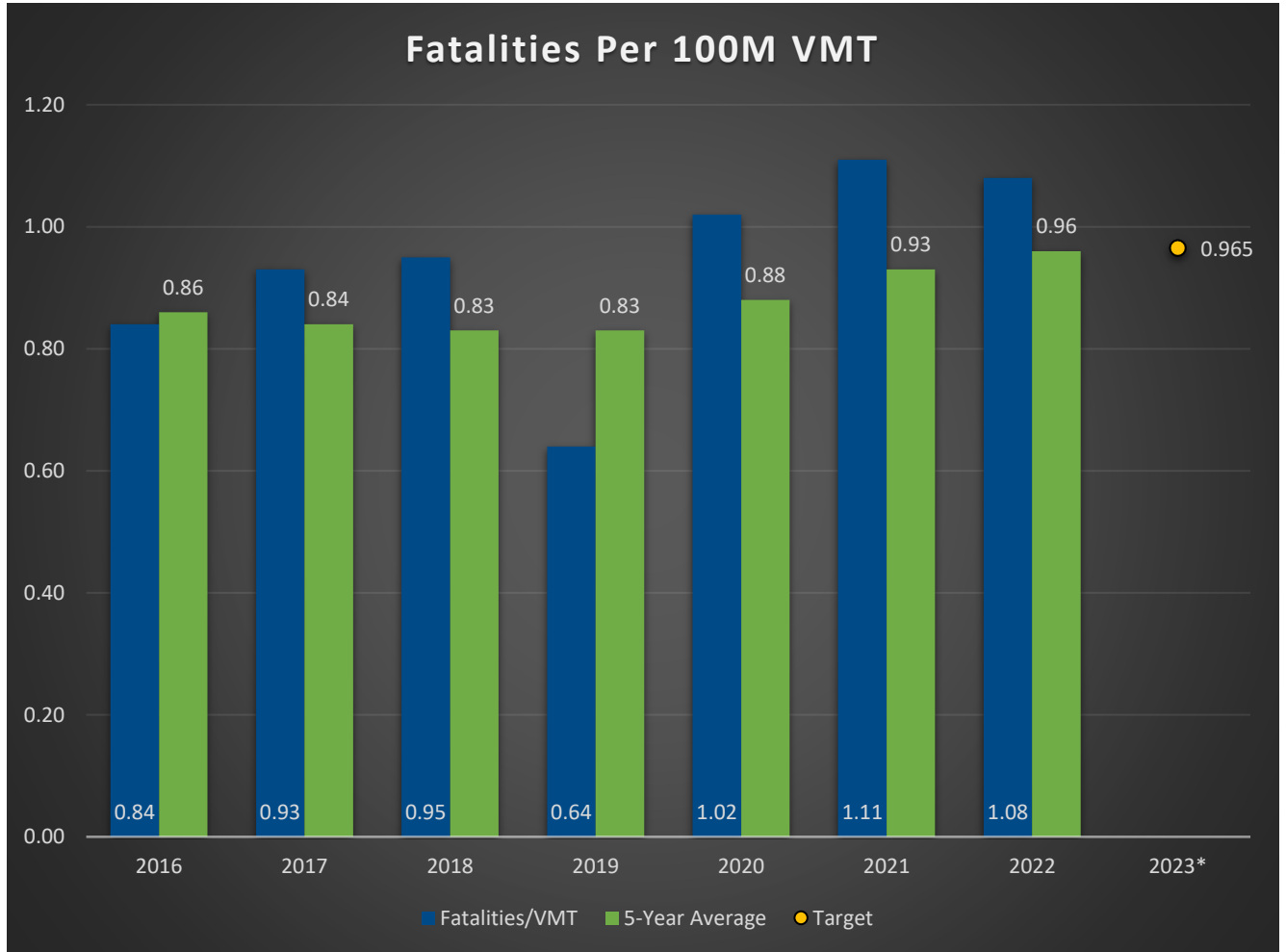
Year	Fatalities per 100 Million VMT	5-Year Moving Average
2016	0.87	0.86
2017	0.94	0.84
2018	0.93	0.83
2019	0.64	0.83
2020	1.02	0.88
2021	1.11	0.93
2022	1.08	0.96
2023*	<i>Data not available until Summer 2024</i>	--

Calculations to determine whether Vermont met the stated target remain in progress due to unavailability of 2023 VMT data. The 2018-2022 average of 0.96 fatalities per 100 million vehicle miles traveled reflects the most recent data available. This measure will be calculated in June 2024, when 2023 VMT data is received.

Fatalities in Vermont were lower in 2023 than in 2022. Still, the SHSO anticipates that performance measure C-3 will not be met. 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. Use Drive Well Vermont media campaigns to target leading contributing factors to fatal crashes
2. Participate in a New England Summer Speed Campaign focused on local and rural roads
3. Work with law enforcement liaisons to increase the level of participation in national and local high visibility enforcement mobilizations

Figure 2-4 Fatalities per 100 million VMT (Baseline 2016 to 2023)



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

Measure C-4: Unrestrained Fatalities

Goal: Achieve a five-year average of 27.2 unrestrained fatalities in 2023.

Table 2-5 Unrestrained Fatalities by Year

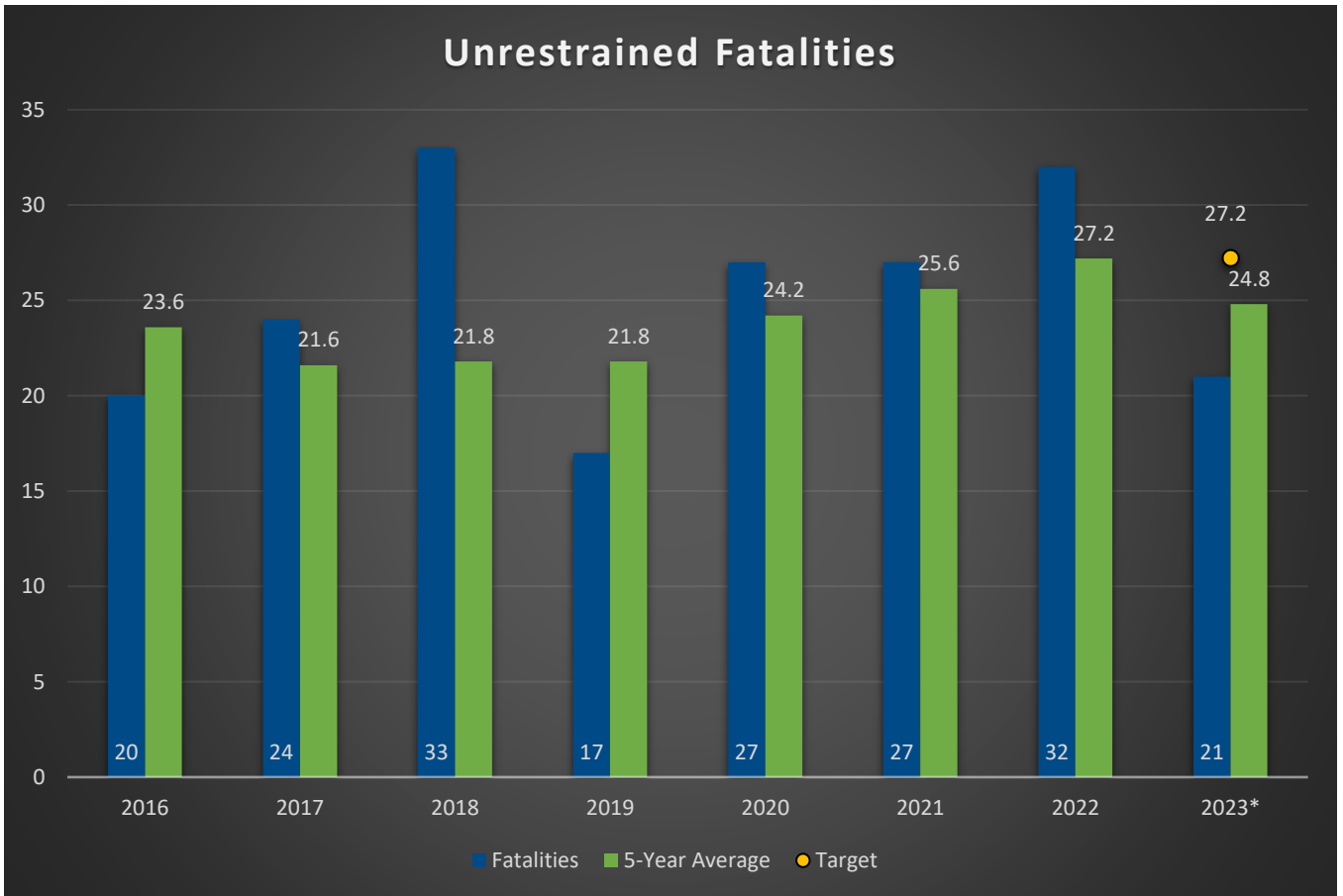
Year	Unrestrained Fatalities	5-Year Moving Average
2016	20	23.6
2017	24	21.6
2018	33	21.8
2019	17	21.8
2020	27	24.2
2021	27	25.6
2022	32	27.2
2023*	21	24.8

*2023 numbers as of 1/31/2024

Vermont **met** this target in 2023. Unrestrained fatalities rose in 2022 and fell in 2023. The five-year average is projected to reach 24.8 fatalities. The SHSO will continue its efforts to meet unrestrained fatalities targets in 2024.

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. Continued use of the Drive Well Vermont Occupant Protection message
3. Continued use of occupant protection enforcement
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 2016 to 2023)



Source: FARS and VTrans Crash Database.

Measure C-5: Alcohol-Involved Fatalities

Goal: Achieve a five-year average number of fatalities involving a driver or motorcycle operator with a blood alcohol content ≥ 0.08 of 15.8.

Table 2-6 Alcohol-Involved Fatalities by Year

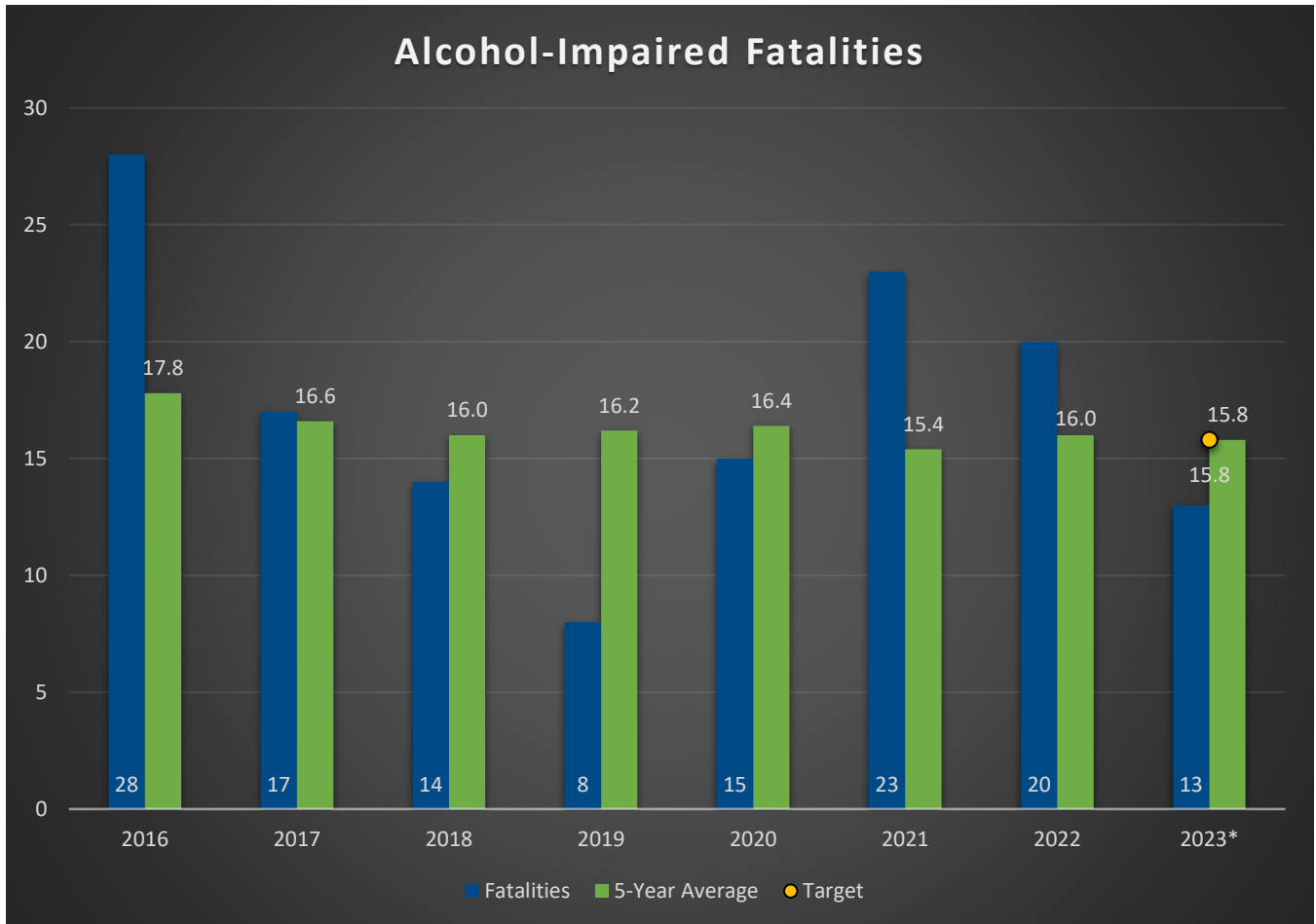
Year	Alcohol-Involved Fatalities	5-Year Moving Average
2016	28	17.8
2017	17	16.6
2018	14	16.0
2019	8	16.2
2020	15	16.4
2021	23	15.4
2022	20	16.0
2023*	13	15.8

**2023 numbers as of 1/31/2024*

Vermont **met** this target in 2023. The State will continue enforcement and prevention efforts in the upcoming HSP to reduce alcohol-involved fatalities. These efforts will include:

1. Working with Vermont Forensic Laboratory to replace the data master terminals statewide
2. Develop a safety brochure on impaired driving as a tool and resource for partners to distribute
3. Continued use of the Drive Well Vermont advertising campaign focused on impaired driving
4. Drug Impaired Training for Education Professionals (DITEP) beginning in FFY23 and expanding into FFY24

Figure 2-6 Alcohol-Involved Fatalities (Baseline 2016 to 2023)



Source: FARS and VTrans Crash Database

Measure C-6: Speed-Related Fatalities

Goal: Achieve a five-year average number of speed-related fatalities of 26 in 2023.

Table 2-7 Speed-Related Fatalities by Year

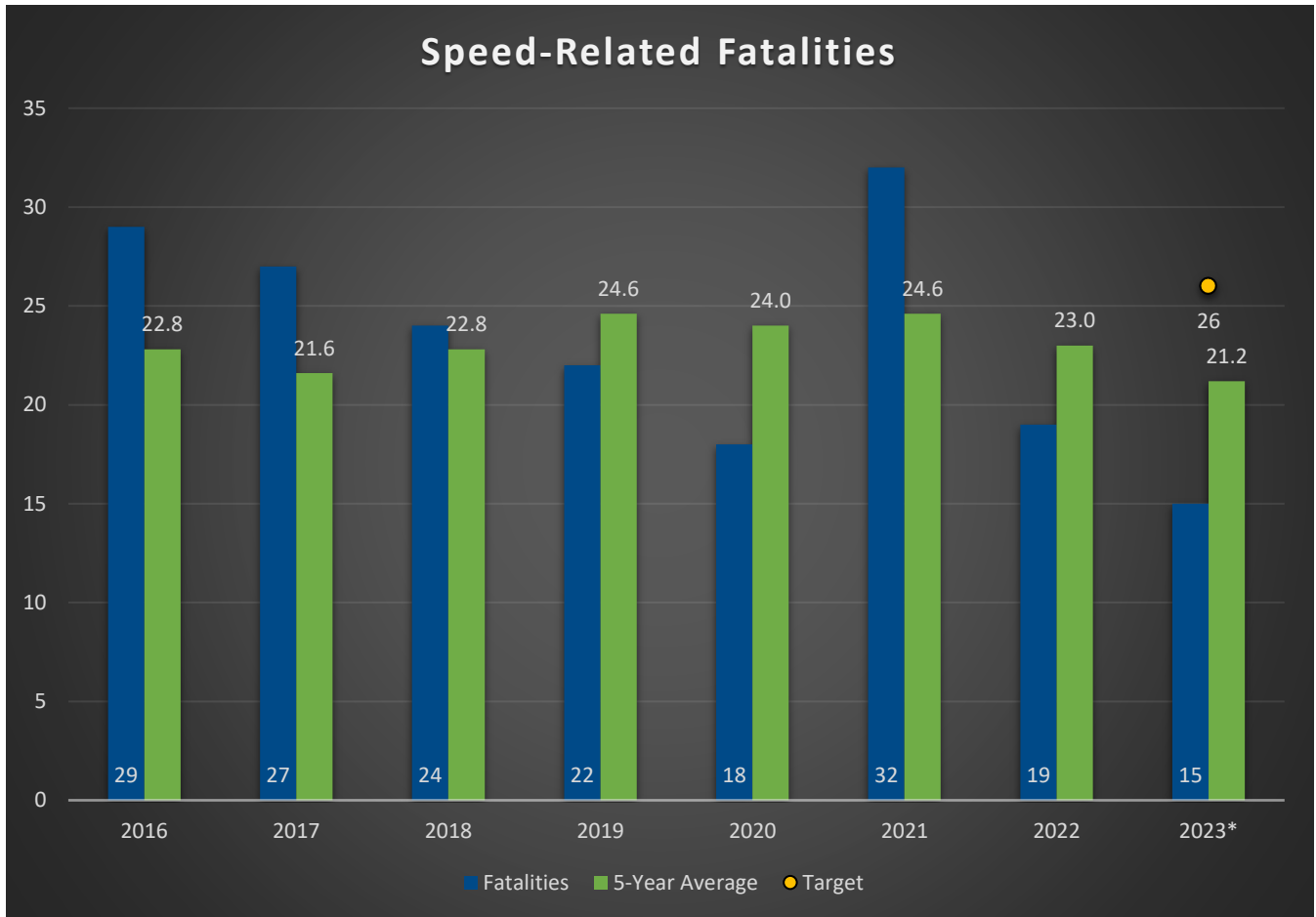
Year	Speed-Related Fatalities	5-Year Moving Average
2016	29	22.8
2017	27	21.6
2018	24	22.8
2019	22	24.6
2020	18	24
2021	32	24.6
2022	19	23.0
2023*	15	21.2

**2023 numbers as of 1/31/2024*

Vermont **will meet** this target, with the five-year average projected to decline to 21.2 fatalities. The State will continue enforcement, education, and messaging efforts to meet this target in 2024. Efforts will include:

1. Continue to educate young drivers about the dangers of speed
2. Continue to use Drive Well Vermont campaigns to promote messages about speeding
3. Continue advertising safety messages at high school sporting events to reach 18 to 34-year-old males, a high-risk group
4. Continued enforcement of speeding statewide

Figure 2-7 Speed-Related Fatalities (Baseline 2016 to 2023)



Source: FARS and VTrans Crash Database

Measure C-7: Motorcyclist Fatalities

Goal: Maintain a five-year average of 11.6 motorcyclist fatalities in 2023.

Table 2-8 Motorcyclist Fatalities by Year

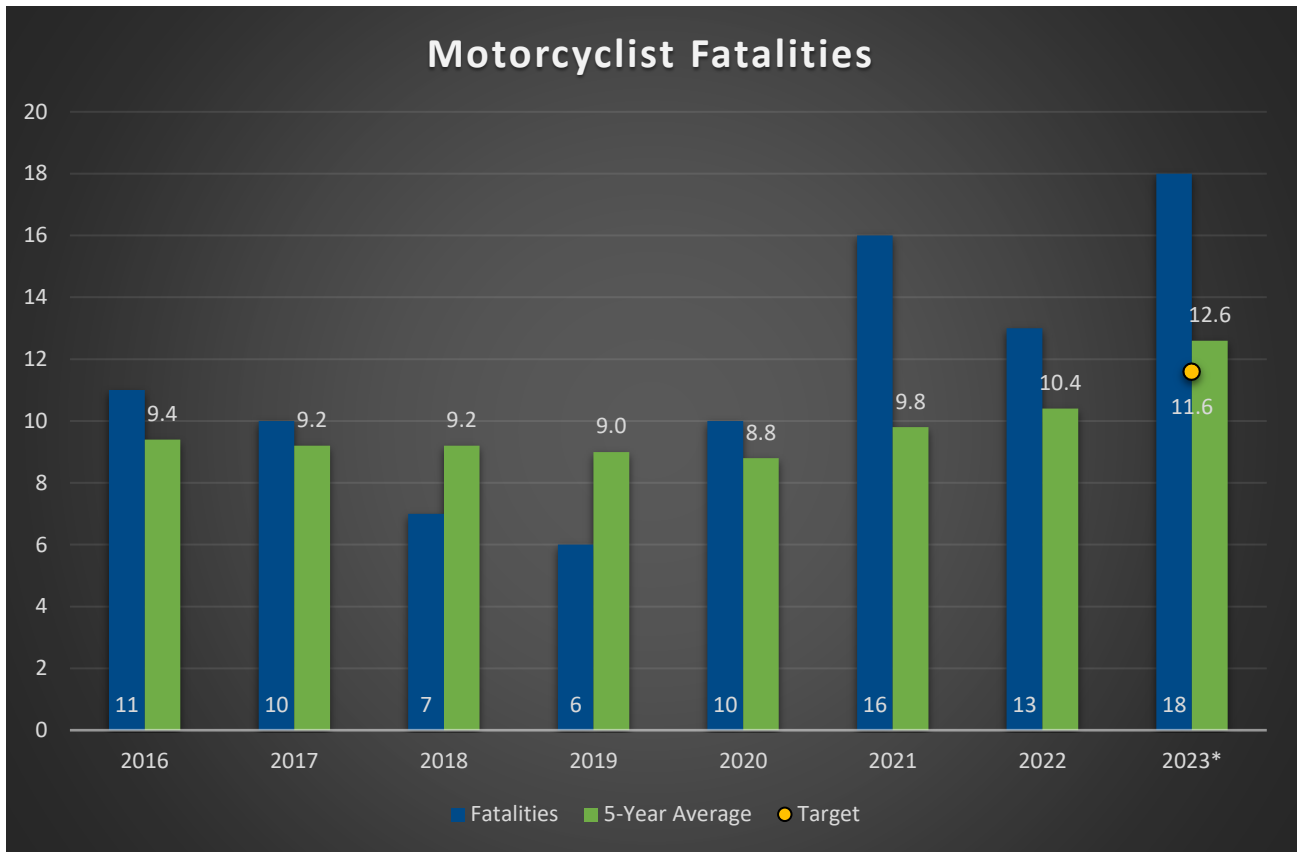
Year	Motorcyclist Fatalities	5-Year Moving Average
2016	11	9.4
2017	10	9.2
2018	7	9.2
2019	6	9.0
2020	10	8.8
2021	16	9.8
2022	13	10.4
2023*	18	12.6

**2023 numbers as of 1/31/2024*

Vermont **did not** meet its target for motorcyclist fatalities in 2023. The five-year average fatality count will increase to at least 12.6. Since 2016, the five-year average has steadily been increasing. This year represents the highest total for motorcycle fatalities in recent past. 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. Sustained use of the Drive Well Vermont media campaign for motorcycle safety
2. Review and response to future recommendations from the 2024 NHTSA Motorcycle Assessment facilitated and approved by the Vermont DMV
3. Continued Drive Well Vermont media campaigns to target motorcyclists for education on helmet use and selecting appropriate protective gear

Figure 2-8 Motorcyclist Fatalities (Baseline 2016 to 2023)



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 1 in 2023.

Table 2-9 Unhelmeted Motorcyclist Fatalities by Year

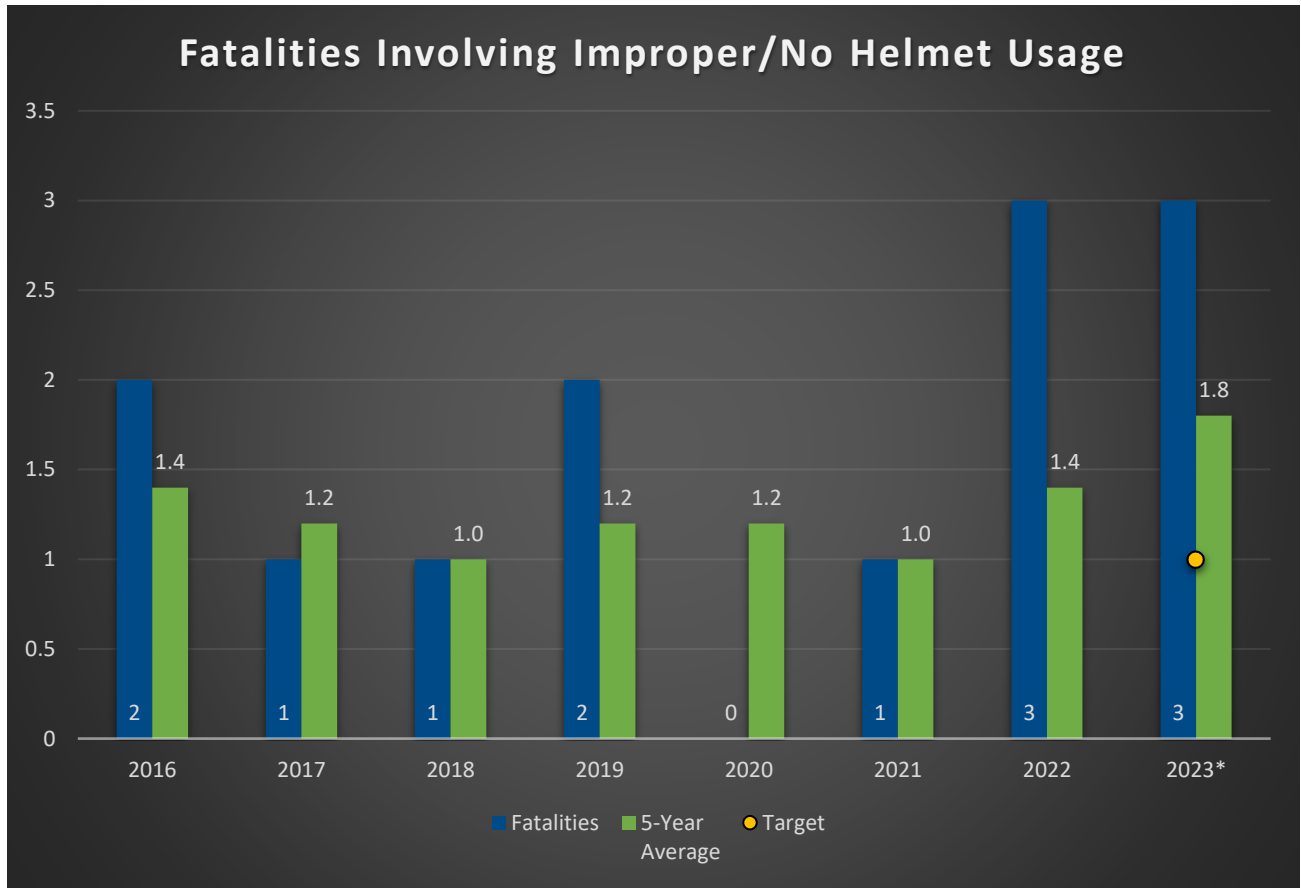
Year	Unhelmeted Motorcyclist Fatalities	5-Year Moving Average
2016	2	1.4
2017	1	1.2
2018	1	1.0
2019	2	1.2
2020	0	1.2
2021	1	1.0
2022	3	1.4
2023*	3	1.8

*2023 numbers as of 1/31/2024

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. While this performance measure is susceptible to random variation, 2022 and 2023 represent recent highs with 3 fatalities during each year. Historically, enforcement, education, and community norms in Vermont have kept this number so low that an un-helmeted fatality is the exception. The upcoming HSP will be adjusted based on this year’s data to target the greatest risks and implement the most effective strategies:

1. Sustained Drive Well Vermont media campaign for motorcycle safety
2. Review and response to future recommendations from the 2024 NHTSA Motorcycle Assessment facilitated by the Vermont DMV
3. Continued Drive Well Vermont media campaigns to target motorcyclists for education on helmet use and selecting appropriate protective gear

Figure 2-9 Unhelmeted Fatalities (Baseline 2016 to 2023)



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 6.8 in 2023.

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

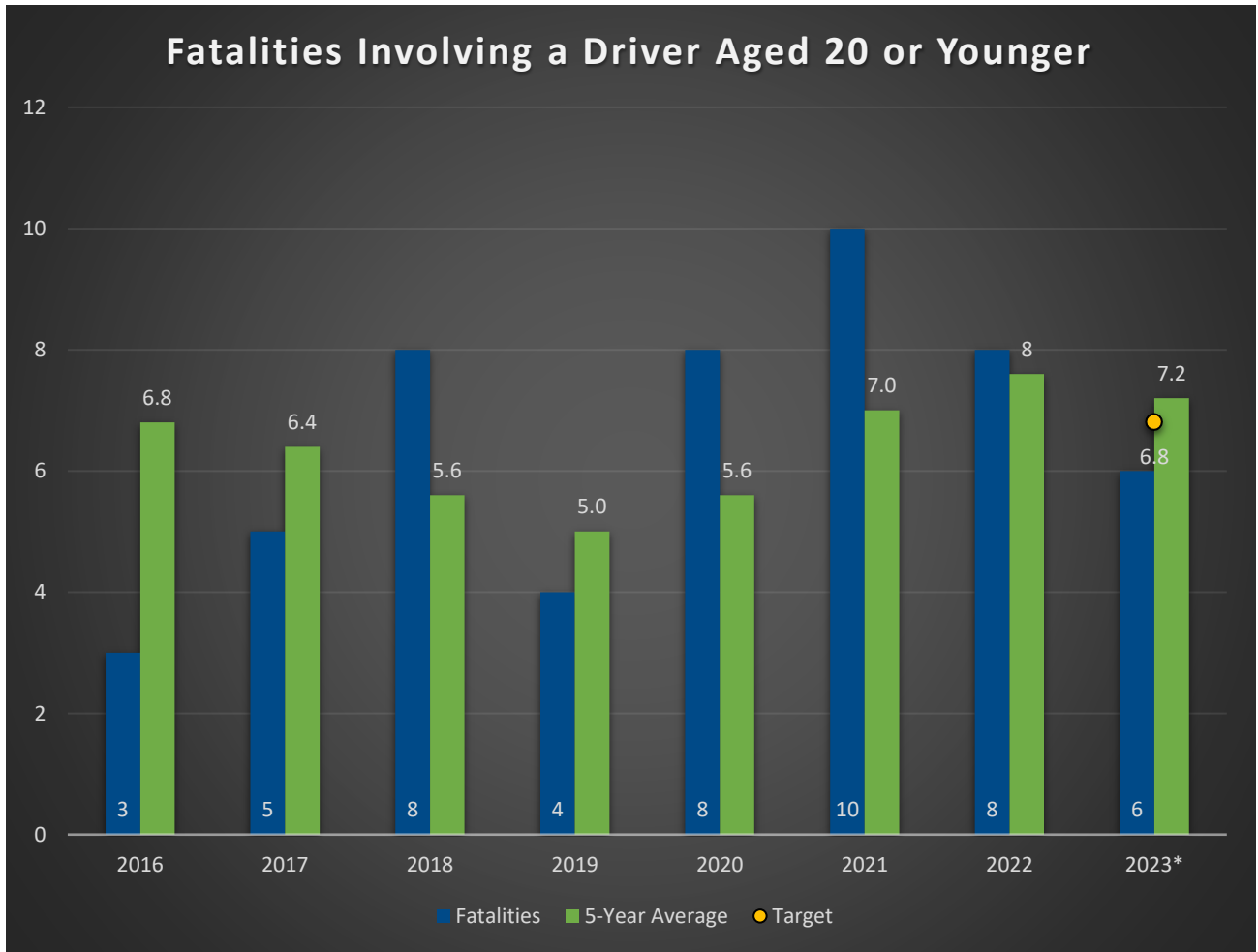
Year	Fatalities Involving an ≤ 20 Driver	5-Year Moving Average
2016	3	6.8
2017	5	6.4
2018	8	5.6
2019	4	5.0
2020	8	5.6
2021	10	7.0
2022	8	8
2023*	6	7.2

**2023 numbers as of 1/31/2024*

Vermont **did not** meet this target in 2023. While Vermont decreased the total from 2022, progress fell short of target. The 2023 total is the lowest since 2019, and marks progress in meeting future targets. The upcoming HSP will include efforts to address issues correlated with youth-involved fatal crashes:

1. 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.
2. Continued support for the Vermont Principals Association deploying sports marketing at statewide high school events
3. Research for a pilot program for underserved youth to supplement driver education costs.
4. Support for the Vermont Principals Association targeted social media marketing campaign for school followers.
5. Increase presence in schools identified by Department of Education (DoE) as underserved.
6. Support for the Youth Safety Council for Youth Engagement Programming to address high risk behaviors among youth. The program will offer a new hands on demonstration materials for teachers and instructors through POP (Pedal over Problems) and get students directly engaged in changing behaviors through the Teen Safety Challenge.

Figure 2-10 Fatalities Involving a Driver Age 20 or Younger (Baseline 2016 to 2023)



Source: FARS and VTrans Crash Database

Measure C-10: Pedestrian Fatalities

Goal: Achieve a five-year average number of pedestrian fatalities of 6.6 in 2023.

Table 2-11 Pedestrian Fatalities by Year

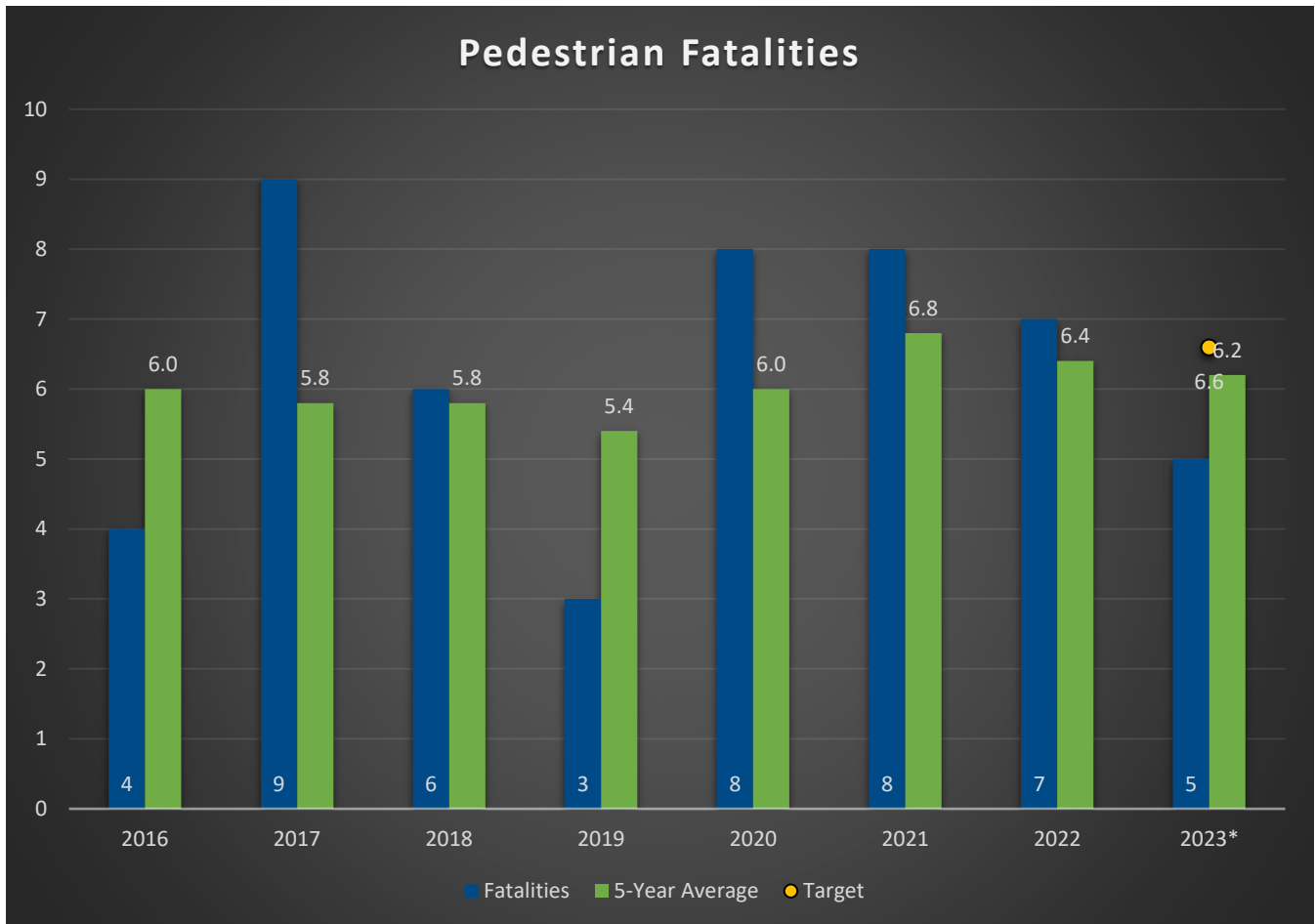
Year	Pedestrian Fatalities	5-Year Moving Average
2016	4	6
2017	9	5.8
2018	6	5.8
2019	3	5.4
2020	8	6.0
2021	8	6.8
2022	7	6.4
2023*	5	6.2

**2023 numbers as of 1/31/2024*

Vermont **met** this target in 2023. Pedestrian fatalities fell year-over-year to 5 deaths – this is the lowest total since 2019. The SHSO will continue its efforts to reduce the pedestrian fatality rate by incorporating these items into the next HSP:

1. Increased funding for pedestrian and bicycle safety including the Safe Routes to School program
2. Continue to implement educational programs for pedestrians

Figure 2-11 Pedestrian Fatalities (Baseline 2016 to 2023)



Source: FARS and VTrans Crash Database

Measure C-11: Bicycle Fatalities

Goal: Reduce the five-year average number of bicycle fatalities to 0 in 2023.

Table 2-12 Bicyclist Fatalities and Crashes by Year

Year	Bicyclist Fatalities	5-Year Moving Average
2016	1	1
2017	0	1
2018	0	1
2019	0	1
2020	1	0.4
2021	1	0.4
2022	1	0.6
2023*	1	0.8

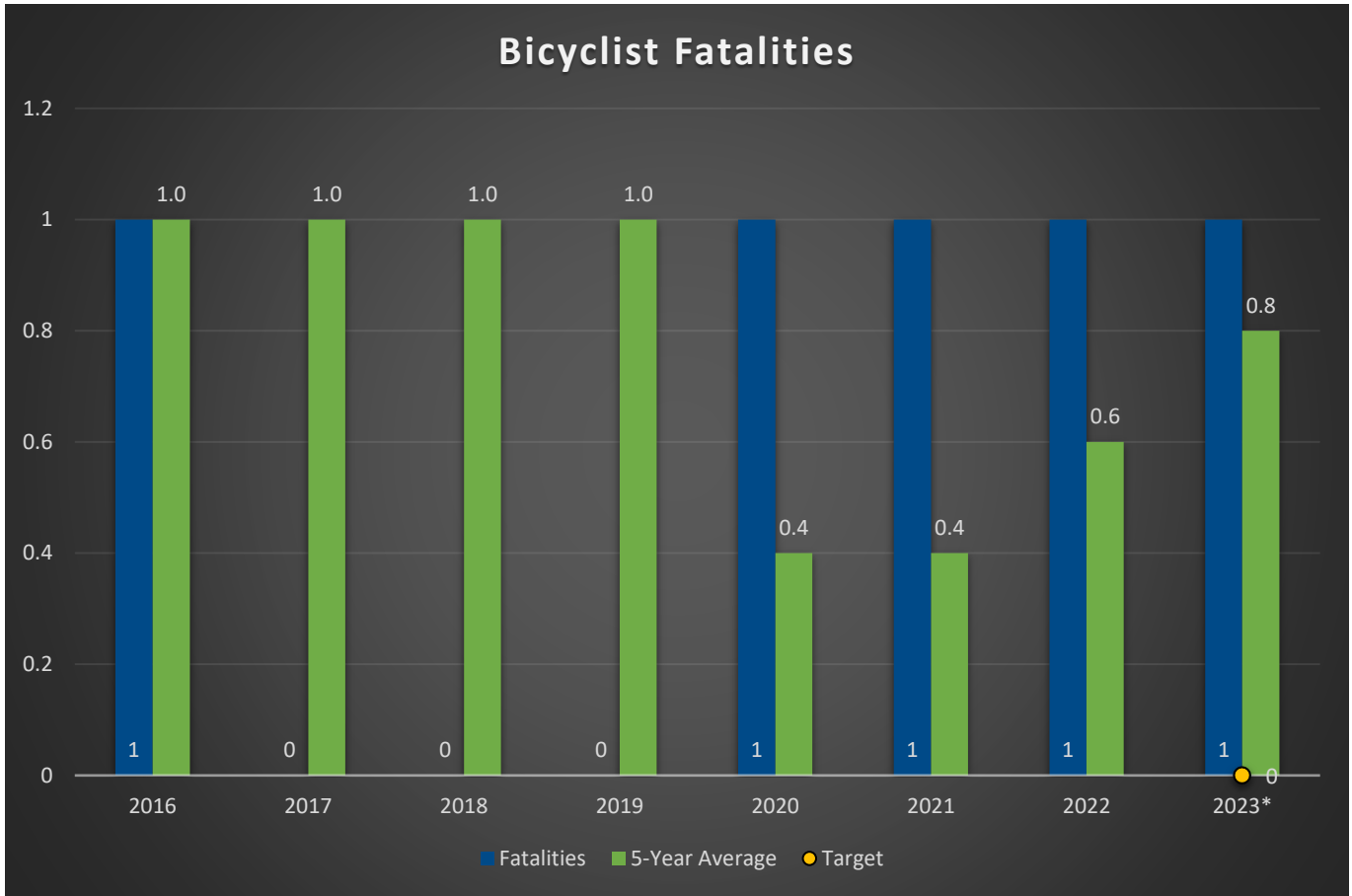
**2023 numbers as of 1/31/2024*

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

Vermont **did not meet** this target. Vermont had one bicyclist fatality in 2023. The rarity of bicyclist deaths can be partially attributed to the 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. Increased funding for pedestrian and bicycle safety including the Safe Routes to School program
2. Continue to implement educational programs for bicyclists

Figure 2-12 Bicyclist Fatalities (Baseline 2016 to 2023)



Source: FARS and VTrans Crash Database

Measure C-12: Distracted Driving Serious Bodily Injury (SBI) Crashes
 Goal: Achieve a five-year average number of Distracted Driving serious bodily injury crashes of 9.4 through 2023.

Table 2-13 Distracted Driving SBI and Crashes by Year

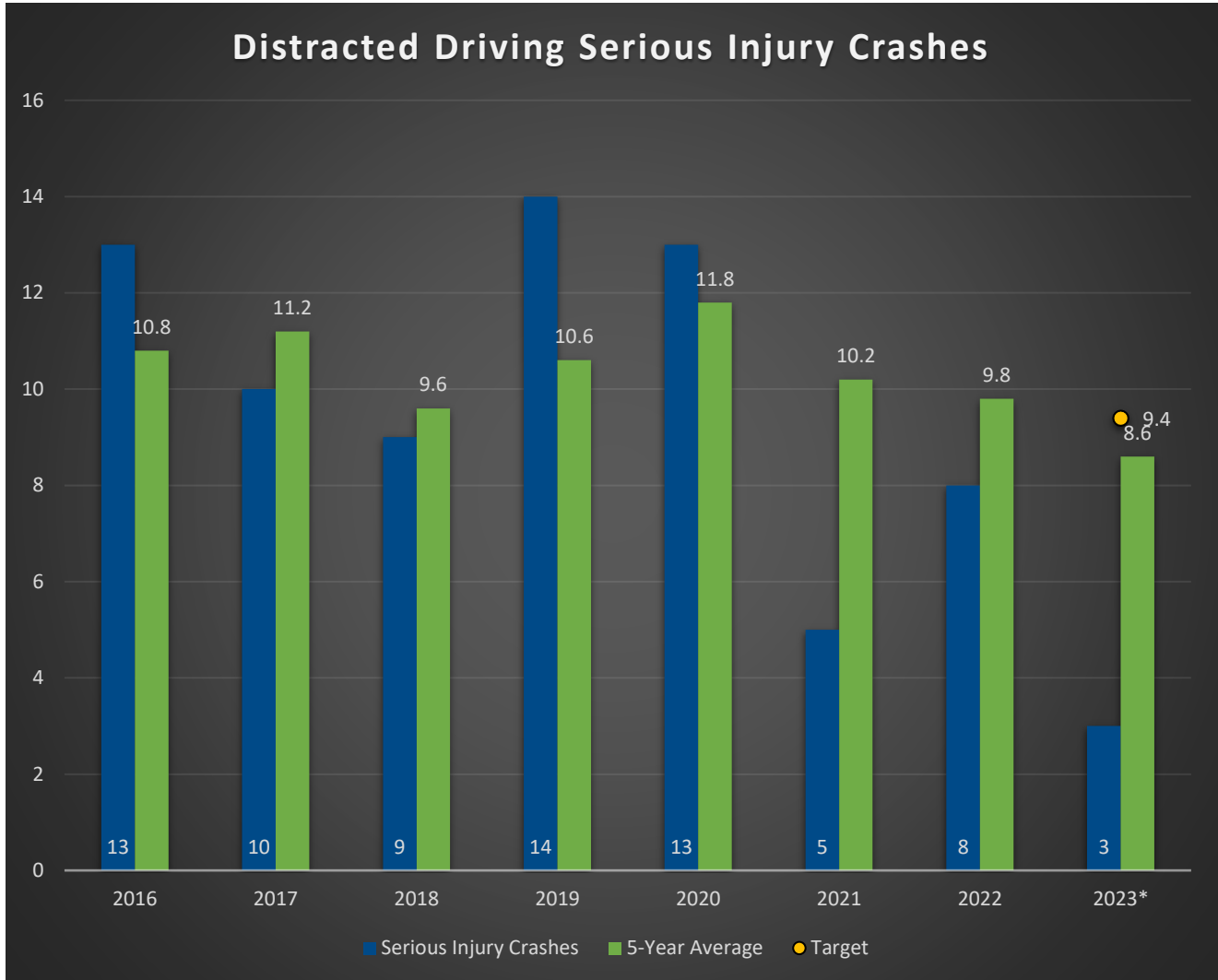
Year	Distracted Driving SBI	5-Year Moving Average
2016	13	10.8
2017	10	11.2
2018	9	9.6
2019	14	10.6
2020	13	11.8
2021	5	10.2
2022	8	9.8
2023*	3	8.6

**2023 numbers as of 1/31/2024*

Vermont **met** this target in 2023. There have been 3 distracted driving serious bodily injury crashes in 2023, and the five-year average is projected to fall to 8.6. This year’s total marks a decrease from previous years distracted driving serious bodily injury crashes.

1. Continued deployment of 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.
3. Sustained Drive Well Vermont media campaign for impaired driving, seatbelts, distracted driving, motorcycle safety and speed.
4. Support the Youth Safety Council for Youth Engagement Programming to address distracted driving among youth. The program will offer a new hands on demonstration materials for teachers and instructors through POP (Pedal over Problems) and get students directly engaged in changing behaviors through the Teen Safety Challenge.

Figure 2-13 Serious Injuries Involving Distracted Driving (Baseline 2016 to 2023)



Source: FARS and VTrans Crash Database

Measure C-13: Impaired (Drugs and/or Alcohol) Fatalities

Goal: Achieve a five-year average impaired (drugs and/or alcohol) fatalities of 32 through 2023.

Table 2-14 Impaired Fatalities

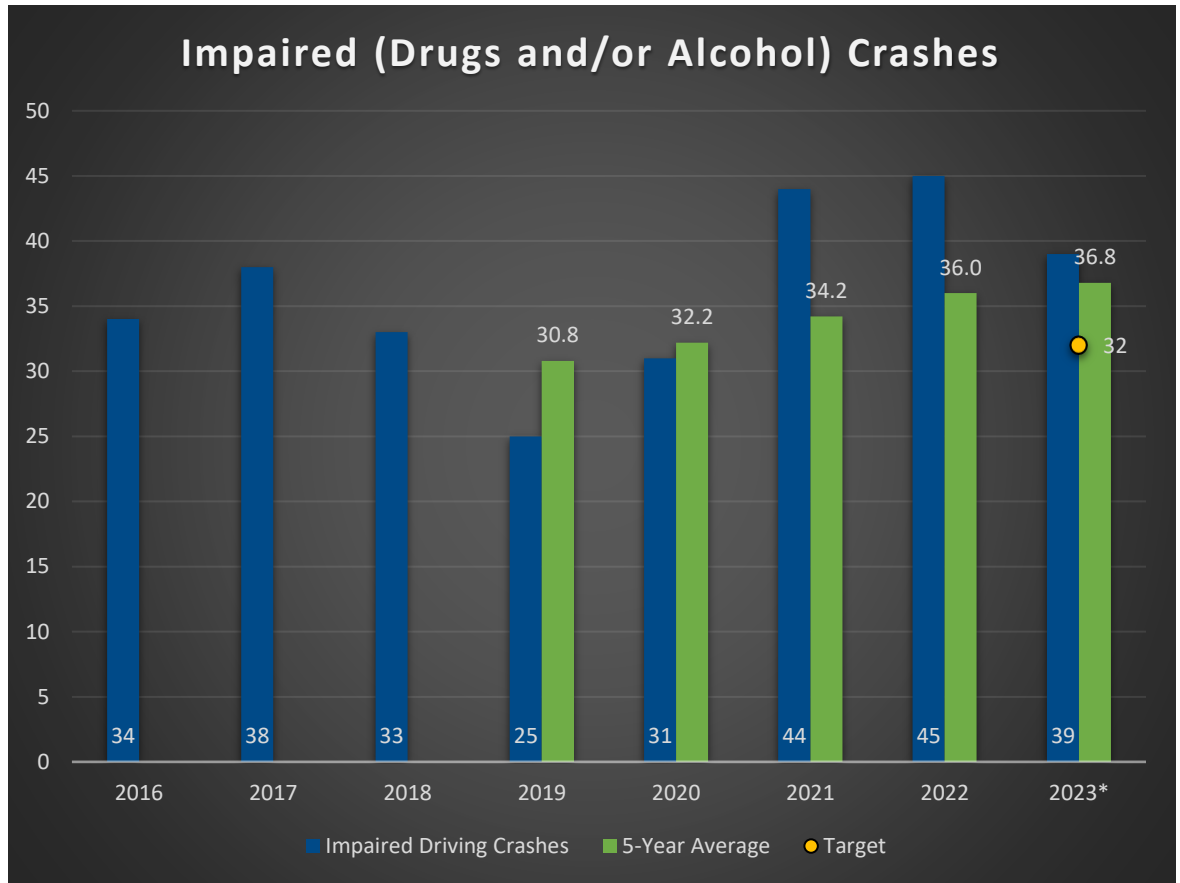
Year	Impaired (Drugs and/or Alcohol) Fatalities	5-Year Moving Average
2016	34	--
2017	38	--
2018	33	--
2019	25	30.8
2020	31	32.2
2021	44	34.2
2022	45	36
2023*	39	36.8

**2023 numbers as of 1/31/2024*

Vermont **did not meet** this target in 2023. The five-year average increased to 36.8, with 39 impaired (drugs and/or alcohol) fatalities occurring. This is a reduction in fatalities from the previous two years with a high of 45 in 2022, however it falls well below the target. The State will continue enforcement and prevention efforts in the upcoming HSP to reduce alcohol-involved fatalities. These efforts will include:

1. Working with Vermont Forensic Laboratory to replace the data master terminals statewide
2. Develop a safety brochure on impaired driving as a tool and resource for partners to distribute
3. Continued use of the Drive Well Vermont advertising campaign focused on impaired driving
4. Drug Impaired Training for Education Professionals (DITEP) beginning in FFY23 and expanding into FFY24

Figure 2-14 Impaired (Drugs and/or Alcohol) Crashes (Baseline 2016 to 2023)



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 90 percent in 2023.

Table 2-15 Observed Set Belt Use Rate by Year

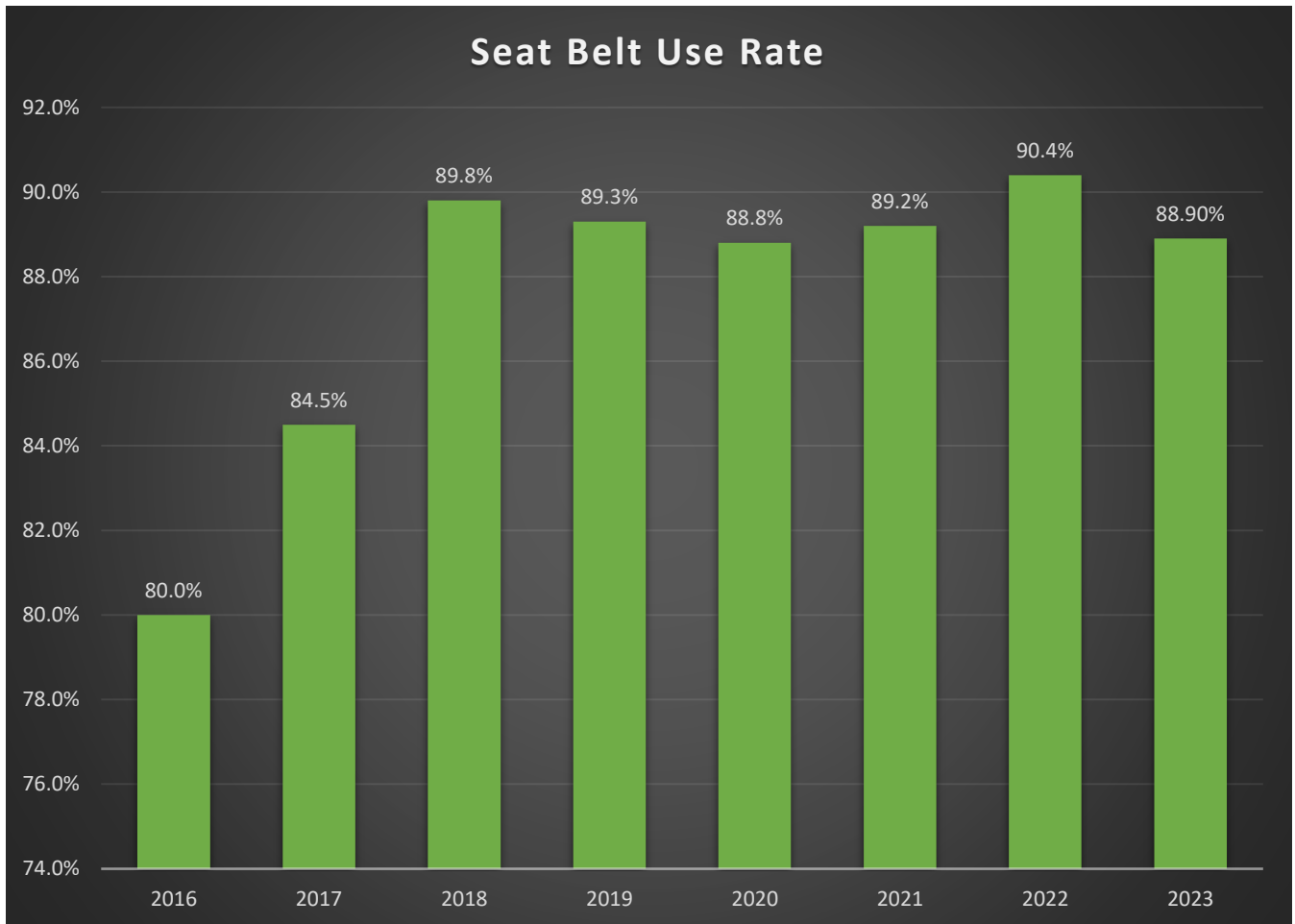
Year	Seat Belt Use Rate	5-Year Moving Average
2016	80.0%	84.0%
2017	84.5%	84.1%
2018	89.8%	85.1%
2019	89.3%	85.9%
2020	88.8%	86.5%
2021	89.2%	88.3%
2022	90.4%	89.5%
2023*	88.9%	89.3%

*2023 numbers as of 1/8/2024

In 2023, Vermont **did not meet** the goal of 90 percent. The 2022 national average seat belt use rate was 91.6 percent. Seat belt use is still not universal, and the upcoming HSP will include strategies to push usage higher, including:

1. Continue education and enforcement campaigns for unbelted occupants.
2. Support for a “Before the Movie” media campaign promoting seat belt use in Chittenden County.
3. Continued educational outreach on seat belt safety using the rollover cart.

Figure 2-15 Observed Seat Belt Use (Baseline 2016 to 2023)



Source: VTrans Annual Seat Belt Surveys, 2016-2023

Measure TR-1: Citation Uniformity

Goal: Record at least 34% of citations issued in Vermont from March 2022 – March 2023 electronically.

Table 2-16 Citation Uniformity

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%
2023*	21,373	16,743	44%

**2023 data as of 3/15/2024*

During the FY23 grant year, Vermont **met** this target. During the 2022-2023 period, several devices were issued to police departments to allow issuing electronic citations. Usage during the next grant year is expected to increase. 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. Based on this year’s e-Citation data, the upcoming HSP will be adjusted to include more effective strategies:

Measure TR-2: Electronic Citation Usage

Goal: By the end of 2023, 53% of Vermont law enforcement agencies will have adopted e-Citation.

Table 2-17 E-Citation Adoption by Year

Year	Agencies Using e-Citation (as of March 31 st)	Agencies Using e-Citation (%)
2017	11	12%
2018	21	22%
2019	21	22%
2020	34	35%
2021*	47	49%
2022*	46	51%
2023**	47	55%

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

**2023 data is not finalized as of 1/8/2024

Vermont **met** this target in 2023. As of January 8, 2024, 55% of Vermont’s 90 law enforcement agencies have adopted e-Citation, enabling them to write and file citations electronically. The SHSO Vermont will continue allow E-Citation equipment to be requested on the OP/DUI grants. In order to continue to deploy e-Citation to more agencies. The Department of Public Safety issued two Requests for Proposals in FY23 for E-Citation equipment and hardware. Seventeen subgrantees were awarded with 158 printers, and 134 scanners deployed under this award. It is anticipated that the performance measures will improve as the equipment is put into use in FY24.

Measure TR-3: Evidence Based Race Data Enforcement Reporting
Goal: Administer an Evidence-Based Race Data Enforcement Reporting training course to 63% of Vermont police officers in 2023.

Due to the contractor needing more time to complete work for the previous grant cycle the VCJC was not able to renew their contract to take up the project that was proposed for the FY 2023 1906 Racial Profiling Data Collection grant.

There was no work done during the 2022-2023 grant period in relation to this performance measures. This performance measure was not tracked.

3

Program Areas

Credit: Oleksandr P.

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 fatal crashes involving young drivers. Young drivers can be risk takers, and speeding, impairment, and distracted driving present increased danger to all road users.

During the 2022-2023 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 2023 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 6.8 through December 31, 2023.	This target was missed in 2023. The five-year average rose to 7.2 in 2023.

Program Results

Table 3-2 summarizes the activities pursued under the Younger Drivers program area in FFY 2023.

Table 3-2 FFY2023 Young Drivers Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23402-400	VTrans Staff	\$140,000.00	\$95,310.46
NH23402-401	Chittenden County Sheriff's Dept.	\$32,048.00	\$25,466.68
NH23402-403	Department of Motor Vehicles	\$9,940.00	\$1,625.63
NH23402-405	Milton Police Dept.	\$13,617.00	\$11,000.10
NH23402-406	Orange County Sheriff's Dept.	\$12,629.00	\$341.21
NH23402-407	Rutland County Sheriff's Dept.	\$26,000.00	\$12,132.35
NH23402-408	Vermont Department of Public Safety	\$57,195.00	\$14,931.46
NH23402-409	Vermont Highway Safety Alliance	\$50,000.00	\$17,753.61
NH23402-410	VT Principals Association	\$200,000.00	\$200,000.00
NH23402-411	Windham County Sheriff's Dept.	\$38,914.00	\$37,635.52
NH23402-415	Youth Safety Council	\$45,000.00	\$8,277.65
NH23402-416	The Center for Research and Public Policy	\$12,000.00	\$7,000.00
NH23402-417	VTrans	\$30,000.00	\$15,600.00
NH23402-419	VTrans	\$75,000.00	\$14,888.92
NH23405D-021	Vermont Highway Safety Alliance	\$25,000.00	\$8,496.81
NH23405D-025	The Center for Research and Public Policy	\$10,000.00	\$7,000.00
NH23405E-603	VT Principals Association	\$200,000.00	\$50,000.00
NH23405E-604	VTrans	\$40,000.00	\$0.00
NH23405E-606	Vermont Department of Public Safety	\$50,000.00	\$2,624.59
	TOTAL	\$1,067,343.00	\$68,121.40

Planned Activities

Local Law Enforcement Community Education Programs

Table 3-3 Local Law Enforcement Community Education Programs Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Chittenden County Sheriff's Dept.	Section 402	\$32,048.00	\$25,466.68	Complete
Milton Police Dept.	Section 402	\$13,617.00	\$11,000.10	Complete
Orange County Sheriff's Dept.	Section 402	\$12,629.00	\$341.21	Complete
Rutland County Sheriff's Dept.	Section 402	\$26,000.00	\$12,132.35	Complete
Windham County Sheriff's Dept	Section 402	\$38,914.00	\$37,635.52	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 2023, 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 events and interacted with over 18,200 people. They held community education programs including local driver education classes – Community events included National Night Out, child safety seat inspection events, Red Lights Flashing = No Passing BBQ event, Bike Rodeo, and attended the Champlain and Lamoille County fairs.

The curriculum used for the driver education classes educates high school students on the dangers of impaired and distracted driving. This includes lessons taught both inside and outside of the classroom. Outside of the classroom, students use a simulated impaired driving course so the students learn the dangers of impaired driving firsthand. This course allows the students to use the impaired driving goggles while using pedal carts to go around a designed course. This course drives the point home of the severe dangers of impaired driving. At the end of these trainings, the partner agencies gathered feedback from the students.

The annual Bike Rodeo was incorporated into a Child Safety Seat Inspection event. This event was targeted towards all ages of bicycle riders, but mainly toward small children. The Bike Rodeo is conducted by one of our bike patrol officers. At the event there are demonstrations involving bike helmets – several bike helmets and safety items were distributed this year. Chittenden and Milton are exploring combining efforts for future bike safety events.

During the grant year, participating agencies sent officers to the Maine Impaired Driving Conference. Overall, participating agencies found this grant year to be successful. Some departments faced staffing issues, but outreach and engagement were still higher than last year’s grant period.

Vermont State Police Traffic Safety Education Program

Table 3-4 VSP Traffic Safety Education Program Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Vermont Dept. of Public Safety	Section 402	\$57,195.00	\$14,931.46	Completed
Vermont Dept. of Public Safety	Section 405e	\$50,000.00	\$2,624.59	Completed

Description

The VSP gives 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

During the grant period, VSP conducted several new-driver education presentations with content including occupant protection, distracted, impaired, and defensive driving, and speeding. Twenty anti-impaired driving curriculum programs were deployed in educational classes with approximately 850 new and/or junior operators in attendance. The new driver education programs are offered throughout the year to both private and public driver education classes, ensuring access to a varying range of socioeconomic attendees. Because these classes coincide



“Halloween”, (Source: Vermont State Police)

with semester school calendars, VSP has not identified a particular time of year where these program offerings are more important.

Additionally, during the grant period, five educational presentations were given to professional drivers, community members, or substance abuse professionals with approximately 200 people in attendance. VSP led 87 hours of public-facing presentations at the Champlain Valley Fair with safety conversations and material disseminated, directly contacting approximately 1,000 people. Three educational presentations were given to law enforcement and trial attorneys, designed to reinvigorate patrol and arrest potential and efficacy in prosecution with approximately 150 people in attendance.

VSP driver educator programs advertise and facilitate our new driver education programs. VSP has established a strong relationship with the Vermont Driver, the Traffic Safety Education Association and the New England chapter. Presentations offered to these groups allow VSP access to their new drivers so VSP can present the New Driver Education Program. Content presented in these trainings coincide with their Fall and Annual conference. It is an opportunity to “train the trainer” on crash trends, impaired driving substance use trends, and up-to-date public engagement strategies that they, in turn, take back to their own instruction style and content. This year, VSP spoke about Cannabis trends in driving behavior and substance use generally. Cannabis use was identified as a problem area in this year’s grant planning.

VSP established several goals for the FY 23 grant year. During the grant year, VSP sought to:

Decrease Impaired Driving Fatal Crashes

1. Decrease impaired driving fatal crashes by 5 percent,
2. Increase juvenile perception of harm (as evidenced by YRBS data),
3. Engage 5 percent (approximately 200) of Vermont’s providers with training and training material.

Fatal crashes with impaired drivers rose to 68 percent in FY 2023 (compared to 59 percent in calendar year 2022). VSP will not know the outcome of goal #2 until the next YRBS cycle is published in 2024-2025. Lastly, due to internal staffing shortages of key project leaders, goal #3 was not initiated.

Increase the number and quality of presentations to new driver populations

1. Increase programs by 10 percent
2. Decrease junior operators involved in fatal crashes by 5 percent
3. Increase use of post-surveys

During the grant year, VSP conducted 20 anti-impaired driving educational classes, compared to 6 in the previous grant cycle (a 233 percent increase), and 5 educational presentations generally, compared to 11 in FY2022 (-50 percent). At the end of the year 1 junior operator was involved in fatal crashes. Regarding goal #3, post-surveys were not effectively used during the grant year.

Decrease Unrestrained Fatalities

1. Decrease unrestrained fatalities by 5 percent

At the end of FY2023, unrestrained occupants accounted for 48 percent of fatalities compared to 62 percent at the end of FY2022 – a 22 percent decrease.

While VSP had good public engagement in the form of persons contacted and diversity of presentations, VSP fell short with our larger project plan of interacting with medical providers, continuing our training of Troopers with elevated messaging during car stops, and standardization of and train-the-trainer for driver’s education material. Our driver education programs are focused on central and northern Vermont communities, so we need to expand our reach south.

Summer Summit for Driver Educators

Table 3-5 Teen Driver Educator Summit Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Motor Vehicles	Section 402	\$9,940.00	\$1,625.63	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 2023 Summit was held on August 3, 2023 at Saint Michaels College in Colchester, Vermont. Funding from this grant allowed eight speakers to present on driver education and traffic safety related topics. Experts in the field, including a speaker from Oregon and Maine, provided the 50 attendees with information and training to return to their classrooms with a strengthened curriculum.

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	\$25,000.00	\$8,496.81	Complete
VHSA	Section 402	\$50,000.00	\$17,753.61	Complete

Description

VHSA is a membership group of private and public highway safety entities. The group coordinates educational events and performs direct outreach across the state under the leadership of a director. VHSA uses guidance from national organizations including NHTSA, to

program effective campaigns. VHSA is also a central resource for reports and information disseminated through a monthly newsletter and on a website.

This activity funds the VHSA director position, participation in safety events, creation and distribution of educational materials, social media marketing, and an annual conference. The group also leverages earned media and participates in highway safety outreach opportunities offered by community partners and staff these events with members of the group. Activity focuses on Impaired Driving, Occupant Protection, Distracted Driving, Vulnerable Users, and Speed.

Performance

The VHSA contracted with Vermont Lake Monsters for safety messaging at three baseball games in the summer of 2023. There was an average of 4,007 attendees per game. VHSA tabled at two games on the concourse with outreach to individuals on speed, distracted driving, child passenger safety, and pedestrian safety. Reflective arm bracelets were distributed. Two 30 second PSAs, produced by high school students, on distracted driving ran on the main billboard screen in the outfield during gametime for three nights, and the VHSA logo and safety messaging was promoted on the Lake Monsters social media and program brochures.

The VHSA's largest event was tabling for 10 days, 12 hours per day, at the Champlain Valley Fair from August 26-September 4, 2023. A 100-foot-long display includes 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 olds in the evening. Approximately 8,137 people were engaged with the rollover demonstration, 1,645 for Child Passenger Safety, and 4,521 with the VHSA tables. A total of 14,303 participants were engaged in highway safety marketing materials, education, and demonstrations. The fair provides 120 hours of outreach, and over 40 individuals participate in staffing the event.

The VHSA organized a sponsored an event in conjunction with National Distracted Driving Awareness Month in April 2023. The Vermont Highway Safety Alliance (VHSA) hosted a fifth annual PSA contest. The contest was open to Vermont high school students and is designed to encourage young drivers, friends, and peers to create a video with the message to avoid distracted driving. Winners were selected and awarded donated prizes. The videos were promoted on social media, played at public venues, and shared with media outlets.

The VHSA also coordinated and participated in the event "Vermont Distracted Driving Awareness Day", sponsored and coordinated by AAA to promote highway safety on Church Street Marketplace in Vermont. The event included interactive events to engage the public, as well as an award ceremony for high school students who produced public service announcement videos on the dangers of distracted driving. Church Street Marketplace is in Chittenden County, which is the most populated county in Vermont and has the highest number of major crashes in the state.

The Church Street Marketplace is a pedestrian center and offered the maximum engagement with the community. The event was held on a Saturday, which is the busiest day of the week.

During the grant year, VHSA was able to achieve most goals, with the exception of the bi-monthly newsletter as there were only 2 distributed. VHSA intends to meet this goal going forward, with a new project director on staff to lead the project.

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 402	\$200,000.00	\$200,000.00	Complete
VT Principals Association	Section 405e	\$200,000.00	\$50,000.00	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.

The VTPA is known as the VPA statewide however their acronym is the same as another partner within this document: The Vermont Police Academy. In order to differentiate these organizations in SHSO documents, and not cause confusion, the Principals' Association is called the VTPA.

Performance

During the 2022-2023 grant period, VTPA engaged with students, fans and attendees at 74 sports championships across Vermont. The attendance across all championships was a total 74,809. Total impressions was approximately 2.9 million. Attendees participated in driving simulations, and were engaged through messaging including, PSAs, emails, banners, and through social media. Engagement of young drivers focused on the dangers of speeding, improper occupant protection, and impaired and distracted driving.

The VTPA contracted with Alliance Sports Marketing to reach students at eleven school events in the spring of 2023. At these events students participated in surveys on driving habits which indicated that individuals are willing to commit to safe driving practices. Parents and school officials were receptive of these engagements. More than 1,600 students and faculty were reached at these events.

During this second year of the grant, the following goals were met: implementing a partnership including contracted services with Alliance Sports Marketing, introducing updated content, and building consistency/norms, and visiting high schools for the first time in a few years to engage students and staff with speakers, interactive presentations and demonstrations about dangerous driving behaviors, including 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	\$45,000.00	\$8,277.65	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 23 grant, the Turn Off Texting course engaged students at high schools in Rutland, Randolph, and Orford New Hampshire, which serves Vermont students. The audience was primarily young drivers with learner’s permits. Unfortunately, due to loss of the Youth Safety Council’s Director, there was no movement on grant year goals after quarter two of 2023.

Most students that participated in the Turn Off Texting course were 15 (57 percent) or 16 (30 percent) years old and had a Learner’s Permit (86 percent). 60 percent of participants were male, 37 percent were female and 3 percent described themselves as Nonbinary. 63 pre- and post-presentation surveys were collected from students. Thirteen adults also participated in a course at Union Mutual -- surveys were not collected from these adults.

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 percent to 60 percent. Those who were ‘Uncertain’ decreased from 11 percent to 7 percent.

Highway Safety Program Coordinator

Table 3-9 Highway Safety Program Coordinator Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VTrans Staff	Section 402	\$140,000.00	\$95,310.46	Complete

Description

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

Performance

The program coordinator managed the highway safety program for the year.

Highway Safety Summit

Table 3-10 Highway Safety Summit Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VTrans	Section 405e	\$40,000.00	\$0.00	Not Completed
VTrans	Section 402 SA	\$75,000.00	\$14,888.92	Not Completed

Description

This activity served as a placeholder for an in-person one day Highway Safety Summit. Staff members within the SHSO established a conference committee to assist in the coordination and planning of the theme, agenda, and speakers for the summit. The conference was planned as a venue to educate public and private partners on emerging highway safety issues. The summit was planned for the summer of 2023 but has been postponed due to the catastrophic flooding in July, one week before the original conference date.

Performance

Not completed. Rescheduled for March 2024.

Driver Education Assessment

Table 3-11 Driver Education Assessment Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VTrans	Section 402	\$30,000.00	\$15,600.00	Complete

Description

The purpose of the Driver Education Program Assessment is to provide the State of Vermont with a comprehensive review of its driver education program by identifying program strengths, accomplishments, and challenges. The assessment was requested because Vermont did not meet the goal in FFY2021 “C-9: Fatalities Involving a Younger <20 years old Driver.” In addition, in the Strategic Highway Safety Plan younger driver safety remains a Critical Emphasis Area. In addition to using data and other resources, the report provides valuable insights for program planning. Staff members from the SHSO coordinated the State self-assessment and assigned the appropriate questions to subject matter experts who served the State as Respondents. The process included a State Kick-off Meeting where details about the Assessment were reviewed with the team of respondents who successfully completed the assessment workbook and participated in the interviews with the assessment team.

Performance

The State of Vermont Technical Assessment of the Driver Education Program from September 2022 to December 2022 was completed and the final report was issued in January of 2023 by the National Highway Traffic Safety Assistance Team. An outcome of this assessment was the creation of a Highway Safety and Traffic Educators Board which met once in FFY23 and includes the Administrator of the SHSO on the Board.

Annual Attitude Survey

Table 3-12 Annual Attitude Survey 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	Completed
The Center for Research and Public Policy	Section 405d	\$10,000.00	\$7,000.00	Completed

Description

The SHSO commissioned CRPP to conduct the State Highway Attitude Survey in FFY 2021, 2022, and 2023. 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.

Performance

The 2022 Attitude Survey was deployed during the 2023 grant year and is named for the calendar year in which it took place. The full report is hosted on the Vermont SHSO website, [located here](#).



Credit: Chris Yarzab, "Bicyclist"

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 outside value towards Vermont's safety goals.

Performance Measures

Table 3-13 summarizes the behavioral performance measures and targets identified in the 2023 HSP.

Table 3-13 Vulnerable Users Performance Measures

Performance Targets	Performance Measures
Maintain the five-year pedestrian fatality average of 6.6 by December 31, 2023.	This target was not met in 2023. A fatality count of zero was necessary to reach this target and the five-year average increased to 6.2 in 2023.
Achieve a five-year average of zero bicyclist fatalities by December 31, 2023.	This target was met in 2023. The five-year average was 0.8 in 2023.

Program Results

Table 3-14 summarizes the activities pursued under the Driver Education and Behavior program area in FFY 2023.

Table 3-14 FFY2023 Vulnerable Users Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23402-404	Local Motion	\$130,000.00	\$115,860.88
NH23402-414	Department of Health	\$188,000.00	\$34,168.72
	TOTAL	\$318,000.00	\$150,029.60

Planned Activities

Safe Routes for All

Table 3-15 Safe Routes for All Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Local Motion	Section 402 SA	\$130,000.00	\$115,860.88	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 2023, LM reached their education and outreach goals. 202 trainings, which reached nearly 29,900 people, occurred throughout Vermont. This is a 66 percent increase of people engaged, compared to the previous grant year. LM worked with 43 schools in 41 towns and 12 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 eight. Additionally, there was a goal to build a statewide network of at least 25

people from at least five Vermont counties who commit to serving as ambassadors for safe walking and biking – at year end, the network contains over 50 individuals.

LM met most of the goals with the exception of the following:

- › Distribute reflective gear to at least 100 people (85 vests distributed)
- › Conduct at least one in-service training for crossing guards (no crossing guard trainings this year)

LM, however, did achieve the majority of goals, including:

- › Improving bicycling skills and traffic safety awareness among elementary and middle school children (this involved training over 9,000 children on bike skills)
- › To encourage low-speed, attentive driving in areas with many people walking and biking
- › To disseminate information about the rules of the road for all modes to target populations
- › To encourage compliance with traffic laws on the part of pedestrians and bicyclists

LM made significant progress this grant period. LM is working on increasing school educational programming this year, as well as increasing connections to crossing guard training programs and opportunities.

Table 3-16 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
83%	68%	9,782	7,070	54,619	57%

Vermont Department of Health - Road Users Group

Table 3-17 Road Users Group Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VT Department of Health	Section 402 SA	\$188,000.00	\$34,168.72	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 2023, 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:

All activities focused on bicycles, pedestrians and older road users. Pedestrians and bicyclists face different challenges in rural and urban areas – urban areas tend to have more users, but both may lack proper infrastructure. Rural users can find it difficult to reach essential services or get their daily exercise in a safe way. In October of 2022, VDH enhanced outreach across social media during Pedestrian Safety Month. The social media toolkit was distributed to 29 partners and all SOV communication leads. Across VDH social media, 632 people engaged with the material on Facebook, 63 on Twitter, and 174 on Instagram.

From November to December of 2022, VDH launched the “Be Bright at Night” campaign, to bring awareness to Vermonters about the dangers of walking or bicycling during dark lighting conditions. A social media post about the campaign reached over 65,000 Vermonters, with over 1,700 engaging with the post.

Additionally, VDH piloted the “Be Bright at Night” reflector program in partnership with the Medical Reserve Corps (MRC). The purpose of the program is to reduce the risk of crashes, injuries, and deaths on our roadways that happen at night. The program created an educational program that primarily ran from November - December in partnership with six of the nine Medical Reserve Corps (MRC) units, the Division of Emergency Preparedness, Response, and Injury Prevention (DEPRIP), Offices of Local Health, and community partners. During the campaign, 22 distribution events were held, over 700 conversations about roadway safety took place, and 3,000 reflectors were handed out.

A critical area of focus is older Vermonters. From 2011-2020, 51 percent of pedestrians killed on our roadways were 60+. Additionally, Vermonters age 65 and over are involved in about 20 percent of vehicle crashes in an average year, even though they drive fewer miles than people under 65. Involved in does not necessarily mean at fault. This is due to increased vulnerability in crashes and dangerous and/or inadequate infrastructure for older adults who mainly live in rural areas. During December of 2022, VDH engaged Vermonters during Older Driver Safety Week. The toolkit was distributed to 31 partners, including DAIL, law enforcement, highway safety, AARP, and AAA. There were 86 engagements on Facebook, 23 on Twitter, and 9 on Instagram.

The Road Users Group employees attended several relevant local and national conferences, webinars, and trainings for partnership building and professional development. Those included:

- › Strong Advocacy to Slow our Streets & Save Lives (January 25)
- › Reframing Crash Reporting in News Media: A How-to Guide for Road Safety Professionals (January 25)
- › Equity Summit (February 7-9)
- › Breaking Down Barriers to Mobility Safety – Webinar (November 28)
- › Community Based Social Marketing – Training (December 7-9)

During the grant year, VDH facilitated a workshop at the Engaging Local Government Leaders Annual Conference on October 12, 2022 on Storytelling for Advocacy. There were 10 attendees ranging in local government fields from across the country. VDH also presented at CATMA Summit on October 18, 2022 in Burlington with Jon Kaplan (AOT) and Kelly Stoddard-Poor (AARP) on creating livable, accessible communities for older Vermonters. About 15 people attended with the audience being Transportation Planners, advocates, and Policymakers.



Distracted 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.

Performance Measures

Table 3-18 summarizes the behavioral performance measures and targets identified in the 2023 HSP.

Table 3-18 Distracted Driving Performance Measures

Performance Targets	Performance Measures
To meet a five-year average target of 9.4 Distracted Driving serious bodily injury crashes through December 31, 2023.	Vermont met this target. The five-year average was 8.6 by the end of 2023.

Program Results

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

Table 3-19 FFY 2023 Distracted Driving Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23405E-103-128	State Police and Local Law Enforcement	\$760,494.00	\$314,851.41
NH23405E-201-222	State Police and Local Law Enforcement	\$385,750.25	\$266,337.74
NH23405E-605	Preusser Research Group, Inc	\$80,000.00	\$76,600.00
	TOTAL	\$1,226,244.25	\$657,789.15

Planned Activities

Annual Distracted Driving Survey

Table 3-20 Distract Driving Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Preusser Research Group, Inc	Section 405e	\$80,000.00	\$76,600.00	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 30,000 vehicles across 84 sites throughout the State of Vermont. Data sites include 12 of the 14 counties and also included work zones and school zones. Data this FFY was collected in April 2023, approximately two weeks after the “You text, you drive, you pay” NHTSA April Mobilization. Tables 3-21 and 3-22 below report on data from the Distracted Driving Survey.

Table 3-21 Overall Rates of Observed Distracted Behaviors (% distracted)

Behavior*	October 2021	April 2022	April 2023
Handheld (HH) (%)	1.5% (169)	1.6% (141)	1.8% (174)
Hands-free (HF) (%) (N)	1.4% (154)	0.9% (77)	1.5% (143)
Manipulation Observed (MO) % (N)	4.5% (502)	3.8% (334)	3.2% (316)
Manipulation incl. Probable (MiP) % (N)	7.7% (853)	6.7% (600)	6.0% (588)
Any Distraction Observed (AO) % (N)	7.2% (773)	5.6% (485)	5.8% (556)
Any incl. Probably (AiP) % (N)	10.1% (1,119)	8.4% (751)	8.4% (828)

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

Table 3-22 Any Distraction While Driving, by Wave and County (% Yes)

County	Any Distraction		Any incl. Probable		Total Observed	
	Apr. 2022	Apr. 2023	Apr. 2022	Apr. 2023	Apr. 2022	Apr. 2023
Addison	5.1%	5.6%	9.7%	11.1%	(N=227)	(N=325)
Bennington	5.7%	11.0%	8.2%	11.0%	(N=414)	(N=453)
Caledonia	4.1%	5.5%	9.3%	11.4%	(N=332)	(N=447)
Chittenden	4.7%	6.0%	8.4%	9.6%	(N=1,540)	(N=1,307)
Franklin	7.4%	5.6%	9.3%	8.5%	(N=1,030)	(N=1,297)
Lamoille	4.0%	3.8%	6.5%	4.9%	(N=77)	(N=81)
Orange	10.1%	6.1%	14.4%	16.2%	(N=104)	(N=37)
Orleans	3.0%	3.5%	5.9%	8.8%	(N=136)	(N=182)
Rutland	5.7%	6.0%	8.0%	6.6%	(N=852)	(N=980)
Washington	5.0%	5.1%	9.2%	8.4%	(N=796)	(N=973)
Windham	5.7%	4.6%	8.6%	7.0%	(N=292)	(N=1,000)
Windsor	4.5%	4.6%	5.9%	6.7%	(N=542)	(N=756)

Vermont State Police and Local LEA Distracted Driving Enforcement

Table 3-23 DD High Visibility Enforcement Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Police and Local Law Enforcement Agencies	Section 405e	\$760,494.00	\$314,851.41	Complete
State Police and Local Law Enforcement Agencies	Section 405e FLEX	\$385,750.25	\$266,337.74	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.

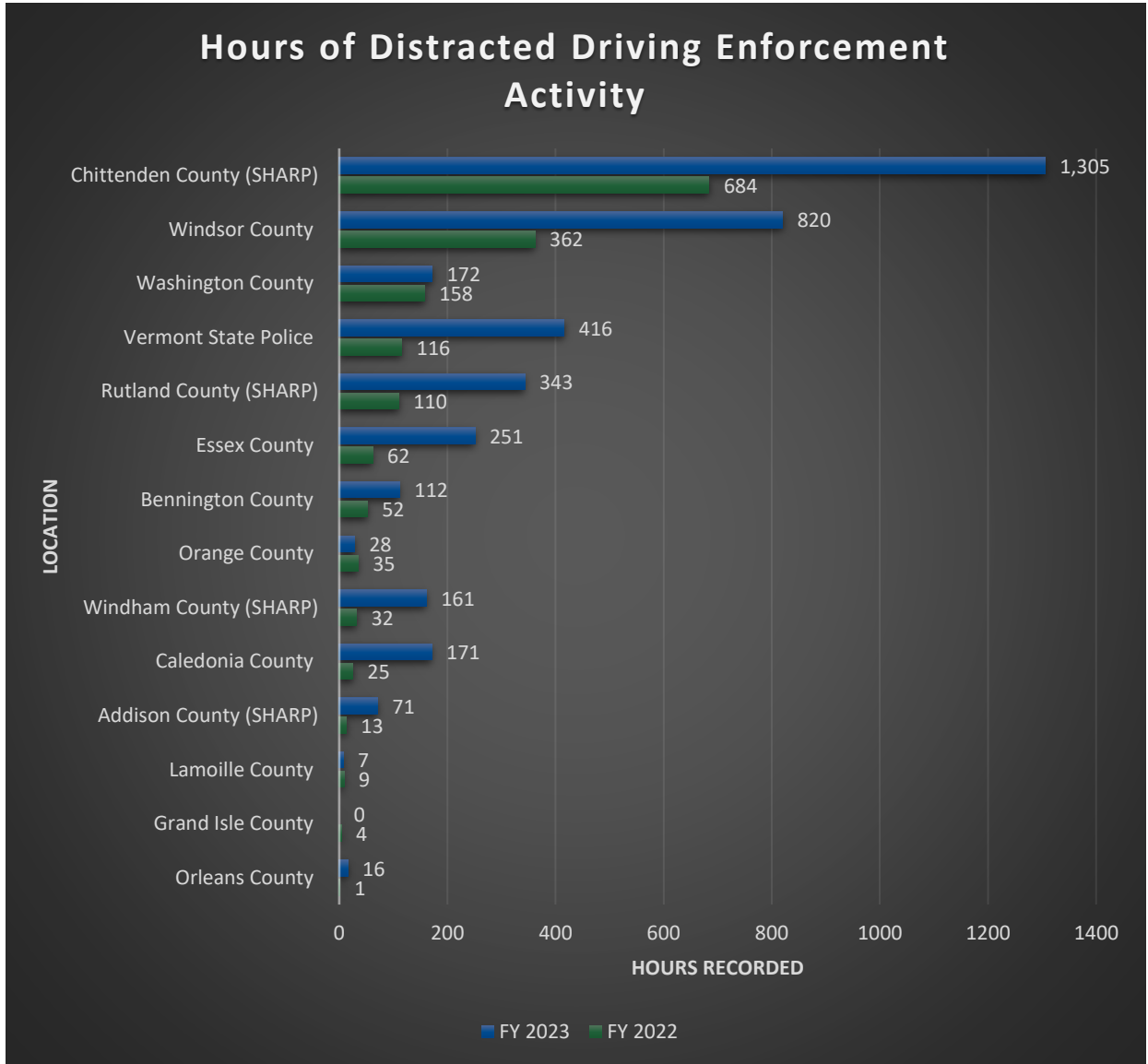
This project also includes the regional enforcement projects found in the OP and Impaired driving sections of this document. These include Rutland County Sheriff's Department, Chittenden County Sheriff's Department, Vergennes Police Department and Windham County Sheriff's Department.

Performance

During the FY2023 grant year, Vermont police agencies utilized several enforcement campaigns. As part of NHTSA distracted driving awareness month, the "You Text, You Drive, You Pay.", High Visibility Enforcement (HVE) Campaign ran from April 6-10, 2023.

During this campaign, 44 law enforcement agencies participated. Agencies patrolled for approximately 967 hours, making contact with 1,225 vehicles. Enforcement agencies issued 197 handheld device citations, 378 other traffic violations, and made 37 arrests for other motor vehicle offenses. The combined distracted driving activity is listed below.

Figure 3-1 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.



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. Alcohol-impaired fatalities have decreased in the past three years, from 23 in 2021, to 20 in 2022, and 13 in 2023. Fatalities involving drug and/or alcohol have fluctuated but dropped from 45 in 2022 to 39 in 2023. The five-year average for alcohol-impaired fatalities 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 3-24 summarizes the performance targets and measures for impaired driving as identified in the 2023 HSP.

Table 3-24 Impaired Driving Performance Targets

Performance Targets	Performance Measures
Meet the five-year average target of 15.8 alcohol-impaired crash fatalities by December 31, 2023.	This target was met in 2023. The five-year average decreased to 15.8 in 2023.
Meet the five-year average target of 32 Impaired (Drugs and Alcohol) fatal crashes by December 31, 2023	This target was not met in 2023. The five-year average increased to 36.8 in 2023.

Program Results

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

Table 3-25 FFY 2023 Impaired Driving Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23405D-013	Chittenden County Sherriff's Department	\$131,780.00	\$26,578.43
NH23405D-014	Rutland County Sheriff's Department	\$132,401.00	\$15,339.06
NH23405D-015	Vermont State Police	\$143,461.00	\$7,981.04
NH23405D-016	Vermont DMV	\$9,371.00	\$0.00
NH23405D-017	Vermont Police Academy	\$363,580.00	\$301,775.34
NH23405D-027	Department of Liquor Control	\$11,600.00	\$3,963.62
NH23164-101-128	Sheriff's Depts. and Local Law Enforcement Agencies	\$690,134.00	\$344,900.89
NH23405D-020	Department of Public Safety	\$211,140.00	\$25,025.81
NH23164-127	Chittenden County Sheriff Department/Enforcement	\$135,300.00	\$38,192.53
NH23402-106	Chittenden County Sheriff Department/Enforcement	\$148,500.00	\$97,026.41
NH23164-128	Chittenden County Sheriff Department/Project Director	\$30,000.00	\$29,251.05
NH23402-124	Chittenden County Sheriff Department/Project Director	\$85,000.00	\$58,627.48
NH23405E-122	Chittenden County Sheriff Department/Project Director	\$42,949.00	\$33,167.45
NH23164-114	Rutland County Sheriff Department/Enforcement	\$136,000.00	\$96,868.56

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23402-114	Rutland County Sheriff Department/Enforcement	\$125,000.00	\$109,723.27
NH23402-125	Rutland County Sheriff Department/Project Director	\$55,000.00	\$37,478.45
NH23405E-123	Rutland County Sheriff Department/Project Director	\$20,256.00	\$19,890.57
NH23164-117	Vergennes Police Department/Enforcement	\$35,000.00	\$5,699.91
NH23402-116	Vergennes Police Department/Enforcement	\$35,000.00	\$5,263.09
NH23164-118	Vergennes Police Department/Project Director	\$10,000.00	\$9,996.60
NH23402-126	Vergennes Police Department/Project Director	\$60,000.00	\$58,885.01
NH23405E-124	Vergennes Police Department/Project Director	\$12,196.00	\$19,890.57
NH23164-122	Windham County Sheriff Department/Enforcement	\$50,000.00	\$29,428.06
NH23402-120	Windham County Sheriff Department/Enforcement	\$50,000.00	\$25,476.11
NH23164-123	Windham County Sheriff Department/Project Director	\$19,860.00	\$17,905.23
NH23402-127	Windham County Sheriff Department/Project Director	\$55,000.00	\$41,368.89
NH23405E-125	Windham County Sheriff Department/Project Director	\$20,000.00	\$19,828.20
NH23402-402	Addison County Community Justice	\$26,273.00	\$18,061.89
NH23405D-019	Department of Public Safety	\$794,278.00	\$367,235.91
NH23405D-018	Department of States Attorney's and Sheriff's	\$540,693.00	\$315,775.31
NH23405D-012	VTrans	\$20,000.00	\$6,697.33
	TOTAL	\$4,199,772.00	\$2,187,302.07

Planned Activities

Vermont Police Academy Impaired Driving Training Grants

Table 3-26 Vermont Police Academy Impaired Driving Grants Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Vermont Police Academy	Section 405d	\$363,580.00	\$301,775.34	Completed

Description

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

- › DUI Detection/SFST (Standardized Field Sobriety Test)
- › ARIDE (Advanced Roadside Impaired Driving Enforcement)
- › DRE (Drug Recognition Experts)
- › DMT Supervisor Training
- › DITEP (Drug Impairment Training for Educational Professionals)

Most officers receive the 40-hour DUI/SFST training, typically at the beginning of their careers. DUI/SFST instructors train officers on proper application of SFSTs and how to properly 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 2023, a total of 321 officers and 21 auditors were trained over the course of 27 training courses, surpassing the initial goal of 100 officers trained at year-end, and surpassing the 2022 accomplishment of 210 officers trained. This grant year was the first year with a new Training Coordinator, which allowed for increased organization of the program.

The most challenging area for fulfilling the scope of work was the low number of instructors. There was a DUI/SFST Instructor Development Course, and seven officers completed it. These officers are currently in the process of student teaching. There were also two DREs who completed the DRE Instructor Development Course and are in the process of student teaching ARIDE and DRE courses.

Program evaluation is on-going, with an initial goal of 400 evaluations in the grant year. The 321 officers who were trained provided evaluations, and several staff members, including the Training Coordinator, the Director of Training, the Deputy Director, and the Executive Director are completing these evaluations. These evaluations will ensure the VPA is on track to meet goals, conscientiously spend money, and conduct training in accordance with National, State and Council standards.

During the grant year, all financial reports were completed in a timely manner. The final goal was to meet with the BSU once quarterly. During the grant year, this goal was surpassed, with 16 meetings occurring.

Survey feedback indicates that the enthusiasm and experience that the instructors brought to the classes resulted in quality trainings for the officers. Additional activities included continued partnership with community groups, law enforcement, and other professionals relative to impaired vehicle operation and highway safety. This was made possible by participation in the Vermont Highway Safety Alliance, the Traffic Records Coordinating Committee, and the DRE Steering/Oversight Committee.

The following agencies have a DRE on staff:

Table 3-27 Agencies with DRE on Staff

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

DRE Call-Out Pay

Table 3-28 DRE Call-Out Pay Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Chittenden County Sheriff's Department	Section 405d	\$131,780.00	\$26,578.43	Completed
Rutland County Sheriff's Department	Section 405d	\$132,401.00	\$15,339.06	Completed
Department of Liquor Control	Section 405d	\$11,600.00	\$3,963.62	Completed
Vermont State Police	Section 405d	\$143,461.00	\$7,981.04	Completed
Vermont DMV	Section 405d	\$9,371.00	\$0.00	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

The 21 LEAs listed above in Table 3-27 all participated in the DRE Call-Out program this year. Direct funding was provided to the Vermont State Police, the Department of Liquor Control, and the Department of Motor Vehicles. The Chittenden and Rutland County Sheriffs' Departments received pass-through funding to fund the 18 local LEAs that participated. Using funds from this grant, the grantees performed 140 DRE evaluations. These agencies performed at least an additional 146 DRE evaluations outside the scope of the grants. The DMV's DRE left the department and therefore no call out pay reimbursements were expended.

High-Visibility Impaired Driving Enforcement

Table 3-29 High-Visibility Impaired Driving Enforcement Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Local Law Enforcement Agencies	Section 164	\$690,134.00	\$344,900.89	Completed
Department of Public Safety	Section 405d	\$211,140.00	\$25,025.81	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 impaired driving 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



Milton Police (Source: State Highway Safety Office)

to, preliminary 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 Patrol Hours.....	3,697
# of Checkpoints.....	44
# of Vehicles Stopped.....	5,389
# of Hours at Checkpoints	625
.02 Violations	2
DUI Arrests Patrol/Checkpoint (Alcohol Only)	89/4
DUI Arrests Patrol/Checkpoint (Drugs Only)	13/2
DUI Arrests Patrol/Checkpoint (Drugs and Alcohol)	7/0
DLS (Suspended License) Arrests	50
Other Arrests	47

County Safe Highway Accident Reduction Program (SHARP)

Table 3-30 SHARP Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Chittenden County Sheriff's Dept – Enforcement	Section 164 Transfer Funds	\$135,300.00	\$38,192.53	Complete
Chittenden County Sheriff's Dept – Enforcement	Section 402	\$148,500.00	\$97,026.41	Complete
Chittenden County Sheriff's Dept – Project Director	Section 164 Transfer Funds	\$30,000.00	\$29,251.05	Complete
Chittenden County Sheriff's Dept – Project Director	Section 402	\$85,000.00	\$58,627.48	Complete
Chittenden County Sheriff's Dept – Project Director	Section 405e	\$42,949.00	\$33,167.45	Complete
Rutland County Sheriff's Dept – Enforcement	Section 164 Transfer Funds	\$136,000.00	\$96,868.56	Complete
Rutland County Sheriff's Dept – Project Director	Section 402	\$125,000.00	\$109,723.27	Complete

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Rutland County Sheriff's Dept – Project Director	Section 402	\$55,000.00	\$37,478.45	Complete
Rutland County Sheriff's Dept – Project Director	Section 405e	\$20,256.00	\$19,890.57	Complete
Vergennes Police Dept – Enforcement	Section 164 Transfer Funds	\$35,000.00	\$5,699.91	Complete
Vergennes Police Dept – Enforcement	Section 402	\$35,000.00	\$5,263.09	Complete
Vergennes Police Dept – Project Director	Section 164 Transfer Funds	\$10,000.00	\$9,996.60	Complete
Vergennes Police Dept – Project Director	Section 402	\$60,000.00	\$58,885.01	Complete
Vergennes Police Dept – Project Director	Section 405e	\$12,196.00	\$19,890.57	Complete
Windham County Sheriff's Dept – Enforcement	Section 164 Transfer Funds	\$50,000.00	\$29,428.06	Complete
Windham County Sheriff's Dept – Enforcement	Section 402	\$50,000.00	\$25,476.11	Complete
Windham County Sheriff's Dept – Project Director	Section 164 Transfer Funds	\$19,860.00	\$17,905.23	Complete
Windham County Sheriff's Dept – Project Director	Section 402	\$55,000.00	\$41,368.89	Complete
Windham County Sheriff's Dept – Project Director	Section 405e	\$20,000.00	\$19,828.20	Complete

Description

SHARP programs usually serve the entire jurisdiction of their respective county, and in cases like Rutland and Chittenden they serve multiple counties. 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 project 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 (serving a portion of 10 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 and many times beyond that geographic border. Project directors participate themselves in each organized patrol. Table summarizes enforcement activities performed by each program in FFY 2023.

There was more grant activity during the FFY23 grant year compared to last year. Across the four participating agencies there were approximately 2,100 more patrol hours expended this year, and 3,500 more vehicles stopped. Comparing engagement, twelve checkpoints were utilized this year compared to seven last year. Nearly 1,100 more speeding violations and 18 fewer operating after suspension violations were written, and 75 more non-impaired driving arrests were made. In the previous grant campaign, there were 37 impaired driving arrests made on patrol, two made at a checkpoint and one .02 violation. This year there were 58 impaired driving arrests made while on patrol, four made at a checkpoint, and zero .02 violations written.

Table 3-31 SHARP Activities in FFY 2023

SHARP OP/DUI/DD: FFY 2023	Chittenden	Rutland	Windham	Vergennes
Patrol Activity				
Hours Patrolled	2,737	3,173	932	206
Vehicles Stopped - Patrol	4,189	5,476	978	460
Checkpoints				
Number of Checkpoints	3	8	0	1
CP Hours	484	104	0	6
Action Taken				
Warnings	2,744	2,180	726	285
Vermont Traffic Violations Written				
Child Restraint Violations	3	15	1	0
Safety Belt Violation	21	101	4	4
Speeding Violations	1,170	2,692	223	182
Operating After Suspension	56	92	13	6
Handheld Device Violations	82	137	4	19
Other Traffic Violations	381	733	70	77
NON-DUI Actions				
Non-Impaired driving arrests - Patrol & CP	43	96	14	10

SHARP OP/DUI/DD: FFY 2023	Chittenden	Rutland	Windham	Vergennes
DUI Actions				
Impaired driving arrests (Patrols)	17	24	13	4
.02 Violations	0	0	0	0
Impaired driving arrests (Checkpoints)	1	3	0	0

Safe Driving Program

Table 3-32 Safe Driving Program Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Addison County Community Justice	Section 402	\$26,273.00	\$18,061.89	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, rather a choice by the offender. 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 57 Safe Driving classes were held across seven sites, distributed virtually and in-person. In-person sites were located in Essex, Vergennes, Barre, Hartford, Chelsea, and St. Johnsbury. In total, 20 classes were held online, and 37 classes were held in-person, representing an increase of in-person classes compared to last year. A total of 1,036 people registered for the classes and 745 people completed a class. This represents a 75 percent increase in the number of registrations and 24.5 percent in the number of people who completed the class from the prior grant period.

Class evaluations were collected from 99 percent of 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 – 90 percent of class evaluations identified these impacts. 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. This year, the Safe Driving Program had a Red Ribbon Tree displayed at the Champlain Valley Fair. This provided an opportunity for people to place a commemorative ribbon on the tree. This event also served as an opportunity to engage with people and provide information on the Safe Driving Program. The engagement numbers of the Champlain Valley Fair can be found under the Vermont Highway Safety Alliance section of this report.

All goals were met during this grant period.

Forensic Laboratory Support Program

Table 3-33 Forensic Laboratory Support Program Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Public Safety	Section 405d	\$794,278.00	\$367,235.91	Complete

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 FY23, the VFL analyzed 600 blood samples for drugs and/or alcohol, which is 4 higher than FY22. 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.

VFL staff attended the Society of Forensic Toxicology annual meeting in October of 2022. In April of 2023, two staff attended the IACT conference in South Carolina. Over the grant period VFL analysts reported toxicology results for approximately 600 cases submitted by law enforcement. They wrote approximately 200 affidavits for DUI cases to be submitted to the courts. They certified over 140 officers as DMT operators and trained approximately 60 officers as DMT Supervisors. One VFL analyst’s salary is supported by this grant.

Through the maintenance of instruments, 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. In the next grant cycle, the VFL has entered into a contract agreement with the vendor of the DMTs to provide parts and software to completely upgrade and retrofit all DMTs with modern parts as the current configuration is outdated and parts are no longer available.

Highway Safety Program Coordinator

Table 3-34 Highway Safety Program Coordinator Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VTrans	Section 405d	\$20,000.00	\$6,697.33	Complete

Description

Program coordination is provided by staff members who ensure SHSO policies are followed, enforcement strategies are effective, and awardees are compliant with best practices. The coordinators train the applicants for the Notice of Funding Opportunity, review and score grant applications, assign performance measures to the grant agreements, and assist grantees with execution of grant agreements. The coordinators review and approve reimbursement documents and ensure that financial transactions are properly filed, documented, and accurately reported. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports, final reports, match, and amendments. These staff members engage in program development and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances and prepare close out letters with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits. The program coordinators assist in the writing and update of the highway safety plan and annual report. Additional tasks include review of equity data and coordination for public engagement requirements for the Triennial Highway Safety Plan (3HSP) and management of the paid advertising and media projects.

Performance

The SHSO managed the safety program for the year and performed the additional tasks associated with the 3HSP.

Traffic Safety Resource Prosecutor (North and South)

Table 3-35 Traffic Safety Resource Prosecutor Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
States' Attorneys and Sheriffs	Section 405d	\$540,693.00	\$315,775.31	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 23, TSRPs continued to provide education, guidance, training, assistance to prosecutors, law enforcement officers, and the VT Forensic Laboratory 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
- › Maine Impaired Driving Summit

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

- › NAPC-NTLC Expert Witness Project, Sacramento, CA
- › SAS Annual Training
- › ARIDE Training
- › DRE Recertification Training
- › DRE School Training
- › Police Academy Training, recruits and 3 newer prosecutors
- › Essex Police Department, DUI legal updates, 2 sessions
- › Chittenden Co. State's Atty's office, intensive DUID training
- › Rutland Co. State's Atty's Office, DUI overview
- › VT Forensic Lab, mock trial
- › Colchester High School prom season assembly

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, this grant reached 729 individuals over the course of 16 trainings throughout the year. This is slightly fewer than FY22, in which 796 individuals were engaged, but still well above the FY21 total of 284 individuals. This is due to several factors, among them a conference that was canceled due to flooding, but also due to the difficulty in coordinating training times with the various State's Attorney's Offices and police departments. Many have expressed an interest in a variety of trainings but have had trouble setting aside the time for it. TSRPs were still in the process of rescheduling several trainings at the end of the grant period. In addition, the surveys received from the police academy participants consistently note the need for more time for the training. TSRPs are working on increasing the length of time permitted for presentations to further enhance law enforcement understanding of the legal framework of impaired driving cases in Vermont.

Overall, the surveys and the feedback received indicated participants found the trainings very informative and useful. In particular, newer officers and prosecutors find mock trial trainings very valuable as they are nervous about hearings and trials. The DUI drug trainings are also very well received as prosecutors tend to find prosecuting these cases intimidating due to their complexity.



Drive Sober Campaign (Source: State Highway Safety Office)



Motorcycle Safety

Problem Statement

Motorcyclists represent few of Vermont's crash fatalities each year but have proven difficult to reduce. There have been 18 motorcycle fatalities in Vermont in 2023 (through December 31). This represents the highest motorcycle fatalities in recent years – two above the most recent high in 2016. The smaller number of motorcycle fatalities has made it difficult to establish a target for this performance measure - the five-year moving average has stayed relatively constant between 9-11 fatalities per year, but this year it will go up to over 12 fatalities over the five-year period.

Rider training has been recognized as Vermont's best option to reduce fatalities. Vermont law requires motorcyclists to wear helmets, and Vermont has had between 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 3-36 summarizes the performance targets and measures for motorcycle safety as identified in the 2023 HSP.

Table 3-36 Motorcycle Safety Performance Measures

Performance Targets	Performance Measures
Meet the five-year average of 11.6 motorcycle fatalities through December 31, 2023.	This target was not achieved. The five-year average for 2023 increased to 12.6 fatalities.
Meet the five-year average of 1un-helmeted motorcyclist fatality through December 31, 2023	This target was not achieved. The five-year average in 2023 increased to 1.8.

Program Results

Table 3-37 lists the activity pursued under the motorcycle safety program area.

Table 3-37 Motorcycle Safety Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23405F-000	Department of Motor Vehicles	\$25,000.00	\$18,145.30
	TOTAL	\$25,000.00	\$18,145.30

Planned Activities

State Motorcycle Rider Education Program

Table 3-38 State Motorcycle Rider Education Program Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Motor Vehicles	Section 405f	\$25,000.00	\$18,145.30	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 2023 training season, 110 courses were held at seven locations. A total of 1,001 students interested in obtaining a motorcycle endorsement for the first time participated, with 900 students successfully completing their training. 18 individuals who already possessed a motorcycle endorsement and were interested in honing their skills also participated. 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.

During the grant year, the program introduced a three-wheel training course – four classes were held, training 16 individuals. An instructor training class was held in 2023, which trained 9 new instructors. Additionally, 11 current program instructors were trained to teach the new Three-Wheel Basic RiderCourse. The motorcycle training program had the capacity to train 1,275 students. 1,164 individuals registered to attend a class, however, only 1,001 students showed up to participate in a motorcycle training class. As part of an ongoing effort to replace helmets at training locations, motorcycle helmets were replaced at two locations this year.



Motorcycle Rider Course (Source: Mid-State Technical College)



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 observed seat belt use rate rose slightly in 2022 to 90.4 percent and then decreased 1.5 percent in 2023 to 88.9 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 3-39 summarizes the performance measures and target for occupant protection identified in the 2023 HSP.

Table 3-39 Occupant Protection Performance Measures

Performance Targets	Performance Measures
Meet the five-year average of 27.2 unrestrained occupant fatalities through December 31, 2023.	Vermont did not achieve this target. The five-year annual average unrestrained fatalities decreased to 24.8 in 2023.
Increase the statewide observed seat belt use of front seat outboard occupants to 90% by December 2023.	This goal was not met, with the 2023 survey result falling to 88.9%.

Program Results

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

Table 3-40 FFY 2023 Occupant Protection Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23402-101-128	Sheriff's Depts. and Local Law Enforcement Agencies	\$894,283.00	\$576,661.77
NH23405E-601	Department of Public Safety	\$187,241.00	\$78,763.11
NH23405B-000	Department of Health	\$285,905.00	\$167,425.97
NH23402-418	Department of Health	\$54,000.00	\$44,992.25
NH23405B-014	Preusser Research Group, Inc.	\$124,137.00	\$87,050.00
	TOTAL	\$1,545,566.00	\$954,893.10

Planned Activities

CPS Statewide Program and Data Support

Table 3-41 CPS Statewide Program and Data Support Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Health	Section 405b	\$285,905.00	\$167,425.97	Complete
Department of Health	Section 402 SA	\$54,000.00	\$44,992.25	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 FFY23, courses were offered for new technicians in Rutland County, Chittenden County, Caledonia County, Grand Isle County, Windham County, Washington County and Franklin County. The number of nationally certified technicians in Vermont rose from 174 in FY22 to 201 during the grant period, representing a 15 percent increase. During the grant year, Vermont had the second highest recertification rate in the nation.

The CPS program supported 75 fitting stations, which was a 22 percent increase from the beginning of the year, and 12 percent above goal. Technicians completed 2,044 car and booster seat inspections which represents an increase from the 1,926 that were checked in the previous year. This is 3% short of the goal set at the beginning of the year. CPS held 29 community and seat check events over the grant period, a slight decline from the 30 in the previous year.

The goal of increased web site usage was achieved, with 1,871 users in quarter one, and 3,910 users by quarter four. Lastly, the goal of implementing a short service satisfaction and awareness survey was achieved. Three of the four goals that were set for the FFY 2023 grant period were achieved.

Annual Seat Belt Survey

Table 3-42 Seat Belt Survey Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Preusser Research Group, Inc.	Section 405b	\$123,137.00	\$87,050.00	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 89 observation sites. A sample size of approximately 11,000 front seat occupants was observed during this study. Sites are observed in 45-minute intervals during daylight hours.

The 2023 use rate (88.9 percent) was 1.5 percent lower than the 2022 use rate. The five-year average has also been trending positively since 2016. The five-year average at the end of 2023 is 89.32 percent.

Preusser Research Group was contracted by the VTTrans to perform the seat belt survey. Some of their report data is included in this document under occupant protection performance measure results.

Click It Or Ticket National Mobilizations

Table 3-43 CIOT Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State, Sheriff, and Town/City Law Enforcement	Section 402	\$894,283.00	\$576,661.77	Complete
Department of Public Safety	Section 405e	\$187,241.00	\$78,763.11	Complete

Description

Most Vermont law enforcement agencies (LEAs) participate in Click It or Ticket (CIOT) High Visibility Enforcement (HVE) campaigns. 53 LEAs participated in the national mobilization in May of 2023. 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 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.



Buckle Up (Source: State Highway Safety Office)

These agencies performed over 3,200 hours of enforcement during the May and November campaigns. Their enforcement activities are listed in Table 3-44.

Table 3-44 CIOT Mobilization Activities

	Thanksgiving Holiday Mobilization	CIOT National Mobilization
Campaign Dates	November 23 – 27, 2022	May 22 – June 4, 2023
Participating LEAs	48	53
Enforcement Hours	1,055	2,224
Vehicles Contacted	2,303	5,689
Seatbelt Violation Citations	13	134
Child Passenger Safety Citations	3	9
Speed Citations	439	985
Handheld Device Use Citations	25	124
Other Tickets	159	618
Arrests for Other Motor Vehicle-Related Crimes	45	79

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

Safe Highway Accident Reduction Program (SHARP)

Table 3-45 SHARP Grants Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Various Agencies (See Impaired Driving Program Area)	Section 164, 402, and 405e	(See Impaired Driving Program Area)	(See Impaired Driving Program Area)	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'23.

Equipment Grants

Table 3-46 Equipment Grants Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State, Sheriff, and Town/City Law Enforcement	Section 405E Flex	\$385,213.56	\$266,377.74	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

22 law enforcement agencies were awarded equipment grant funding to support their enforcement programs. Of the \$385,213.56 Section 405E Flex amount awarded, approximately 69% was spent. This is approximately 4% lower than the previous grant year. 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, Chittenden County Sheriff's office and City of Barre made purchases of over \$5,000.



Planning and Administration

Problem Statement

The SHSO at VTrans 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 four staff who plan and administer all programs – Administrator, Deputy Administrator, Administrative Services Manager and Public Outreach Manager. The activities under this program area support SHSO staff salaries, benefits, fringe, travel, training and technology to improve their efficiency. In addition, the SHSO has three employees who charge time as program coordinators outside of planning and administration funds.

Program Results

Table 3-47 summarizes the activities pursued under this area in FFY 2023:

Table 3-47 Planning and Administration Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23402-001	State Highway Safety Office	\$281,500.00	\$70,690.70
NH23164-001	State Highway Safety Office	\$181,500.00	\$0.00
NH23402-000/002/003	State Highway Safety Office	\$820,743.00	\$271,238.03
NH23164-000/002	State Highway Safety Office	\$50,000.00	\$47,996.17
NH23164-004	State Highway Safety Office	\$60,000.00	\$56,870.00
NH23402-400	State Highway Safety Office	\$140,000.00	\$95,310.46
NH23405D-012	State Highway Safety Office	\$12,000.00	\$6,697.33
	TOTAL	\$1,545,743.00	\$548,802.69

Planned Activities

Electronic Grant Management – Grant Electronic Application and Reporting System (GEARS)

Table 3-48 Electronic Grant Management Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Highway Safety Office	Section 402	\$281,500.00	\$70,690.70	In Progress
State Highway Safety Office	164 Transfer Funds	\$181,500.00	\$0.00	No Progress

Description

The SHSO currently utilizes a web-based electronic grants management Intelligrants system through Agate/vendor SHI. The program supports efficiencies in the grant process by providing multiple access points and tracking capabilities. Furthermore, it allows administrative and programmatic supervision of the program with report capability for accumulated data to be processed and analyzed. Additionally, the GEARS program provides greater access for programmatic reviews and internal and outside management review and audits.

Performance

GEARS was successfully used to manage grant reporting in FY23. Grantees submitted their applications, progress reports, invoices, and supporting documentation through the GEARS website.

SHSO Planning and Administration

Table 3-49 SHSO Planning and Administration Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Highway Safety Office	Section 402	\$820,743.00	\$271,238.03	In Progress
State Highway Safety Office	164 Transfer Funds	\$110,000.00	\$104,866.17	In Progress

Description

This activity funds the management, supervision, and support services operating the traffic safety program at the Vermont SHSO. The four staff in the SHSO manage the state highway safety grant funds by providing guidance, oversight and monitoring for our partners. The charges associated are salaries, benefits, fringe, travel, training, supplies, etc.

Performance

The SHSO managed the safety program for FY23 at the same staff level. The SHSO also maintained Vermont’s membership in the Governor’s Highway Safety Association.

Highway Safety Program Coordinator

Table 3-50 Highway Safety Program Coordinator Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Highway Safety Office	Section 402 SA	\$140,000.00	\$95,310.46	In Progress
State Highway Safety Office	Section 405d	\$12,000.00	\$6,697.33	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.



Police Traffic Services

Problem Statement

The SHSO provides resources to all law enforcement agencies in the state. The SHSO has two contract Law Enforcement Liaisons (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 3-51 summarizes the performance measures and targets for police traffic services as identified in the 2023 HSP.

Table 3-51 Police Traffic Services Performance Measures

Performance Targets	Performance Measures
Achieve a five-year average of 65 traffic fatalities through December 31, 2023.	Vermont did not achieve this target. The five-year average number of traffic fatalities rose to 66.
Achieve a five-year average of 258 serious injuries through December 31, 2023.	This target was not achieved, with the five-year average reaching 266.8 in 2023.
Achieve a five-year average of 26 speed-related fatalities through December 31, 2023.	This target was met, with the five-year average falling to 21.2 in 2023.
Achieve a five-year average of 11.6 motorcyclist fatalities December 31, 2023.	This target was not met. The five-year average rose to 12.6 fatalities in 2023.

Program Results

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

Table 3-52 Police Traffic Services Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23402-201	Department of Public Safety	\$87,000.00	\$51,352.19
NH23402-202	Law Enforcement Liaison (South)	\$40,000.00	\$36,000.00
NH23402-203	Law Enforcement Liaison (North)	\$40,000.00	\$36,000.00
NH23405E-106	Department of Public Safety	\$116,127.00	\$34,297.15
NH23405D-010	Law Enforcement Liaison (South)	\$45,000.00	\$36,000.00
NH23405D-011	Law Enforcement Liaison (North)	\$45,000.00	\$36,000.00
NH23405E-101	Law Enforcement Liaison (North)	\$50,000.00	\$36,000.00
NH23405E-102	Law Enforcement Liaison (South)	\$50,000.00	\$36,000.00
NH23402-290	State Highway Safety Office	\$80,163.00	\$72,999.32
	TOTAL	\$553,290.00	\$347,648.66

Planned Activities

Crash Reconstruction Team (CRT) Support

Table 3-53 Crash Reconstruction Team Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Public Safety	Section 402	\$87,000.00	\$51,352.19	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 this grant cycle the Crash Reconstruction Team was activated 86 times. These activations included responses to scenes from Department of Public Safety and assistance calls to local municipal agencies. At a minimum each of the case officers were assisted with the expertise provided by our members.

Members of CRT taught two Vermont Police Academy (VPA) full-time academy classes and two part-time crash investigation classes. In total members of CRT who taught these courses instructed 87 recruits. These courses are taught by CRT members who bring the training they've received from the grant, and experience from the field to the classroom.

At the completion of each course, recruits were asked to answer each of the following questions on a 1 to 10 scale, where 1 is not prepared and 10 is the most prepared:

1. How prepared are you to investigate a collision?
2. How prepared are you to complete a Uniform Crash Report (UCR)?
3. How prepared are you to take measurements at a collision scene?

The average for each of the above listed questions was 7.2, 8.3, and 7.6, respectfully. The scores shown above highlight the benefits of having trained professionals instruct these important courses to new police officers. CRT members are experts in this field, in large part, due to the training and equipment accessed through this grant.

The work of CRT is also frequently used by the State's FARS Analyst so that Vermont's fatal crash reporting is complete and accurate as well as State Attorneys when the crashes are criminal in nature. This grant cycle we had several cases come to successful resolution due in some part to our work on the Crash Reconstruction Team. Cases of note include State v. Reade (Rutland Co), State v. Abare (Lamoille Co), and State v. Combs (Franklin Co). Each of these cases were prosecuted due to the fatality that resulted from the collision, and our work was instrumental in the successful resolution of the cases.

The Crash Reconstruction Team had five goals this grant cycle. The goals were to:

1. Have all CRT members obtain the At Scene, Advance, and Traffic Reconstruction training
2. Keep the Bosch and Hyundai EDR kits up-to-date
3. Equip all members with electronic mapping equipment
4. Ensure all members have access to the Virtual Crash diagramming software
5. Purchase two Unmanned Aerial Systems (UAS)

At the end of the grant cycle, all but one member was trained to the Traffic Reconstruction level. The last member will soon be enrolled in the Traffic Reconstruction course.

This year the CRT purchased several cables to supplement our collection of vehicle specific cables for the Bosch CDR kit. The Crash Reconstruction Team has acquired all of the cables to the current model years, for the most common vehicles on Vermont roads. The CRT do not have complete kits and could purchase some of the less frequently seen manufacturers such as Honda, Mitsubishi, and BMW. The Vermont State Police also don't have the necessary equipment

to access event data recorder information from Kia and Tesla vehicles. This is an area that we'd like to address in future grant cycles.

A Trimble TD600 data collector and Trimble DA2 GNSS receiver were purchased during the grant year. Grant funds also allowed for the purchase of eight new electronic mapping kits. In conjunction with the older GNSS rovers purchased in prior grant cycles, all members were equipped with mapping units. This is the first time the State Police has reached this milestone.

The Crash Reconstruction team also met the fourth goal which was to equip every member with a license for Virtual Crash software. Every member now has access to Virtual Crash 4.

Overall, this was a very successful year for the Crash Reconstruction Team and the ability to share resources to the State of Vermont. CRT members are now equipped with some of the best available technology to respond to, and document collision scenes. Many CRT members attended specialty courses that allowed them access to courses that expanded their knowledge in collision areas such as pedestrian/bicyclist collisions and motorcycle collisions.

Law Enforcement Liaisons

Table 3-54 Law Enforcement Liaisons Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
LEL Contractor (North)	Section 405d	\$45,000.00	\$36,000.00	Complete
LEL Contractor (North)	Section 405e	\$50,000.00	\$36,000.00	Complete
LEL Contractor (North)	Section 402	\$40,000.00	\$36,000.00	Complete
LEL Contractor (South)	Section 405d	\$45,000.00	\$36,000.00	Complete
LEL Contractor (South)	Section 405e	\$50,000.00	\$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 2023, 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

77 percent of Vermont law enforcement agencies participated in at least one HVE campaign, and 32 percent of Vermont LEAs participated in all five. This is more participation than FFY 2022 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.

Highway Safety Program Coordinator

Table 3-55 Highway Safety Program Coordinator Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Highway Safety Office	Section 402 PT	\$80,163.00	\$72,999.32	Complete

Description

Program coordination is provided by staff members who ensure SHSO policies are followed, enforcement strategies are effective, and awardees are compliant with best practices. The coordinators train the applicants for the Notice of Funding Opportunity, review and score grant applications, assign performance measures to the grant agreements, and assist grantees with execution of grant agreements. The coordinators review and approve reimbursement documents and ensure that financial transactions are properly filed, documented, and accurately reported. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports, final reports, match, and amendments. These staff members engage in program development and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances and prepare close out letters with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits. The program coordinators assist in the writing and update of the highway safety plan and annual report.

Performance

The SHSO managed the safety program for the year at the same staff level, with the exception of August and September when the position was vacated. A new program coordinator was hired and began work in October.

Vermont State Police Speed and Aggressive Driving Enforcement

Table 3-56 VSP Speed and Aggressive Driving Enforcement Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Public Safety	Section 405e	\$116,127.00	\$34,297.15	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 field stations participated in monthly occupant protection, impaired driving, and distracted driving patrols. 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.

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 2023 is summarized in Table 3-57.

Table 3-57 VSP Speed, Aggressive, and Distracted Driving Enforcement Activity

	OP Enforcement	Vermont State Police DUI Enforcement	Distracted Driving
Patrol Activity			
Hours Patrolled	945	282	423
Vehicles Stopped - Patrol	1,176	210	365
Checkpoints			
Number of Checkpoints	3	8	0
CP Hours	4	19	0
Action Taken			
Warnings	892	166	232
Vermont Traffic Violations Written			
CPS - Violations	0	0	0
Safety Belt Violation	2	0	2
Speeding Violations	254	18	93
All OSC Violations	20	1	2
Other Traffic Violations	131	33	49
Handheld Devices Violations	15	0	28
NON-DUI Actions			
Non-Impaired driving arrests - Patrol & CP	14	3	1
DUI Actions			
Impaired driving arrests (Patrols)	6	8	3
.02 Violations	0	1	0
Impaired driving arrests (Checkpoint)	0	0	0



Credit: Vermont State Highway Safety Office

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 3-58 summarizes the performance measures and targets for police traffic services as identified in the 2023 HSP.

Table 3-58 Racial Profiling Data Collection Performance Measures

Performance Targets	Performance Measures
Administer Evidence Based Race Data Enforcement Reporting training to 50% of Vermont police officers	<i>There was no progress towards this goal in 2023.</i>

Program Results

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

Table 3-59 Racial Profiling Data Collection Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH231906-001	Vermont Criminal Justice Council	\$535,191.00	\$4,112.62
	TOTAL	\$535,191.00	\$4,112.62

Planned Activities

Racial Profiling Data Collection and Analysis

Table 3-60 Racial Profiling Data Collection and Analysis Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Vermont Criminal Justice Council	1906 Racial Profiling	\$535,191.00	\$4,112.62	Complete

Description

The VCJC hoped to fund a data analyst with the 2023 Racial Profiling Data Collection Grant. This would allow for continued analysis of historical stops data, including exploration of better benchmark and non-benchmark techniques for exploring disproportionality, and testing relationships between driver race and traffic stop activity. NPI will extend qualitative research to processes and protocols in agencies, systems for collecting and reporting data to identify the system/technological challenges that are impeding a robust and complete capture of stop data. This will include addressing the unique challenges of small rural agencies. Further NPI will develop a model Stops Data Collection Guide to serve as a reference for agencies to provide more transparent and accurate stops data collection. NPI also will provide training for community members, legislators, and other stakeholders on understanding, analyzing and using stop data. A cornerstone of this project will be developing technical assistance plans to support Vermont law enforcement agencies and the continued work on the stops data portal for publication of stops data. The activity includes funding for printed stops collection guides/manuals for all Vermont LE agencies and barracks.

Performance

Due to the contractor needing more time to complete work for the previous grant cycle the VCJC was not able to renew their contract to take up the project that was proposed for the FY 2023 1906 Racial Profiling Data Collection grant.



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 3-61 summarizes the performance measures and targets for Traffic Records as identified in the 2023 HSP.

Table 3-61 Traffic Records Performance Measures

Performance Targets	Performance Measures
Citation uniformity: Record at least 34% of citations issued in Vermont electronically.	Vermont met this goal, recording only 44% of citations electronically in 2023.
e-Citation usage: Use e-Citation in at least 53% of Vermont’s law enforcement agencies	Vermont met this goal, with only 55% of law enforcement agencies using e-Citation.

Program Results

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

Table 3-62 Traffic Records Program Area Summary

Activity Number	Subrecipient	Funding Granted	Funds Expended
NH23402-300	VTrans	\$60,000.00	\$0.00
NH23402-301	LexisNexis	\$105,000.00	\$105,000.00
NH23405C-700	VTrans	\$325,000.00	\$8,300.00
NH23405C-704	VTrans	\$297,000.00	\$109,465.74
NH23405C-702	Department of Public Safety	\$325,000.00	\$171,974.80
NH23405C-701	Department of Health	\$254,000.00	\$80,652.70
NH23405C-703	VTrans	\$175,000.00	\$0.00
NH23405C-705	VTrans	\$230,000.00	\$0.00
	TOTAL	\$1,771,000.00	\$475,393.23

Planned Activities

TRCC Program Coordinator

Table 3-63 TRCC Program Coordinator Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
State Highway Safety Office	Section 402	\$60,000.00	\$0.00	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 2023, maintained meeting minutes for the TRCC, posted documents to the TRCC SharePoint website, coordinated with the consultant and member agencies as needed. The staff member co-chaired the TRCC with the Data Unit Manager. This project funded a portion of the SHSO program coordinator salary, benefits, fringe, travel, and training.

VTrans Crash Data Reporting System

Table 3-64 VTrans Crash Data Reporting System Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VTrans	Section 405c	\$325,000.00	\$8,300.00	Not Completed

Description

This activity funds enhancements to the crash data interface. Several improvements were planned for FFY 2023, including updating the UCRF using the newest MMUCC standards and completion of an MOU between VTrans and the Vermont Department of Health to integrate SIREN data with Web Crash. Activity also included Web Crash enhancements to help law enforcement to collect more accurate and timely data.

Performance

Performance fell short and several tasks were not completed during this grant cycle. Work on the Message Switch moved the system towards uniformity with the code and data from the DMVs. Progress was made on the performance measure for integration with the Roadway System for more accurate reporting on location data. Updates to the Roadway System data supported the Performance measure for completeness.

E-Citation

Table 3-65 E-Citation Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Public Safety	Section 405c	\$325,000.00	\$171,974.80	Completed
VTrans	Section 405c	\$175,000.00	\$0.00	No Progress
VTrans	Section 405c	\$230,000.00	\$0.00	No Progress

Description

The Vermont Department of Public Safety (DPS) pursued this project in 2023, after not making progress in the previous grant year.

Performance

During the FY 2023 grant period, DPS deployed the E-Citation activity. The DPS led this project and worked with all three branches of the Vermont law enforcement community (state, county, and local). Eight law enforcement agencies submitted applications during the first application period – during the second application window, eight more law enforcement agencies submitted applications. An oversight committee was tasked with scoring the applications. During the grant period, 158 portable printers and 134 barcode scanners were distributed through this grant.

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

Table 3-66 Systemic Identification of Roadway Features Related to Roadway Departure Crashes Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
VTrans	Section 405c	\$297,000.00	\$109,465.74	Completed

Description

VTrans 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 significant progress was made under this grant activity. The following key tasks were completed:

- › **Collect data from various reliable resources:** Data in the form of crash, intersection characteristics, traffic volume, and additional socioeconomic and demographic data was compiled into an integrated crash database and an integrated intersection database to support the development of risk factors correlated with intersection crashes.
- › **Improve Uniformity:** Work was done to identify 100 percent of the sites with the roadway features correlated with roadway departure crashes. Work was also completed to identify 100 percent of the sites with the roadway and demographic features correlated with intersection crashes.
- › **Improve Completeness:** All roads in Vermont have now been assigned risk levels for the likelihood of lane departure events and all intersections in Vermont have been assigned risk levels for the likelihood of an intersection crash. Segments and intersections were categorized into Primary, High, Medium, Low, and Minimal risk.
- › **Improve Accessibility:** Final GIS risk maps were produced to display 100 percent of the sites identified to be correlated with lane departure and intersection crashes.
- › A data map viewing app is being developed by VTrans to facilitate access and use of the roadway departure data and results. This is being done outside of the TRCC project. A similar app will be produced for intersections.
- › **Data Warehousing & Linkage:** VTrans set up an Enterprise Geodatabase (SDE) to manage the lane departure geodatabase, the intersection geodatabase and data viewer applications to facilitate access and usage.

Traffic Records Coordinating Committee (TRCC) Consultant

Table 3-67 TRCC Consultant Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
LexisNexis	Section 402	\$105,000.00	\$105,000.00	Complete

Description

The SHSO has contracted the consultant LexisNexis Coplogic Solutions Inc to provide TRCC support.

Performance

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

- › TRCC Support
- › Coordination and attendance at TRCC meetings
- › Preparation of TRCC agendas, invitations, and PowerPoint presentations.
- › Coordination for sharing safety data between the state agencies and state/local police.
- › Assistance in monitoring of the TRCC approved statewide data improvement programs compliance.
- › Development of Section 405c Performance Measures.
- › Preparation of TRCC Project Activity Reports.

SIREN

Table 3-68 SIREN Activity Summary

Subrecipient	Funding Source	Funds Approved	Funds Expended	Project Status
Department of Health	Section 405c	\$254,000.00	\$80,652.70	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

The Vermont Department of Health emergency medical services data manager successfully implemented the transition from NEMISIS 3.4 to NEMISIS 3.5. The Data Manager completed an assessment of the SIREN documentation processes and implemented 17 changes to current data fields to improve documentation quality, accuracy, and timeliness. The EMS Data Manager onboarded EMS First Response services and provided training and support to ensure that all necessary data was captured accurately. The data manager met VTrans counterparts to identify and review what historical actions have been taken and what the current status is. Historical data has been reviewed in detail, for a comprehensive understanding of the actions completed.

4

State Attitudes Survey Reports

Credit: "Close-Up Photo of Survey Spreadsheet", Lukas

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 2 and June 15, 2023, at 89 sites across Vermont. Three observers gathered data from 8,453 vehicles and 10,595 occupants including 8,453 drivers and 2,142 passengers. Drivers accounted for 79.8 percent of persons observed. Vermont drivers and front outboard passengers had a combined weighted seat belt use of 88.9 percent. The standard error rate was 1.136 percent, below the required 2.5 percent threshold required by NHTSA. The total incidence of unknown observations was less than one percent (0.00 percent – there were no unknown observations in this survey) for all observations statewide, another NHTSA requirement.

Rates for 2009-2023 (all occupants, weighted) are found in Table 4-1. 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. In 2023, using a brand new sample of sites, the rate decreased to a level similar to the 2020/2021 rates.

Table 4-1 Annual Weighted Seat Belt Use Rates 2008-2023 (% Belted)

2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
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	88.9

Belt use rates for subcategories of driver, vehicle, and road types using raw (i.e., unweighted) data are shown in Table 4-2. Women has significantly higher belt use than men. This was true for both drivers and passengers. Belt use rate was nearly 11 percentage points higher for women drivers compared to men ($X^2(1) = 211.691, p < .0001$). For passengers, women's use rate was 10 percentage points higher than for men ($X^2(1) = 57.137, p < .0001$). Sex differences for all occupants combined was also significant: women's belt use rate overall was almost 11 percentage points higher than men's ($X^2(1) = 287.029, p < .0001$).

Driver belt use across vehicle types revealed a 16-percentage point difference between the highest use rate (cars, at 90.9%) and lowest use (pickup trucks, at 74.5%). Differences in driver seat belt use across vehicle types was highly significant ($X^2(3) = 340.325, p < .0001$). Passenger belt use rates also showed a significant difference across vehicle type ($X^2(3) = 35.659, p < .0001$). For passengers, use rates were highest in SUVs (93.5%) and lowest in pickup trucks (83.4%).

Table 4-2 2023 Statewide Unweighted Survey Results (% Belted)

Variable	Driver	Passenger	Total
Sex			
Male	82.3%	84.0%	82.6%
Female	93.2%	94.0%	93.4%
Vehicle Type			
Car	90.9%	92.1%	91.1%
Truck	74.5%	83.4%	76.0%
SUV	90.6%	93.5%	91.2%
Van	86.4%	85.8%	86.3%
Time of Week			
Weekday	88.2%	91.7%	88.8%
Weekend	83.1%	88.8%	84.7%

Driver belt use was significantly higher on weekdays than on weekends (88.2% and 83.1%, respectively; $X^2(1) = 36.091, p < .0001$). Passenger belt use did show a relatively small, yet still significant difference between weekdays and weekends (91.7% and 88.8%, respectively; $X^2(1) = 4.746, p < .03$). For all occupants combined, weekday use rate was significantly higher (+4 percentage points) than weekend use ($X^2(1) = 33.597, p < .0001$).

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 (78.0%) and passengers (85.6%). The highest belt use for drivers was observed in the Bennington/Addison County grouping (91.8%) while the highest passenger use rate was recorded in Chittenden at 93.8%. There were significant differences in belt use by county grouping among drivers ($\chi^2(6) = 201.901, p < .0001$) and passengers ($\chi^2(6) = 34.64, p < .0001$).

Table 4-3 2023 Statewide Unweighted Survey Results by County Groupings (% Belted)

County Grouping	Driver Use	Passenger Use	Total Use
Bennington/Addison	91.8%	92.8%	92.0%
Chittenden	90.6%	93.8%	91.3%
Franklin/Grand Isle	78.0%	85.6%	79.6%
Caledonia/Essex/Orleans	83.5%	88.7%	84.7%
Rutland	87.9%	90.8%	88.6%
Washington/Lamoille	91.5%	93.5%	92.0%
Windham/Orange/Windsor	85.5%	91.1%	86.6%
Statewide	86.9%	90.6%	87.6%

Vermont's current belt use rate of 88.9% represents a small (1.5 percentage point) but important decrease from 2022. This rate brings VT below not only the likely national average but also below 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 2022, nationally, occupants in rural locations had lower seat belt use than did occupants in urban locations (Boyle, 2023). In addition, several New England states contiguous to Vermont have some of the lowest use rates nationwide. New Hampshire ranked second-to-last in belt use for 2022 (75.7%) while Massachusetts ranked third-to-last (77.0%). 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.

Vermont also contends with a secondary law requiring that police identify another "primary" offense (e.g., speeding) to be able to stop and ticket an occupant violating the State's seat belt law. Boyle (2023) also showed that in 2022 States with a primary seat belt law had nearly 3 percentage-point higher belt use than did States with secondary laws.

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 2023 use rate (88.9%) being lower than 2022 could be driven by a few possible reasons. First, it may just be that use actually decreased in Vermont over the year. However, the 2023 sites were different from the 2022 sites due to the NHTSA mandated resampling of observation sites. It could be just the "luck of the draw" that caused sites to be in lower use road

segments. Unfortunately, there is no way to identify which of these, if either, is the actual culprit leading to a decreased seat belt use rate.

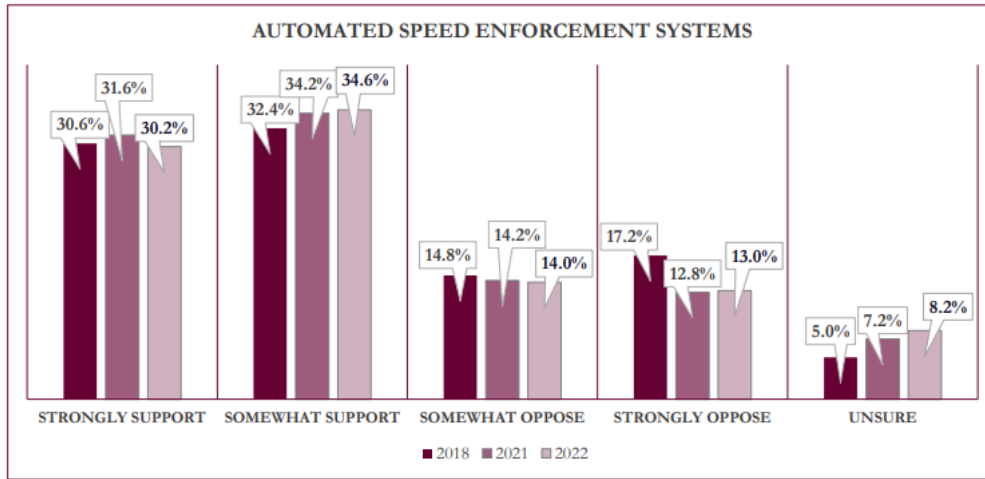
Attitude Survey

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. The 2022 survey instrument was unchanged from the 2021 survey instrument and results may be compared directly. This report summarizes information collected from online surveys conducted November 28 – December 8, 2022. Here is a link to the [December 2022 Attitude Survey](#), hosted on the Vermont SHSO website.

Using a quantitative research design, CRPP completed 500 online interviews among adult residents of Vermont. All online interviews were conducted during November 28 – December 8, 2022. Vermont panel members were randomly invited to participate in the online survey.

The survey instrument employed in the 2022 SHSO survey included the following areas for investigation:

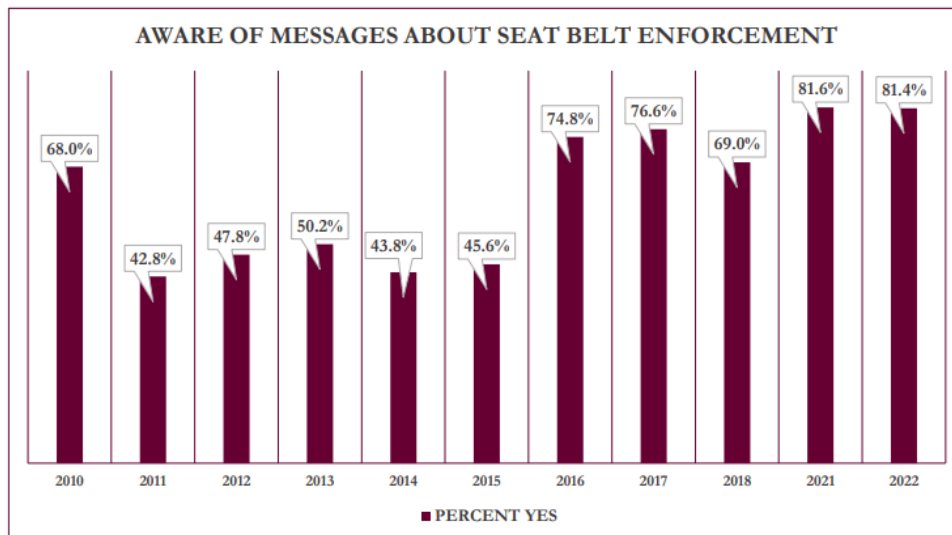
- › Perceptions of the likelihood of an arrest after drinking or using drugs and driving;
- › Perceptions of the likelihood of a ticket after speeding, using a hand-held phone or not wearing a seat belt;
- › Awareness of the law against using any hand-held electronic device while operating a motor vehicle on a roadway;
- › Recall for messages on statewide media initiatives including alcohol or drug-impaired driving, wearing seat belts, motorcycle safety, distracted-driving prevention and speed /aggressive driving prevention;
- › Influence and importance of media messages;
- › Among pedestrians – concern over their safety while walking and use of hand-held devices while walking near active roadways;
- › Awareness of recommended age for children in car seats and placement of rear-facing infant seats in vehicles;
- › Prevalence of driving under the influence of alcohol, cannabis or prescribed medications;
- › Frequency of seat belt use during the day and at night, speeding or driving while using electronic devices;
- › Frequency of driving a vehicle over the posted speed limit;
- › Support/opposition to an “automated speed enforcement system” in Vermont that is able to automatically detect a vehicle exceeding the posted speed limit;
- › Perceived danger levels for use of hands-free cell phone while driving;
- › Frequency of using a hands-free cell phone while driving or walking; and
- › Bicycling activities and concern for safety when near active roadways



Driving faster than 75-mph in a 65-mph zone Just over one-quarter or respondents, 26.4%, suggested they never drive faster than 75 miles per hour on a road with 65 miles per hour as the speed limit. Results are displayed in the following table.

Vermont’s efforts of Drive Well Vermont “Buckle Up, You’re Worth Every Click” and “Buckle Up, Vermont” are evident in the 12% increase in awareness of these Campaigns.

Frequency of driving faster than 75 mph in a 65-mph zone	Percent 2012	Percent 2013	Percent 2014	Percent 2015	Percent 2016	Percent 2017	Percent 2018	Percent 2021 (NA/Unsure removed)	Percent 2022 (NA/Unsure removed)
Most of the time	3.4	2.0	2.6	1.8	2.2	4.8	6.0	8.2	8.8
Half the time	5.2	4.8	5.0	4.2	6.8	17.0	17.4	18.0	20.6
Rarely	33.4	40.4	40.8	35.0	36.8	45.2	43.8	40.8	39.2
Never	57.4	52.8	50.8	59.0	54.0	32.4	32.6	28.4	24.6
Unsure / Not Applicable	0.6	0.0	0.8	0.0	0.2	0.6	0.2	4.6	6.8





5

Mobilization Participation

Credit: Vermont State Highway Safety Office

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 2023.

Table 5-1 Mobilization Participation

Campaign	Dates	Participating Agencies	Enforcement Hours
Thanksgiving Holiday Travel Period	11/23/22 – 11/27-22	48	1,055
Holiday Season Drive Sober or Get Pulled Over	12/16/22 – 01/01/23	42	2,355
You Drive. You Text. You Pay.	04/06/23 – 04/10/23	44	967
Buckle Up	05/22/23 – 06/04/23	53	2,224
Summer Drive Sober or Get Pulled Over	08/18/23 – 09/04/23	42	2,637

During FFY 2023 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.

Table 5-2 HVE Mobilization Campaigns

High Visibility Enforcement Mobilization Campaigns	Total Vehicles Contacted	Total Arrests	Total Tickets Issued	Total HVE Hours Worked
Buckle Up & Buzzed Driving is Drunk Driving November Mobilization – 2022	2,303	45	639	1,055
Drive Sober or Get Pulled Over DUI Holiday Mobilization - 2022	5,644	133	832	2,355.25
You Text, You Drive, You Pay Distracted Driving Mobilization - 2023	1,225	37	575	967
Buckle Up May 2023 Mobilization	5,689	79	1,870	2,224
August 2023 Drive Sober or Get Pulled Over DUI Campaign	4,325	136	1,041	2,637.50
Grand Total	19,186	430	4,957	9,239

Several tables below list law enforcement agency involvement in NHTSA mobilization campaigns. Rows that are shaded gray depict LEAs that participated in all five of the NHTSA campaigns.

Table 5-3 Municipal Agency Enforcement Campaign Participation

Municipal Agencies	Total # of campaigns participated	Thanksgiving 2022	Christmas/New Years 2022	C2D 2023	CIOT 2023	Labor Day 2023
Barre City PD	5	X	X	X	X	X
Barre Town PD	1		X			
Bellows Falls PD	0					
Bennington PD	5	X	X	X	X	X
Bethel Constable	0					
Berlin PD	4	X		X	X	X
Bradford PD	0					
Brandon PD	4	X	X		X	X
Brattleboro PD	0					
Bristol PD	4		X	X	X	X
Burlington PD	0					
Canaan/Brighton PD	0					
Castleton PD	5	X	X	X	X	X
Chester PD	0					
Colchester PD	3			X	X	X
Dover PD	5	X	X	X	X	X

Municipal Agencies	Total # of campaigns participated	Thanksgiving 2022	Christmas/New Years 2022	C2D 2023	CIOT 2023	Labor Day 2023
Essex PD	2		X	X		
Fairlee PD	0					
Fair Haven PD	5	X	X	X	X	X
Hardwick PD	5	X	X	X	X	X
Hartford PD	4	X	X	X		X
Hinesburg PD	1				X	
Killington PD	5	X	X	X	X	X
Ludlow PD	0					
Lyndonville PD	0					
Manchester PD	3			X	X	X
Middlebury PD	4	X	X		X	X
Milton PD	5	X	X	X	X	X
Montpelier PD	3	X		X	X	
Morristown PD	4		X	X	X	X
Newport PD	0					
Northfield PD	0					
Norwich PD	3		X	X	X	
Pittsford PD	0					
Poultney Constable	3	X	X		X	
Richmond PD	0					
Royalton PD	5	X	X	X	X	X
Rutland City PD	3	X	X	X		
Rutland Town PD	0					
Shelburne PD	4		X	X	X	X
South Burlington PD	5	X	X	X	X	X
Springfield PD	1				X	
St. Albans PD	2	X		X		
St. Johnsbury PD	5	X	X	X	X	X
Stowe PD	0				X	
Swanton PD	3	X		X	X	
Thetford PD	0					
Vergennes PD	5	X	X	X	X	X
Weathersfield PD	2	X	X			
Williston PD	5	X	X	X	X	X
Wilmington PD	5	X	X	X	X	X
Windsor PD	1					X
Winhall PD	5	X	X	X	X	X

Municipal Agencies	Total # of campaigns participated	Thanksgiving 2022	Christmas/New Years 2022	C2D 2023	CIOT 2023	Labor Day 2023
Winooski PD	2				X	X
Woodstock PD	3	X		X	X	

The table below shows State Police station involvement in the five NHTSA mobilization campaigns.

Table 5-4 State Police Enforcement Campaign Participation

State Police Stations	Total # of campaigns participated	Thanksgiving 2022	Christmas/New Years 2022	C2D 2023	CIOT 2023	Labor Day 2023
Derby	5	X	X	X	X	X
Berlin	3	X			X	X
New Haven	4	X	X	X	X	
Royalton	2	X	X			
Rutland	5	X	X	X	X	X
Shaftsbury	3	X			X	X
St. Albans	3	X	X		X	
St. Johnsbury	5	X	X	X	X	X
Westminster	1	X				
Williston	5	X	X	X	X	X

The table below shows Sheriff's Departments, UVM Police, and DMV involvement in the five NHTSA mobilizations.

Table 5-5 Sheriffs' Department Enforcement Campaign Participation

Sheriffs' Departments	Total # of campaigns participated	Thanksgiving 2022	Christmas/New Years 2022	C2D 2023	CIOT 2023	Labor Day 2023
Addison	5	X	X	X	X	X
Bennington	3	X	X		X	
Caledonia	0					
Chittenden	5	X	X	X	X	X
Essex	5	X	X	X	X	X
Franklin	4	X		X	X	X
Grand Isle	3			X	X	X
Lamoille	1				X	
Orange	1	X				
Orleans	1	X				
Rutland	5	X	X	X	X	X
Washington	5	X	X	X	X	X
Windham	5	X	X	X	X	X
Windsor	4	X		X	X	X

Other Agencies	Total # of campaigns participated	Thanksgiving 2022	Christmas/New Years 2022	C2D 2023	CIOT 2023	Labor Day 2023
UVM Police	0					
VT DMV	5	X	X	X	X	X



6

Traffic Safety Enforcement Plan

Credit: Vermont Police Canine Association

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 use rate 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 2023, albeit with activity still below pre-pandemic levels. The Regional Coordinators lead, supervise and evaluate 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 Buckle Up/CIOT Task Force was mobilized in 2023 and the Regional Coordinators were active putting together enforcement details for holidays, including July Fourth, late summer, and the Christmas/New Year period. During the FFY 2023 period, more agencies returned to organizing and/or participating in DUI checkpoints, however the levels are still low.

OP and DUI enforcement activities 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 2023, Vermont law enforcement agencies participated in the following five national mobilizations:

- › Buckle Up, & Buzzed Driving is Drunk Driving November Mobilization
- › Drive Sober or Get Pulled Over DUI Holiday Mobilization (December)
- › You Text, You Drive, You Pay Distracted Driving Mobilization
- › Buckle Up May Mobilization
- › Summer Drive Sober or Get Pulled Over DUI Campaign (August)

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 widespread staffing challenges across nearly all LEAs, Vermont continued to experience participation that was below pre-pandemic levels. The number of participating agencies stayed the same and the total hours of HVE increased compared to FFY 2022. 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 9,233.50 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. The Chittenden County SHARP group also includes LEAs in Franklin, Grans Isle, Lamoille, and Orleans Counties. The Rutland SHARP group also includes LEAs in Windsor County 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	12,896
Sum of Vehicles Stopped	18,495
Sum of Warnings	10,633
Sum of CPS Violations	33
Sum of Seatbelt Violations.....	271
Sum of Speeding Violations	5,838
Sum of Portable Electronic Device Violations	635
Sum of OSC Violations.....	291

Sum of Other Traffic Violations.....	2,215
Sum of Excessive Speed Arrests.....	52
Sum of DLS Arrests	144
Sum of Other Arrests.....	116
Number of Checkpoints	51
Hours at Checkpoints.....	700
Sum of Impaired Arrests	143
.02 Violations	4

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 landmass 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). 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.



7

Paid Media

Credit: VTrans

VTrans 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 Vermont Occupant Protection



Campaign Objective:	Educate drivers on the positive outcomes when all drivers and passengers commit to wearing a seat belt and continue to create awareness of the "Drive Well Vermont" brand.
Campaign Dates:	October 21, 2022 through March 19, 2023 May 15, 2023 through June 4, 2023 September 4, 2023 through September 24, 2023
Target Audience:	Men 18-34 Primary/All Road Users+ Secondary
Total Media Spend:	\$174,101
Media Channels:	<p><u>Broadcast TV:</u> WCAX, WPTZ, WVNY, WFFF, Comcast/Spectrum (Brattleboro & Bennington zones)</p> <p><u>Broadcast Radio:</u> WBTZ, WIZN, WJJZ, WKXH, WMTK, WOKO, WOTX, WWFY</p> <p><u>Digital:</u> Programmatic CTV, Streaming & Banners, Spotify/AudioGo, Twitch, YouTube</p> <p><u>Social Media:</u> Facebook/Instagram, Snapchat, TikTok</p> <p><u>Out of Home:</u> Gas Station Television, Bars, Restaurants, Movie Theaters</p>
Added Value:	<u>Total:</u> \$42,322 or 24.3% added value

Drive Well Vermont Impaired Driving



Campaign Objective: Promote positive driving decisions and behaviors while also raising awareness of the dangers of impaired driving. Continue to build awareness of the “Drive Well Vermont” brand.

Campaign Dates: May 15, 2023 through December 31, 2023

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

Total Media Spend: \$63,351

Media Channels:
Broadcast Radio: WBTZ, WFRD, WIZN, WHDQ, WJEN, WJJZ, WKXH, WOKO, WWFY, WXXK, WZRT
Digital: Digital Radio, Programmatic Ctv & Banners, YouTube
Social Media: Facebook/Instagram, Snapchat
Out of Home: Gas Station Television, Bars, Restaurants

Added Value: Total: \$11,363 or 17.94% added value*

**Note: Data is through 12/1/2023*

Drive Well Vermont Motorcycle Safety



Campaign Objective:	Create awareness of safe driving behaviors for all road users including motorcyclists, while continuing to build the "Drive Well Vermont" brand.
Campaign Dates:	May 22, 2023 through October 1, 2023
Target Audience:	Males 25-64 Primary/Adults 18+ Secondary
Total Media Spend:	\$63,736
Media Channels:	<u>Broadcast TV:</u> WCAX, WPTZ <u>Broadcast Radio:</u> WBTZ, WEZF, WIZN, WHDQ, WJEN, WJJZ, WKXH, WMTK, WOKO, WWFY, WXL, WXXX <u>Digital:</u> Peacock Network, Programmatic, YouTube <u>Social Media:</u> Facebook/Instagram
Added Value:	<u>Total:</u> \$27,391 or 42.98% of added value

Drive Well Vermont Speeding and Aggressive Driving



Campaign Objective:	Create awareness of the “Drive Well Vermont” concept and encourage safe driving behaviors related to speeding and aggressive driving.
Campaign Dates:	June 12, 2023 through September 10, 2023
Target Audience:	Males 17-35 Primary/Adults 18+ Secondary
Total Media Spend:	\$62,368
Media Channels:	<p><u>Broadcast/Cable Television:</u> WCAX, WPTZ, WVNY, WFFF, Comcast/Spectrum (Brattleboro & Bennington Zones)</p> <p><u>Digital:</u> Programmatic CTV & Banners, Twitch, YouTube</p> <p><u>Social Media:</u> Instagram/Facebook, Snapchat</p> <p><u>Out of Home:</u> Gas Station Television</p>
Added Value:	<u>Total:</u> \$16,158 of 25.9% added value

Heat Stroke Prevention



Campaign Objective:	Educate Vermonters on the dangers of leaving small children in the car, especially during the summer hot weather
Campaign Dates:	July 3, 2023 through September 3, 2023
Target Audience:	Adults 18+ with a focus on parents, grandparents, and caretakers of young children.
Total Media Spend:	\$62,480
Media Channels:	<p><u>Broadcast and Streaming Television:</u> WCAX, WPTZ</p> <p><u>Digital:</u> Google Display, YouTube, Programmatic CTV, Banner ads</p> <p><u>Social Media:</u> Facebook/Instagram</p> <p><u>Out of Home:</u> Gas Station Television & Movie Theater advertising</p>
Added Value:	<u>Total:</u> \$13,402 or 21.45% of added value

Drive Well Vermont Heat Stroke Awareness

Campaign Objective:	Educate Vermonters on the dangers of leaving children or vulnerable adults in the car during hot weather. Additionally, this campaign seeks to continue to create awareness for the "Drive Well Vermont" brand.
Campaign Dates:	<i>This campaign is set to launch in summer of 2024.</i>
Target Audience:	Vermonters aged 18+ with a focus on caregivers of children.
Total Media Spend:	<i>This campaign is set to launch in summer of 2024.</i>
Media Channels:	<i>This campaign is set to launch in summer of 2024.</i>
Added Value:	<i>This campaign is set to launch in summer of 2024.</i>

Drive Well Vermont Distracted Driving – Young Adults



Campaign Objective:	Create awareness of positive (non-distracted) driving habits for teens as the primary objective and encourage caregivers to model positive (non-distracted) driving habits as the secondary objective This was the first “Drive Well Vermont” campaign aimed directly at younger drivers, but was supported by aiming a message at parents and caregivers of these drivers as well.
Campaign Dates:	July 10, 2023 through October 1, 2023
Target Audience:	Young Adults 13-18 Primary/Adults 35-55 Secondary
Total Media Spend:	\$85,000
Media Channels:	<u>Digital:</u> Audio, Programmatic CTV, Banners, Twitch, GroundTruth (Geo-fencing) <u>Social Media:</u> Facebook/Instagram, Snapchat
Added Value:	<u>Total:</u> \$14,291 or 17% added value

Drive Well Vermont Distracted Driving – General



Campaign Objective:	Encourage safe (non-distracted) driving behaviors while continuing to create awareness of the “Drive Well Vermont” brand.
Campaign Dates:	September 18, 2023 through November 26, 2023
Target Audience:	Adults 18+ with a specific focus on those 18-34 years-old
Total Media Spend:	\$59,250
Media Channels:	<u>Digital:</u> Audio, Programmatic CTV & Banners, YouTube <u>Social Media:</u> Facebook/Instagram, Snapchat <u>Out of Home:</u> Gas Station Television, High School Postering
Added Value:	<u>Total:</u> \$21,026 or 35.47% of added value

Older Driver Safety Media Projects – Drive Well Vermont

Campaign Objective:	To influence Vermont’s older road users to make safe decisions while driving by encouraging them to “Drive Well Vermont”
Campaign Dates:	<i>This campaign was launched in December of 2023 and is ongoing</i>
Target Audience:	Adults, with a focus on older drivers
Total Media Spend:	<i>This campaign was launched in December of 2023 and is ongoing</i>
Media Channels:	<i>This campaign was launched in December of 2023 and is ongoing</i>
Added Value:	<i>This campaign was launched in December of 2023 and is ongoing</i>

Drive Well Vermont Geotargeted Messaging for VT Roadways

Campaign Objective:	To reduce fatal and serious injury crashes on high crash locations/roadways in Vermont.
Campaign Dates:	<i>No activity occurred for this campaign during the grant period.</i>
Target Audience:	Road users on high crash locations. Media assets
Total Media Spend:	\$0
Media Channels:	<i>No activity occurred for this campaign during the grant period.</i>
Added Value:	<i>No activity occurred for this campaign during the grant period.</i>



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:

Vermont Agency of Transportation
State Highway Safety Office
2178 Airport Road, Unit A
Berlin, Vermont, 05641

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Traffic Safety Enforcement Plan – Vermont Police Canine Association,

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