



Vermont Annual Grant Application

Federal Fiscal Year 2024

PREPARED FOR



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Acronym Guide

AARP	American Association of Retired Persons	DOC	Department of Corrections
AOT	Agency of Transportation	DPS	Department of Public Safety
AR	Annual Report	DLC	Department of Liquor Control
ARIDE	Advanced Roadside Impaired Driving Enforcement	DRE	Drug Recognition Expert
BAC	Blood Alcohol Concentration	DSOGPO	Drive Sober or Get Pulled Over
BHDDH	Behavioral Healthcare, Developmental Disabilities, and Hospitals	DUI	Driving Under the Influence
B2B	Border to Border	DWI	Driving While Intoxicated
CARE	Combined Accident Reduction Effort	EMS	Emergency Medical Services
CCF	Connecting for Children and Families, Inc.	EMT	Emergency Medical Technician
CDL	Commercial Driver's License	EUDL	Enforcing the Underage Drinking Laws
CDMS	Crash Data Management System	FARS	Fatality Analysis Reporting System
CIOT	Click It or Ticket	FAST Act	Fixing America's Surface Transportation Act
COZ	Child Opportunity Zone	FFY	Federal Fiscal Year
CPS	Child Passenger Safety	FHWA	Federal Highway Administration
CPST	Child Passenger Safety Technician	FMCSA	Federal Motor Carrier Safety Administration
CRT	Crash Reconstruction Team	GDL	Graduated Driver's Licensing
CTW	Countermeasures That Work	GEARS	Grant Electronic Application and Reporting System
DAIL	Disabilities Aging and Independent Living	GHSA	Governor's Highway Safety Association
DDACTS	Data-Driven Approaches to Crime and Traffic Safety	GNSS	Global Navigation Satellite System
DITEP	Drug Impairment Training for Educational Professionals	HS 1	Highway Safety Grant application
DMV	Department of Motor Vehicles	HSM	Highway Safety Manual
DMT	DataMaster Transportable	HSP	Highway Safety Plan
		HVE	High-Visibility Enforcement

IACP	International Association of Chiefs of Police	SFST	Standardized Field Sobriety Testing
IHSDM	Interactive Highway Design Model	SHARP	State Highway Accident Reduction Program
ILSR	Institute for Labor Studies and Research	SHSO	State Highway Safety Office
LEA	Law Enforcement Agency	SHSP	Strategic Highway Safety Plan
LEL	Law Enforcement Liaison	SIDNE	Simulated Impaired Driving Experience
MADD	Mothers Against Drunk Driving	SIREN	State Incident Reporting Network
MAP-21	Moving Ahead of for Progress in the 21st Century	TOPS	Traffic Occupant Protection Strategies
MMUCC	Model Minimum Uniform Crash Criteria	TRCC	Traffic Records Coordinating Committee
MOU	Memorandum of Understanding	TSRFT	Traffic Safety Resource Forensic Toxicologist
NDCF	National Digital Car Seat Check Form	TSRP	Traffic Safety Resource Prosecutor
NHTSA	National Highway Traffic Safety Administration	VCJC	Vermont Criminal Justice Council
NOPUS	National Occupant Protection Use Survey	VDH	Vermont Department of Health
NTDETAS	Novice Teen Driver Education and Training Administrative Standards	VFL	Vermont Forensic Laboratory
OP	Occupant Protection	VHSA	Vermont Highway Safety Alliance
OSCAR	On-Line System Crash Analysis and Reporting	VMS	Variable Message Sign
PEP	Performance Enhancement Plan	VMT	Vehicle Miles Traveled
RFP	Request for Proposal	VPA	Vermont Principals Association
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users	VSP	Vermont State Police
		VTrans	Vermont Agency of Transportation
		VU	Vulnerable Users



Preamble

Vermont Agency of Transportation Annual Grant Application Triennial Highway Safety Plan 2023-2025

Mission

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

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

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

The leading causes of fatalities and serious injury crashes in Vermont are unrestrained passenger vehicle occupants, impaired driving, speeding, distracted and reckless driving. These critical emphasis areas are a focus of the Vermont Strategic Highway Safety Plan (SHSP), and the funding for the federal fiscal years 3HSP (FFY24-FFY26) will address those concerns. The SHSP 2022-2026 reviewed five years of state crash data (2016 through 2020) and assessed and evaluated trend lines and indicators. The data team analyzed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes, defined as those which result in either a fatality or serious injury, the analytic team was better able to identify areas and locations as statistically relevant areas for programmatic focus. A description of the core data performance measures begins later in this document and includes analysis of trends in each area. The SHSP multi-year comprehensive Plan takes a holistic and integrated approach in establishing statewide goals by embracing the use of the four Es of highway safety as outlined by the Federal Highway Administration (FHWA): Education, Enforcement, Engineering, and Emergency Services.

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

integrating each of these steps is an essential part of Vermont's pragmatic process for developing a successful statewide plan that reduces crashes, injuries, and fatalities on Vermont roadways. The triennial highway safety plan expands the data collection and resources to include the Youth Risk Behavior Survey (YRBS) and the Behavioral Risk Factor Surveillance System (BRFSS) to monitor trends in younger populations and can help tailor age-related strategies. The SHSO also conducts a yearly seat belt survey, distracted driving observation survey, and an attitude survey. These data sets allow safety stakeholders to understand risk that may not be present in crash data. Through Traffic Records Coordinating Committee (TRCC) grant activity, Vermont has collected Federally mandated Model Inventory of Roadway Elements (MIRE) on State highways over the past five years and has worked collaboratively with Regional Planning Commissions on collection of fundamental data elements on paved local roads for the last two years. These data elements support core safety analyses outlined in the Highway Safety Manual, as well as systemic approaches that focus on risk rather than on historic crash hot spots alone.

Although Vermont saw some progress over the past five years in its goal to reduce fatalities and suspected serious injuries toward zero, the State has challenges to overcome with many of its performance targets not meeting the objectives identified in the last highway safety plan. The events of 2020 were challenging for implementing highway safety activities in Vermont and national highway safety continues to be challenging as well. Many States are experiencing sharp increases in fatalities on public roads. It is unclear if the trend observed in 2020 and early 2021 will continue from 2024 to 2026.



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Project and Subrecipient Information

Section 1 shows what activities will take place in FFY 2024 by program area. Each section contains a description of the problem using state crash and demographic data that justifies inclusion of the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Vermont.

1.1 Police Enforcement Services

1.1.1 Activity Name: Crash Reconstruction Team (CRT) Support

Project Agreement No.: NH24402-800

Subrecipient: Department of Public Safety

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategies: Motor Vehicle Crash Investigation and Incident Reporting

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402AI	Crash Investigation	\$88,464.00	\$22,116.00	\$40,000.00

Description

The Crash Reconstruction Team (CRT) responds to fatal and severe crashes across the state to assist the various Vermont State Police (VSP) field stations, and also at the request of local police departments. This funding provides for imaging and precise location equipment, including imaging drones, total stations, and GNSS systems, along with continuing professional development. The technical analysis completed by the CRT allows for both accurate crash reporting and the determination of fault.

In 2022, 77 people were killed in car crashes in the State of Vermont. The VSP CRT performed investigations for 55 percent of those crashes. The goal of the CRT's increased involvement is to improve the quality and quantity of information garnered from each of these major crashes.

The overrepresented communities in our fatal crash statistics are in rural Vermont, which comprises a large majority of Vermont by area. The State of Vermont reports statistics to the National Safety Council regarding where traffic fatalities occurred. In 2021, 92 percent of traffic fatalities occurred in rural communities and in 2022, 85 percent of our traffic fatalities occurred in rural communities. To date, in 2023, 90 percent of our traffic fatalities occurred in rural communities. These rural communities are also often times the most underserved, having limited access to governmental resources such as full-time law enforcement, emergency medical services, and transportation.

The goal of this grant cycle is to train VSP CRT to investigate fatal and serious-bodily injury collisions. To achieve that goal, VSP troopers need training which consists of At Scene, Advanced and Reconstruction level courses. Once this level of training is achieved, troopers can take more specialized training. Specialized trainings allow troopers to delve into topics such as pedestrian collision investigation, motorcycle collision investigation, or commercial vehicle collision investigation. NHTSA has identified pedestrian collisions as an area of concern with fatal pedestrian crashes being on the rise nationally. The hope is to have more troopers to attend these courses to harvest the best information from each of these collisions. From this information, Vermont will have the ability to identify potential trends and traffic safety solutions.

Additionally, troopers need to attend conferences and seminars to be up to date with automotive trends, to include occupant protection advancements, emerging automated vehicle technology, and new data collection techniques. These trainings and conferences help ensure troopers are experts in their field and can inform public safety commanders and legislators of the perpetually changing technology.

Lastly, our goal is to continue to use our training and expertise to train new and tenured law enforcement at the Vermont Police Academy. Being able to pass on our training and experience to other law enforcement officers is key to ensuring all officers in our state can investigate these serious collisions.

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

Geographic Areas to be Served: The VSP provides services to approximately 90 percent of Vermont, by landmass, and approximately 50 percent of the State's population.

1.1.2 Activity Name: Highway Safety Office Program Coordinator – Law Enforcement

Project Agreement No.: NH24402-290

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Traffic Enforcement Services	\$90,000.00	\$22,500.00	

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

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

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

1.1.3 Activity Name: Law Enforcement Liaison

Project Agreement No.: NH24402-202, -203, NH24405D-010,-011, NH24405E-101,-102

Subrecipient: Law Enforcement Liaisons

Subrecipient Type: Private Firms

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402	Traffic Enforcement Services	\$40,000.00	\$10,000.00	
Section 402	Traffic Enforcement Services	\$40,000.00	\$10,000.00	
Section 405D	405D Low, Other	\$40,000.00	\$10,000.00	
Section 405D	405D Low, Other	\$40,000.00	\$10,000.00	
Section 405E	405E DD Law Enforcement	\$45,000.00	\$11,250.00	
Section 405E	405E DD Law Enforcement	\$45,000.00	\$11,250.00	

Description

Vermont contracts with Law Enforcement Liaisons (LELs) who are responsible for providing law enforcement expertise, encouraging involvement in traffic safety initiatives, and acting as a conduit

between the law enforcement community and the SHSO staff. This coordination facilitates statewide mobilizations of impaired driving, occupant protection, distracted driving, speed/aggressive driving, and other high visibility enforcement (HVE) campaigns, such as the Buckle Up (formerly Click it or Ticket) and *Drive Sober or Get Pulled Over* national mobilizations. Coordinating these activities requires collaboration with law enforcement agencies, VTrans, the Departments of Motor Vehicles, Public Safety, Liquor Control, Health, Education, and other state, county and municipal agencies and organizations.

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

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

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

Distracted Driving: The LELs support efforts to curb distracted driving and promote and collect data for the "*U Drive – U Text – U Pay*" campaign and its associated "*Connect to Disconnect*" (C2D) media kick-off event. This national campaign is a High Visibility Enforcement Campaign that focuses on reducing the use of hand-held electronic devices while driving a motor vehicle. In addition, the SHSO will issue up to a \$1M in Distracted Driving Enforcement grant funds to law enforcement agencies statewide and the LELs will assist with coordinating those efforts.

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

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

Project Costs: Funding includes contracted services.

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

1.1.4 Activity Name: Rutland County – OP-DUI (SHARP)

Project Agreement No.: NH24402-109, NH24164-109

Subrecipient: Rutland County

Subrecipient Type: County Sheriff, Municipalities and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Safety Belts	\$136,000.00	\$34,000.00	\$136,000.00
Section 164AL	Alcohol Enforcement	\$141,300.00		\$141,300.00

Description

The leading causes of fatalities and serious injury crashes in Vermont are unrestrained passenger vehicle occupants, impaired driving, speeding, distracted and reckless driving. Consequently, most of the funding for the upcoming federal fiscal year (FFY) addresses those concerns. The Highway Safety Program is devoted to the education and enforcement of occupant protection, impaired, speeding, aggressive, and distracted driving (Vermont Highway Safety Plan 2023).

Occupant Protection

The data charts provided in GEARS shows that there were 32 fatalities (Rutland and Windsor Counties) between 2017 and 2021 related to unrestrained drivers and occupants. An additional 74 crashes resulted in serious injuries. This resulted in a total of 106 crashes (Fatal and Serious Injury where drivers or occupants were not restrained). There was a total of 373 crashes where drivers and occupants were not restrained. The highest percentage of the age group was 25-44 years old with 14 females and 36 males not restrained. There is a significant difference between males and females not wearing their belt with a high percentage of males operating pickup trucks and not wearing their seat belt. The highest month for unrestrained crashes was June, however, June, July, September and October were also high showing this problem is yearlong problem. 2020 and 2021 were the lowest years for unrestrained crashes but 2018 showed a dramatic increase in this trend. Saturday, Sunday, Monday, Wednesday, Thursday and Friday were the highest for unrestrained crashes with the highest times being between 2 PM and 6 PM followed by 6 AM to 10 AM and 10 AM to 2 PM. It is important to note that all other hours also have high numbers of unrestrained crashes. 25 percent of Vermont's fatalities are speed related.

Grant funds will also be utilized to enforce penalties for people who fail to recognize vulnerable users such as bicycles, pedestrians, horses, and other vulnerable users. Activity includes the enforcement of the move over law for Law Enforcement, Fire Fighters, EMT's, wrecker operators and AOT personnel

working on our roadways. Several areas have been identified as high-risk locations for unrestrained occupant crashes in Rutland and Windsor Counties. These locations will be the focus of our efforts.

Impaired Driving

The data chart provided in GEARS shows that there were 36 fatal crashes and 61 Serious Injury crashes between 2017-2021 involving impaired drivers. There was a total of 407 crashes involving impaired drivers. The highest age group was between 25 and 44 with 22 females and 42 males. The highest month for impaired crashes was August, however, April, June, July, September and October were also very high in impaired crashes. The highest days of the week were Saturday and Sunday (equal, at 44 fatalities) for impaired crashes. Monday was the second highest for impaired crashes showing the weekends to be most prevalent for these crashes. The time of day listed as highest was between 2 AM and 6 PM. The lowest period was between 6 AM and 2 PM. Most of the crashes happened in the 50 MPH zone followed by the 35 MPH and 65 MPH Zones (70.8 percent). The trend shows a slight increase from 2017-2021. The five-year average for impaired driving fatalities is 81.4 percent.

Several areas throughout Rutland and Windsor Counties have been identified as high-risk locations for impaired driving crashes. These locations will be the focus of our impaired driving enforcement and outreach efforts.

Project Costs: Funding for this activity includes enforcement costs, salaries, travel expenses, and other indirect costs.

Geographic Areas to be Served: Efforts will be focused in high risk locations throughout Rutland and Windsor County.

1.1.5 Activity Name: Rutland County Community Education Program (SHARP)

Project Agreement No.: NH24402-207

Subrecipient: Rutland County

Subrecipient Type: County Sheriff, Municipalities and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Traffic Enforcement Services	\$28,700.00	\$7,175.00	\$28,700.00

Description

From the period of 2017-2021, six operators under the age of 20 years old were involved in impaired driving crashes. During this same period, nine operators and passengers were not wearing restraints

during a crash. The data also shows that eleven operators under the age of 20 years old were involved in speed related crashes during the 2017-2021 period.

The Rutland County Sheriff's office and sub grantees will focus in four areas this year -- working with Drivers Ed classes in the area of OP, DUI, and distracted driving and safe biking for elementary school children. During this grant period, we will engage with Rutland High School, and other local high schools that need community education. Presentation to High Schools includes use of the 'roll over car' and fatal vision goggles.

Feedback will be gathered through surveys from attendees. Overall progress will be indicated by reductions in crash events, and injury severity.

Community Outreach and Engagement

Rutland SHARP program plans to share our OP, DUI, distracted driving, and speeding public education message through Child Passenger Safety (CPS) messaging, working with local media, local day care centers, and car dealerships. The program will also deliver messaging through the New America and New Refugees programs. Coordinating with these programs will help expand outreach into underserved, disadvantaged, and limited English-proficiency communities.

Key activities in the 2023-2024 period include:

- › Training school educators, administrative, and health care professionals
- › Attendance and presentation at safety events throughout the year
- › Bicycle and pedestrian safety events
- › Police officer presentation to Rutland County High Schools with a focus on young drivers, impaired driving, and the dangers of texting while driving, and improper occupant protection.
- › Maintenance and distribution of messaging through online media, such as Front Porch Forum.

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

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

1.1.6 Activity Name: Rutland County Regional Traffic Safety Coordinator (SHARP)

Project Agreement No.: NH24402-126, NH24164-126, NH24405E-127

Subrecipient: Rutland County

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
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Section 402	Safety Belts	\$100,000.00	\$25,000.00	\$100,000.00
Section 164	Alcohol Enforcement	\$40,000.00		\$40,000.00
Section 405E	405E DD Law Enforcement	\$33,997.00	\$8,499.00	

Description

From 2017-2021, there were 32 fatalities involving unrestrained drivers and occupants in Rutland and Windsor County. An additional 74 crashes resulted in serious injuries. The age group with the highest proportion of unrestrained drivers or occupants were 25–34-year-olds.

During this same period, there were 54 fatal and 85 serious injury crashes involving impaired drivers in Rutland, Windsor, and Addison County. The age groups between 25 and 44 years old accounted for 44 percent of these crashes. There was a total of 558 crashes involving impaired drivers. Of these crashes, 36 percent occurred in 50 miles per hour (MPH) zones, followed by 21 percent in 35 MPH zones.

Community Outreach and Engagement

This year, Rutland County Sheriff’ Department (RCSD) will focus outreach efforts on older drivers, large vehicles, and child passenger safety. Over the last five years, older drivers involved in fatal crashes has risen from 14 in 2018 to 25 in 2022. Rutland SHARP will engage with partners, including AAA to reduce this trend. Data analysis also determined that large vehicles involved in fatal crashes doubled from 2021 to 2022. Rutland County Sheriff’s Department will work with Federal motor carriers to identify solutions.

Continued engagement with the New America’s program and the New Refugees program will seek to improve child passenger safety. By expanding our outreach in these programs, RCSD will be able to reduce racial and social disparities in traffic safety.

The Rutland Traffic Safety Coordinator will work with driver’s education classes with a focus on OP, DUI, and distracted driving. Our Vermont crash stats show our fatalities have been the highest in five years at 15 fatalities in 2021 in Rutland and Windsor Counties. RCSD taught at the Drivers Education class at Spectrum last year. Engaging with organizations, such as Spectrum, will help educate our under privileged communities. Additionally, this program will engage with elementary schools to provide bicycle and pedestrian safety education. Child passenger safety messaging will be distributed to local media, day care centers, car dealerships, and other community organizations.

Enforcement – Key Activities

- › Planning and coordination of multi-agency, ongoing, enforcement activities
- › Planning and organization of High Visibility Enforcement (HVE) campaigns and NHTSA events
- › Data collection and reporting of enforcement activity
- › Monitoring and evaluation of enforcement
- › Promotion of evidence-based practices

Education, Outreach, and Media – Key Activities

- › Education outreach efforts with schools, alliances, and community organizations
- › Evaluation of community events and outreach with evaluation forms and summary progress reports

- › Coordinate Traffic Safety and Media PSA’s and Press Releases
- › Participate in road safety audits administered by the Agency of Transportation
- › Attend meetings of the Vermont Highway Safety Alliance, Vermont Police Association and FBI National Academy.
- › Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland and Windsor County
- › Liaison with SHSO
- › Liaison with all Rutland and Windsor County Law Enforcement Agencies

Administrative – Key Activities

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

Project Costs: Funding will include salaries, supplies, travel, equipment, and other operating expenses. Equipment will include LIDAR units, traffic cones, flares, and a replacement police vehicle. Funding will also pay for conference attendance.

Geographic Areas to be Served: This activity will be focused in Rutland and Windsor County.

1.1.7 Activity Name: Vergennes – OP DUI Enforcement (SHARP)

Project Agreement No.: NH24402-105, NH24164-105

Subrecipient: Vergennes

Subrecipient Type: County Sheriff, Municipalities and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Safety Belts	\$35,000.00	\$8,750.00	\$35,000.00
Section 164AL	Alcohol Enforcement	\$35,000.00		\$35,000.00

Description

The Addison County area daily experiences a high traffic density, made up of both transient and residential motor vehicle traffic, which utilizes US Route 7, Vermont Route 22A, Vermont Route 116, Vermont Route 30, Vermont Route 125 and Vermont Route 73, which are the major highways in Addison County.

Occupant Protection

From 2017 to 2021, there were sixteen (16) fatalities, which constitutes an average for the five-year period of 3.2 fatalities due to failure to use occupant protection devices. During the same period of time, there were thirty-five (35) serious injuries resulting, constituting a five-year average of 7.0. The top three age demographics in this category were for males aged 35-44, 45-54 and 20-24 in order of precedence. January, March and October were the months with the greatest frequency of occupant protection fatalities and serious injuries, for an average of 29.4 percent. The four days most frequent for OP fatalities and serious injuries were in numerical order, Saturday, Sunday, with Wednesday and Friday tied. The time periods most frequent for OP fatalities and serious injuries were 6:00 PM to 10:00 PM, 2:00 PM to 6:00 PM, and 10:00 AM to 2:00 PM. 60.8 percent of these incidents occurred within a 50-mph zone, which follows distracted driving fatalities and serious injury collisions. The majority of Addison County highways are posted 50 mph speed zones. OP fatalities ranked as the second highest cause of death and serious injuries in 2022. In 2020, Addison County experienced five (5) fatalities, and six (6) serious injuries due to OP collisions, but in 2021 there were zero (0) fatalities recorded, and serious injuries recorded were twelve (12). However, there appears to be a close correlation in location data (50 mph speed zones) between distracted driving fatalities and injuries compared with OP fatalities and injuries.

US Route 7 and Vermont Route 22A will be our primary enforcement areas, along with secondary roadways throughout the county, specifically in and around Middlebury, Vergennes and Bristol, where the highest density of population are located and the greatest amount of traffic passes through. Collaborative law enforcement strategies between all Addison County law enforcement agencies will be utilized during law enforcement, to include public awareness and educational efforts. LE agencies will utilize collaborative efforts involving social media, civic organizations, educational institutions, as well as the local press, to promote the importance of the use of occupant protection systems while driving or riding in motor vehicles.

Impaired Driving

Addison County experienced nineteen (19) highway fatalities during the period of 2017 to 2021 and recorded twenty-four (24) serious injuries. These incidents were most prevalent between the hours of 6:00 PM to 10:00 PM, 10:00 AM to 2:00 PM, and 2:00 PM to 6:00 PM. The most prevalent days of the week for these incidents were Saturday, Monday and Friday and Sunday tied. The most prevalent age group demographic was 35-44 (8 males/7 females) followed by 20-24 (7 males/0 females). Fatalities recorded during this period showed a decrease in numbers and serious injuries showed a slight increase in the recorded numbers.

The US Route 7 corridor in and around Middlebury, followed by VT Route 22A in Vergennes and points south, represented the greatest numbers of incidents for impaired driving in 2021. Both are major highways and travel through municipalities that have the highest density of population in Addison County. Both municipalities have a greater number of establishments which serve alcohol, and Middlebury, the most populated municipality, also has a college located within its borders. Both

municipalities host a number of annual events, during which copious amounts of alcohol may be served. Law enforcement efforts will be centered around these areas during these time periods and events. Collaborative strategies will be employed during law enforcement, public education and public awareness efforts. Over the past five years, Vergennes has been directly involved in the State of Vermont Safe Drivers Course for Offenders, sponsored by the Office of Highway Safety.

Project Costs: Funding for this activity includes salaries, equipment, and travel expenses related to enforcement.

Geographic Areas to be Served: This project will be focused in the Vergennes, and Addison County.

1.1.8 Activity Name: Vergennes Regional Coordinator (SHARP)

Project Agreement No.: NH24402-127, NH24164-128, NH24405E-125

Subrecipient: Vergennes

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402	Safety Belts	\$60,000.00	\$15,000.00	\$60,000.00
Section 164	Alcohol Enforcement	\$13,955.00		\$13,955.00
Section 405E	DD Law Enforcement	\$40,000.00	\$10,000.00	

Description

From 2017 to 2021, Addison County has experienced 41 fatal motor vehicle crashes, in addition to 177 serious injury collisions. When analyzing the demographics of the fatalities and serious injuries by age and sex, the age categories from 20-44 years old represent the largest number, at 64. The worst months for fatalities and injuries were from May through September (69). The worst days of the week for fatalities and injuries were, in order of amounts, Monday, Wednesday, Friday, Thursday and Saturday, and Tuesday, with most crashes occurring from 6:00 AM to 10:00 PM. Property damage collisions amounted to 63.29 percent of all crashes, followed by injury collisions (20.39 percent), unknown (15.36 percent) and fatal collisions (0.97 percent). The speed zone in which the most serious collisions and fatalities occurred was 50 MPH.

Motor vehicle enforcement, public awareness and education strategies will be focused on a collaborative approach among all Addison County law enforcement agencies. The Addison County Traffic Safety Coordinator will facilitate these efforts. All strategies will be informed by the most current Addison County traffic data received from the Vermont Agency of Transportation. A county-wide enforcement planning meeting will be held to discuss a robust and comprehensive yearly plan.

Targeted and data driven, high intensity enforcement activities will be utilized to address DUI, the leading cause of highway fatalities and serious injuries in Addison County. Sobriety checkpoints, along with public awareness campaigns utilizing the local news agencies, social media and television,

will be utilized, along with compliance checks by the Vermont Department of Liquor Control on alcohol serving establishments which have been identified as origins of DUI offenders. Frequent bar checks by law enforcement will also be utilized to help lessen or prevent this problem.

The second most common cause of fatalities or serious injury collisions was failure to utilize occupant protection. Strong focus on this issue by law enforcement during traffic stops, as well as a robust public awareness and education campaign, specifically targeting the age group between 17–25-year-old operators, will help reduce or lessen the number of fatalities and injuries.

The third highest cause of highway fatalities and serious injury is “other”. Further analysis of data is necessary to determine what the “other” cause was. This category amounted to 8 fatalities and 38 serious injuries. Once determined, specific strategies can be developed to address this category.

Distracted Driving was the fourth greatest cause of fatalities and serious injury. A data-driven and collaborative approach will be utilized at major traffic chokepoints to identify and ticket distracted driving offenders. Frequent enforcement activity, and robust public awareness and education will constitute the main strategies utilized to address this highway safety issue. Speeding is the least causative category but plays a very dangerous and probably greater part in our overall highway safety challenges than numbers portray.

Motor vehicle enforcement needs to be re-energized after COVID, refocused and collaboratively pursued. Education and public awareness is an area which has great potential for improvement and expansion. All efforts will be followed up with a collaborative after-action review to determine effectiveness and if redirection is needed. Staffing will play a role in the frequency and numbers of officers involved but can be addressed with well-planned events. These activities will address these specific highway safety issues and are attainable during the grant year.

Project Costs: Funding includes salary for the traffic safety coordinator’s salary, required equipment, and travel expenses.

Geographic Areas to be Served: This activity will be focused in Vergennes and Addison County.

1.1.9 Activity Name: Chittenden County – OP-DUI Enforcement (SHARP)

Project Agreement No.: NH24402-102, NH24164-102

Subrecipient: Chittenden County

Subrecipient Type: County Sheriff, Municipalities and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Safety Belts	\$182,500.00	\$4,625.00	\$182,500.00
Section 164AL	Alcohol Enforcement	\$152,500.00		\$152,500.00

Description

Four counties are part of this SHARP program, making it the largest County-wide enforcement group in the state. The most populous county in the state, Chittenden County is home to four Colleges/Universities. Burlington is the largest City in the County with 8 other Chittenden County towns and cities comprising the top 15 for population for the State. With almost 169,000 residents, this number increases drastically during events. Franklin County is more rural and less populated county but has a substantial amount of traffic due to their location on the shores of Lake Champlain and border crossings with Canada located in Swanton and Richford as well as close proximity to a third, located in Rouses Point, New York. Franklin County also hosts the Vermont Dairy Festival, Vermont Maple Festival and Franklin County. Grand Isle also has a low population but has substantial pass through and destination traffic. Our fourth county is Lamoille – Lamoille County borders both Franklin and Chittenden County and serves as a pass through area to access the Northeast Kingdom as well as Washington County destinations. The area is host to two major Ski Resorts and miles of hiking trails.

The total number of Fatalities and Serious injuries crashes involving improper occupant protection in Chittenden, Grand Isle, Lamoille and Franklin County over the past 5 years was 153 with a 5-year average of 30.6. The 5-year average has gone down, even though the fatalities have risen over the past three years.

For crashes by month the highest was a tie between May and July at 21, with 19 for August and September. For days of the week the highest day comes out as Friday at 19.6 percent, and the surprise is Tuesday came in second at 18.3 percent. For times of day the highest is between 2:00 PM to 6:00 PM, and this time frame is over 26.8 percent. For speed zones the highest rates are happening in the 50 mph zones at 44.4 percent. For age and male versus female breakdowns, the high numbers are the 25-34 age group. In this age group females come in at 14 and males more than double that at 30.

The total number of Fatalities and Serious injuries crashes involving DUI in Chittenden, Grand Isle, Lamoille and Franklin County over the past 5 years was 139 with a 5-year average of 27.8 percent. There is a slight increase for the 5-year average.

For crashes on days of week the highest day is Friday at 20.9 percent, and Saturday at 18 percent. For times of day the highest is between 6:00 PM to 10:00 PM, and this time frame is over 25.9 percent. For speed zones the highest crash rates are in the 50 mph zones at 33.1 percent. For age and male versus female, the high numbers is 25-34 age group. In this age group females come in at 10 and males almost tripled that at 28.

Project Costs: Funding for this project includes salaries and travel expenses related to enforcement.

Geographic Areas to be Served: This project will be focused in Chittenden County, Franklin County, Grand Isle, and Lamoille.

1.1.10 Activity Name: Chittenden County Regional Coordinator (SHARP)

Project Agreement No.: NH24402-125, NH24405E-128, NH24164-125

Subrecipient: Chittenden County

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402	Safety Belts	\$100,000.00	\$25,000.00	\$100,000.00
Section 405E	DD Law Enforcement	\$58,343.00	\$14,586.00	
Section 164AL	Alcohol Enforcement	\$40,000.00		\$40,000.00

Description

There were 529 fatalities and serious injuries in the five-year period from 2017 to 2021 in Chittenden, Grand Isle, Lamoille, and Franklin County. During the same period, there were a total of 24,462 crashes. From 2017-2021, there were 41 fatalities related to distracted driving and unrestrained drivers or occupants in Chittenden County, Grand Isle, Lamoille County, and Franklin County. There were an additional 171 crashes that resulted in serious injuries. Additionally, there were 62 fatal and 158 serious injury crashes involving impaired or speeding drivers. Focus and outreach is necessary for the 25-34 year old age group, which is overrepresented in this data.

Participating law enforcement agencies in FFY24 include: Burlington, Colchester, Essex, Hinesburg, Milton, Richmond, Saint Albans, Shelburne, South Burlington, Swanton, UVM, Newport, Williston, and Winooski Police Departments; and the Chittenden, Franklin, Orleans, Grand Isle and Lamoille County Sheriffs' Departments.

Community Outreach and Engagement

During this grant period Chittenden County Sheriff's Department has a goal of expanding outreach through the Child Passenger Safety Program to work with the New America and New Refugee programs to reduce racial and social disparities in traffic safety. To expand messaging, pamphlets will be distributed, and in-person events will be held to discuss traffic safety. Health Department data shows that Vermont has a car seat misuse rate of 52 percent.

Additionally, they plan to work with driver's education classes, both private and public, with a focus on occupant protection, DUI, and distracted driving. The SHARP program will expand its Drivers Ed offerings through Spectrum Vermont, in an effort to reach under privileged communities. The Chittenden County SHARP program will also engage in pedestrian and bicycle safety events at local elementary schools during the grant period.

Description of Duties

The role of the Coordinator for the Chittenden, Grand Isle, Lamoille, and Franklin County SHARP Project is to lead in efforts to improve occupant protection compliance, impaired driving enforcement, speed enforcement and distracted driving enforcement. The coordinator will be the

point of contact for traffic safety enforcement and education through performance of the following activities and duties:

Enforcement – Key Activities

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

Education, Outreach, and Media – Key Activities

- › Education outreach efforts with schools and alliances
- › Evaluation Coordination, planning and participation of community events and outreach with evaluation forms and summary progress reports for events.
- › Education with CPS including training and support for Be Seat Smart?
- › Coordinate Traffic Safety and Media PSA's and Press Releases
- › Participate in road safety audits administered by the Agency of Transportation
- › Attend meetings of the Vermont Highway Safety Alliance
- › Coordinate ARIDE and other traffic safety training for law enforcement officers in Chittenden and Franklin County (do you also coordinate DRE (or similar) training? If that is other... perhaps be specific?)
- › Liaison with SHSO staff and LEL's.
- › Liaison with all Chittenden and Franklin County Law Enforcement Agencies

Administrative – Key Activities

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

Equipment Needs

Necessary equipment costs during this grant period include a replacement police truck, and a small trailer for storing highway safety equipment, including cones, check point signs, car seat equipment, and other traffic safety equipment.

Project Costs: Funding for this activity will include a salary for the director, supplies, travel expenses, equipment, and other operating expenses. Equipment includes a printer, a trailer, WiFi, and a 2023 Chevy Tahoe.

Geographic Areas to be Served: This project will be focused in Chittenden County, Franklin County, Grand Isle, and Lamoille.

1.1.11 Activity Name: Chittenden County – Community Education (SHARP)

Project Agreement No.: NH24402-204

Subrecipient: Chittenden County

Subrecipient Type: County Sheriff, Municipalities and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Traffic Enforcement Services	\$79,500.00	\$19,875.00	\$79,500.00

Description

The overall goal is to reduce fatal and injury crashes by focusing on driver education, bike, and child seat safety. Strategies for these focus areas are identified below.

Driver Education

Officers and Deputy’s will work with Drivers Ed teachers for the purpose of providing education to young, inexperienced drivers with the education needed to make better decisions in a motor vehicle, either as an operator or as a passenger. Classes will address the dangers of Texting while Driving, driving under the influence of alcohol or other drugs, and improper restraint use. The driver education teachers will survey the students on what they learned from the officer’s talks. CCSD will start this program in October of 2023, with a goal of one presentation per quarter.

Bike Safety

Work local recreation departments, local schools, and partner with Local Motion to educate young adults on safe bicycling and pedestrian practices. Partner with Local Motion for the national bike to school day. This program will begin in October of 2023.

Child Seat Safety

Partner with the Vermont Health Department to increase Child Passenger Safety through seat check events, and fitting stations. Increase the amount of car seat technicians. Focus on getting more fitting stations in 4 counties. Currently we have 8, but have a goal of reaching 10 by next year. CCSD will expand communication and outreach to the New America’s communities and the New Refugees communities. This will help us focus efforts on the underserved and under privileged communities.

Community and Public Education

Partner with VHSA to increase our presence at safety events with a focus on traffic safety. By using the rollover car at county fairs, holding presentations at health fairs, national night out events, BBQ's sponsored by traffic safety events, in our towns and regionally. CCSD engaged with over 4,000 people last year at Champlain Valley Fair with the rollover car and DUI goggles. Additional work includes expanding outreach at events like Barre Heritage Festival, small fairs like Bradford, Addison, and other local fairs across Vermont. By partnering with the New America's group, the hope is to reach more underserved, linguistically isolated, and under privileged communities.

Project Costs: Funding for this activity includes salaries, contract services, travel expenses, equipment and other operating expenses. Equipment for this activity includes a signboard.

Geographic Areas to be Served: This project will be focused in Chittenden County, Franklin County, Grand Isle, and Lamoille.

1.1.12 Activity Name: Windham County – OP DUI Enforcement (SHARP)

Project Agreement No.: NH24402-123, NH24164-123

Subrecipient: Windham County

Subrecipient Type: County Sheriff, Municipalities and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Safety Belts	\$50,000.00	\$12,500.00	\$50,000.00
Section 164AL	Alcohol Enforcement	\$60,000.00		\$60,000.00

Occupant Protection

The data charts provided in GEARS show that between 2017 and 2021 there were 211 total crashes in Windham County involving unrestrained operators and occupants. Of those, 13 crashes involved fatalities while another 28 involved serious bodily injuries. Most occurred in 40 MPH (11) speed zones, 50 MPH (10) speed zones and 35 MPH (9) speed zones. Of the fatal and serious injury crashes, 32 were male while 9 were female. The majority were between the ages of 25 and 44. Of the 41 fatal or serious bodily injury crashes in Windham County, June, July, September, November and December all had 5 showing this is a year-round problem. Friday was the day with the most fatal or serious injury crashes involving unrestrained occupants at 12 however there are a large amount spread out between the rest of the week as well. The hours between 6:00 PM and 10:00 PM had the most fatal or serious injury crashes involving unrestrained occupants (15), however the blocks of hours between 6:00 AM and 2:00 AM all showed at least 5 indicating that this is an all-day issue.

Windham County has seen a fairly steady rate of crashes involving unprotected occupants since 2017. The peak year was 2018 with 12.

The FY2022 VT Highway Safety Plan indicates that 25 percent of all fatal crashes in VT are speed related. The data charts provided in GEARS show that between 2017 and 2021 there were 585 total crashes in Windham County involving speed. Of those, 10 crashes involved fatalities while another 25 involved serious bodily injuries. Most occurred in 50 MPH (9) speed zones and 35 MPH (9) speed zones. Of the fatal and serious injury crashes, 24 were male and 11 were female. The majority were between the ages of 15 and 44. Saturday was the day with the most fatal or serious injury crashes involving speed at 9, however, there are a large amount spread out between the rest of the week. The hours between 6:00 PM and 10:00 PM had the most fatal or serious injury crashes involving speed (29), however the blocks of hours between 6:00 AM and 2:00 AM all showed at least 4 indicating that this is an all-day issue.

Under this grant, task force members will also enforce violations involving vulnerable users (pedestrian/bicyclists/horses, etc.), failing to yield to emergency vehicles (stationary police/fire/EMS/tow trucks).

Enforcement and outreach for occupant protection activities will be focused on major highways, including I-91, Vermont Route 9, US Route 5, Vermont Route 103, and several other high-risk locations. Additionally, local roads, including Dover Hill Road and Handle Road in Dover, Route 121 in Westminster and Rockingham, and Rockingham Street and I-91 Access Road in Westminster will be areas of enforcement and communications emphasis.

Impaired Driving

The data charts provided in GEARS show that between 2017 and 2021 there were 227 total crashes in Windham County involving impaired operators. Of those, 14 crashes involved fatalities while another 24 involved serious injuries. Most occurred in 50 MPH (11) speed zones followed by 35 MPH (9) speed zones and 40 MPH (7) speed zones. Of the fatal and serious injury crashes, 27 were male while 11 were female. The age group 25-34 had the most fatal or serious injury crashes (8) with males having significantly more (7) versus females (1). Of the 38 fatal or serious bodily injury crashes in Windham County, December had the most with 9, however, January, April, June, September and November all had at least 3, showing this is a year-round problem. Sunday and Friday were the days with the most fatal or serious injury crashes at 9 apiece however every other day of the week had at least 3 indicating this is a problem all week long. The majority of fatal or serious injury crashes occurred between the hours of 2:00 PM and 10:00 PM (26).

Although there was a drop in DUI related crashes each year between 2020 (56) and 2021 (37), there is much work yet to be done. Enforcement and outreach for impaired driving will be focused in similar areas as compared to occupant protection. Enforcement will take place during the Drive Sober or Get Pulled Over NHTSA campaign, through the activation of the DUI Task Force with saturation patrols, and DUI checkpoints by way of coordinated countywide activities. Special emphasis will be placed on identified high crash areas.

Project Costs: Funding for this activity includes salaries, travel expenses and equipment. Equipment includes in-vehicle and handheld radar units, LIDAR units, radar speed cart logging units, and laser rangefinders.

Geographic Areas to be Served: This activity will be focused in Windham County.

1.1.13 Activity Name: Windham County Regional Highway Safety Coordinator (SHARP)

Project Agreement No.: NH24402-128, NH24164-127, NH24405E-126

Subrecipient: Windham County

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402	Safety Belts	\$60,000.00	\$15,000.00	\$60,000.00
Section 164	Alcohol Enforcement	\$10,980.00		\$10,980.00
Section 405E	DD Law Enforcement	\$35,000.00	\$8,750.00	

Description

Windham County data from 2016-2020 demonstrates that the county had a total of 6,378 crashes during this time period, of which 171 of these crashes resulted in fatalities and/or serious bodily injury. There was a total of 33 fatalities. Windham County has been lucky enough to see a significant reduction in fatal or serious injury crashes involving unrestrained occupants in the years between 2016 (18) and 2020 (6).

Between 2016 and 2020 there were 233 total crashes in Windham County involving unrestrained operators and occupants. Of those, 16 crashes involved fatalities while another 35 involved serious bodily injuries. Of the fatal and serious injury crashes, 34 were male while 17 were female. The majority were between the ages of 20 and 34. Of the 51 fatal or serious bodily injury crashes September had the most (7). Friday was the day with the most fatal or serious injury crashes involving unrestrained occupants. The hours between 6:00 PM and 2:00 AM had the most fatal or serious injury crashes involving unrestrained occupants, however the hours between 6:00 AM and 2:00 PM also had significant amounts of crashes.

Between 2016 and 2020 there were 258 total crashes in Windham County involving impaired operators. Of those, 18 crashes involved fatalities while another 28 involved serious injuries. Of the fatal and serious injury crashes, 33 were male while 13 were female. The age group 20-34 had the most fatal or serious injury crashes (13) with males having significantly more (9) vs females (4). Of the 51 fatal or serious bodily injury crashes December had the most (10). Sunday was the day with the most fatal or serious injury crashes (11). The majority of fatal or serious injury crashes occurred between the hours of 2:00 PM and 10:00 PM (25).

The data charts provided in GEARS show that between 2016 and 2020 there were 1060 total crashes in Windham County involving distracted driving. Of those, 4 crashes involved fatalities while another 30 involved serious injuries. Most occurred in 50 mph (14) speed zones. Of the fatal and serious injury crashes, 19 were male while 15 were female. The age group 55-64 had the most fatal or serious injury crashes (11) with males having slightly less (5) vs females (6). Of the 34 fatal or serious bodily injury crashes in Windham County, November had the most (9). Monday was the day with the most fatal or serious injury crashes at (11). The majority of fatal or serious injury crashes occurred between the hours of 6:00 AM and 10:00 PM (30). There was a significant drop in DD related crashes between

2019 (222) and 2020 (151), but the 5-year average for DD related crashes is still 212. Although this information is valuable to the program, distracted driving is very underreported due to the difficulty of obtaining information during traffic crash investigations.

Routine and sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed, and distracted driving, have historically been most successful when teams of officers from multiple agencies participate in joint operations. The grant funds allow the small agencies to authorize their officers to work in the planned overtime details without sacrificing the day-to-day calls for service at their home agency. The coordination of High Visibility Enforcement (HVE) campaigns and the efforts of Regional Task Force operations for Click it or Ticket and DUI enforcement are examples of successes using the regional approach.

- › Participating agencies are a part of the Windham Regional Highway Safety Committee.
- › Participating agencies are sub-grantees under the coordination of the Regional Coordinator and, through the Windham Regional Traffic Safety Committee, develop, implement and maintain Windham County Regional HVE efforts, media outreach and educational activities.
- › To prioritize and identify the critical targeted areas so that officers can be deployed, and resources employed to the area's most in need of enforcement with a cohesive strategy and consistent oversight.
- › Provide continual leadership and direction to participating sub-grantees in an effort to address the local issues effectively and efficiently with localized strategies and countermeasures. Set goals and response based on state and local data to address traffic safety concerns.
- › Form multi-jurisdictional task force teams for saturation patrols and high visibility enforcement. Track and assess productivity, crash data, as well as progress towards defined goals and outcomes as stated in the Highway Safety Plan. Initiate modifications or other changes in the strategies that are appropriate and necessary to achieve goals.
- › Consolidate duties for administering the OP, DUI and DD grants to reduce the time needed for the application process, monthly financial invoicing, data, officer activity reporting, and monitoring, close-out and match documentation.
- › Promote data driven earned media messaging and public outreach to increase impact and improve effectiveness of enforcement. Use Vermont statewide and local data to identify the appropriate target audience demographics.
- › Focus education efforts and activities with the goal to strengthen relationships with young drivers. Use national data and statistics showing that new drivers are at greater risk of being involved in crashes, mainly due to inexperience, to develop a targeted educational strategy. Collaborate with the ETDSP to bring "enhanced" training to teens.
- › Address the recent data indicating that more DUI crashes and DUI arrests involve people who are impaired by drugs other than alcohol, by facilitating ongoing and updated training for Windham County region law enforcement officers in certification in ARIDE, SFST, and DRE.

Community Education and Engagement

In order to capitalize on the high visibility enforcement and education model necessary to change driving behavior, the coordinator will coordinate, organize and promote earned media county-wide to complement the enforcement initiatives outlined in this project application. The Project Coordinator will engage in local outreach and publicity for this project to include media (television and radio), print media such as local newspapers and publications, print ads, press releases, posters

and flyers. The coordinator will continue to update social media sites with current activities, statistics and safety reminders, along with product recalls. The Project Coordinator will encourage posts and links from the other law enforcement stakeholder’s websites to the Windham County Highways Safety pages.

The coordinator will continue to work with Deputy Michael Roj and his Enhanced Teen Driver Safety Program (ETDSP) and driver’s education instructors to focus on updating and producing data informed instruction for teen drivers in order to build better relationships with students and other young drivers.

To help reach the underserved in our communities, the coordinator will continue working with Deputy Michael Roj in providing enhanced drivers education to refugees moving to our area. The Project Coordinator began working, in cooperation with the State of Vermont, in FY23 by providing training to Afghan refugees looking to earn their VT Operator's Licenses. There are now plans to expand this program to all refugees moving into the area.

Working with local/regional/state elderly programs to expand educational opportunities to older drivers, many of whom have never taken a driver's education course and if they had, it was many years ago. The goal is to provide updates on laws, rules, regulations and best practices that will allow older drivers to be safer on the roadways.

The coordinator will plan and conduct Child Safety Seat events to help spread the word on proper use of CRS.

Project Costs: Funding for this activity will include a salary for the coordinator, supplies, travel expenses, and other operating expenses such as social media and presentation materials. Funding includes trainings and conference attendance.

Geographic Areas to be Served: This activity will be focused in Windham County.

1.2 Impaired Driving

1.2.1 Activity Name: High Visibility Alcohol Enforcement

Project Agreement No.: NH24164-101-124

Subrecipient: State, Sheriff, and Local Law Enforcement

Subrecipient Type: State, Municipal, and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 164AL	Alcohol Enforcement	\$767,471.00		\$767,471.00

Description

More than 70 law enforcement agencies (LEAs), including 55 municipal police departments, 14 county sheriffs' departments, the VSP, DMV Commercial Vehicle Enforcement Unit, and the Department of Liquor Control (DLC) serve Vermont. The enforcement of alcohol-impaired driving is a high priority for law enforcement agencies throughout the state.

Agency participation in national alcohol-impaired driving mobilizations increased in 2022 with approximately 64 percent of the agencies in Vermont participating in national alcohol impaired driving mobilizations. This is an increase over 2021 when approximately 57 percent of the agencies participated, but is still a significant reduction from 2019 when the participation rate was approximately 70 percent. Low staffing levels continue to impact agencies' ability to participate in traffic safety mobilizations and sustained enforcement. Approximately 80 percent of LEAs employ fewer than 24 full time officers.

The enforcement model consists of a two-pronged approach:

1. During national mobilizations, participating agencies work cooperatively with nearby agencies to conduct sobriety checkpoints and saturation patrols. At times, two to three checkpoints are utilized during mobilizations of longer duration.
2. Impaired Driving grantee agencies use their funds for routine DUI enforcement and directed patrols within their respective areas of responsibility. Once again, they use their crash and DUI arrest data to determine locations for increased enforcement.

All agencies have the opportunity to apply for traffic safety equipment items directly related to improvement of efficiency and effectiveness of their Impaired Driving enforcement projects. This equipment includes but is not limited to, preliminary breath testing equipment, safety checkpoint lighting and sign packages, traffic cones, and scene lighting.

Vermont specific data for impaired motorcycle crashes in 2021 indicates there were fatalities in 4 of the 14 counties: 3 in Franklin, and 1 each in Orange, Orleans and Windsor Counties. There were impaired motorcycle crashes of all types in 10 of the 14 counties. From 2015 to 2017 Vermont had a spike of motorcycle fatalities with a high of 13 occurring in 2017. In 2021 there were 9 impaired motorcycle fatalities. There was a significant drop in motorcycle fatalities in 2018 and 2019, but unfortunately in 2020 the number of motorcycle fatalities increased back up to 10. In 2021 the number of motorcyclist fatalities rose to 16, and in 2022 there were 14 fatal motorcycle fatalities. Vermont's CEA for Vulnerable Users and motorcyclist's safety includes a strategy to enhance enforcement relating to occupant protection, DUIs and aggressive operation of motorcycles. This activity will provide additional focus towards counties with a history of impaired motorcycle crashes during the FY24 grant period.

In 2022 there were a total of six motorcycle fatalities in Vermont that involved an impaired operator. Three occurred in Franklin County, one in Orange County, one in Orleans County, and one in Windsor County.

The SHSO partners with Law Enforcement around the State in an effort to increase patrols focused on impaired driving. This includes promoting NHTSA's Drive Sober or Get Pulled Over HVE Campaigns in August and December. While out enforcing impaired driving laws, Law Enforcement members do not limit their focus to one type of vehicle and are looking for anyone who is operating a motor vehicle while impaired. This High Visibility Enforcement includes apprehending motorcycle operators who are riding while impaired.

Franklin and Windham Counties are patrolled by the State Police and both have Regional Highway Safety Coordinators who organize County and municipal departments in highway safety efforts. Orange and Orleans Counties are rural in nature and our primary partners in those areas are the Vermont State Police and the County Sheriff’s Departments. Both our State Police County Sheriff’s, and Highway Safety Coordinators are encouraged to enforce impaired driving laws on all vehicle operators encountered, including impaired motorcycle riders.

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

Project Costs: Funding includes salaries, benefits, mileage and equipment.

Geographic Areas To Be Served: This activity serves statewide.

1.2.2 Activity Name: DRE Call-out Pay

Project Agreement No.: NH24405D-012-016

Subrecipient:

- › Chittenden County Sheriff’s Department
- › VT Department of Motor Vehicles
- › Vermont Department of Liquor Control
- › Rutland County Sheriff’s Department
- › Department of Public Safety

Subrecipient Type: State, Municipal, and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	405D Low, Other	\$196,540.00	\$49,135.00	

Description

The Drug Recognition Expert (DRE) program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. Vermont’s DRE program is in its nineteenth year and is constantly looking to grow to expand its coverage throughout the state. However, since 2020, the program has lost a significant number of DREs and recruiting has been limited. Despite the current attrition, the Vermont Criminal Justice Council estimates that there will be approximately 400 evaluations completed in FFY24. The SHSO provides funding for overtime call out pay for DREs to respond to law enforcement agency requests for evaluations statewide as needed. The statewide DRE call-out funding requests have been split between Northern and Southern parts of the state for local and county LEAs. State LEAs (including the Department of Motor Vehicles, Department of Liquor Control, and Department of Public Safety) continue to be reimbursed directly by the SHSO.

Project Costs: Funding includes salaries, benefits, and mileage.

Geographic Areas To Be Served: This activity will serve statewide.

1.2.3 Activity Name: Vermont Police Academy Impaired Driving Training Coordinator

Project Agreement No.: NH24405D-017

Subrecipient: Vermont Police Academy

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management and Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	405D Low Training	\$384,900.00	\$96,225.00	

Description

Impaired driving is plaguing our nation. Vermont Highway Safety data shows that approximately 58 percent of fatal crashes in 2022 involved an impaired driver, and approximately 21 percent of fatal crashes in 2022 involved speeding. Fatal motor vehicle crashes involving the use of drugs, alcohol, or a combination of both increased in 2022. THC (Cannabis) usage is legal in Vermont, and this has led to increased numbers of positive toxicology results with 96 in 2021, and 112 in 2022. Narcotic Analgesics show the highest number of drug positive results with 162 in 2022.

Overall, the data from 2018-2022, and especially 2020-2022, has shown, the numbers of fatalities with impaired drivers, and the number of drug evaluations are continuing to increase each year. There is a great need for more resources, officer training, additional DREs, and expanded lab capacity.

This program funds the Impaired Driving Training Coordinator who plans and implements training at the Vermont Police Academy for the following certifications:

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

The Vermont Criminal Justice Council (VCJC) intends to improve their programs with a dedicated training coordinator (TC) focused on impaired driving. The training coordinator will allow the agency to address the lack of ongoing SFST training for officers, along with administering a more updated curriculum and a stronger industry representation for the DRE program.

There are 1,496 level-III and 320 level-II certified officers in Vermont. Just over 1,100 officers are ARIDE trained and there are 36 certified DREs. Most officers have been DUI/SFST trained, but many have not received SFST refresher training since the beginning of their career.

Vermont’s DUI training program involves 40 hours of training, including 24 hours recommended by NHTSA plus “Intro to Drugged Driving” and certification in the use of infrared breath-testing equipment. Students must pass a written exam with a score of 80 percent or higher and demonstrate proficiency in SFSTs and in use of both preliminary and evidentiary breath-testing equipment. The TC facilitates accurate record keeping and issuing of VCJC certifications, records of which are commonly subject of subpoena. ARIDE provides officers with advanced training, as well as SFST skills refresher. VCJC further demonstrates commitment to impaired driving initiatives by mandating all officers graduating from Basic Training receive ARIDE. The TC is responsible for enforcing this mandate and pursuing cases of non-compliance. Courses are offered multiple times each year (based on need) and regionally when possible (for ease of attendance). ARIDE/SFST Refresher classes will also be offered in a series of regional trainings.

The TC works with partners to offer DRE school annually to maintain and grow the program as needed. The TC serves on the Drug Evaluation and Classification Program (DECP) Oversight Committee, TRCC, VT Highway Safety Alliance, and Highway Safety Subcommittee as a means of networking, information gathering and sharing in achieving Vermont's highway safety goals with numerous state and local professionals. These relationships are an important part of leveraging training to address problems that arise in the field.

Project Costs: Funding includes salaries, contract expenses, supplies, travel expenses, and other operating expenses. Supplies include instructor manuals, office and classroom supplies, and DRE startup kits.

Geographic Areas To Be Served: This activity is focused at the Vermont Police Academy and where DRE trainings are offered.

1.2.4 Activity Name: Judicial Outreach Liaison

Project Agreement No.: NH24405D-020

Subrecipient: TBD

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management and Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	405D Low Court Support	\$85,000.00	\$21,250.00	

Description

The State Judicial Outreach Liaison is a position that will be procured through an RFP in FY24.

The individual selected for the State Judicial Outreach Liaison (JOL) is accountable for promoting National Highway Traffic Safety Administration (NHTSA) impaired driving and other traffic safety priorities through the Vermont SHSO as submitted to NHTSA in the state’s annual application. The JOL position, currently existing in many other states, provides a versatile resource within the judicial

community and by extension, to all traffic safety advocates statewide. This position will support the work of the GHSP staff, joining several other contractors specializing in particular disciplines. Currently GHSP engages two Law Enforcement Liaisons (LELs) and one Traffic Safety Resource Prosecutor (TSRP). The LEL's provide broad range support to law enforcement partners and the TSRP is regularly deployed assisting prosecutors handling traffic related cases.

The JOL's Scope of Work will include teaching, community outreach, technical assistance, mentoring, and other judicial related services to traffic safety partners throughout the state, as follows:

- › Work with the SHSO staff, LELs and TSRP to improve Vermont's DUI program.
- › Provide assistance to the state's DUI Courts Coordinator promoting the expansion of DUI Courts into the designated counties.
- › Establish a network of partnerships with judges, prosecutors, defense attorneys, court administrators, legislators, law enforcement executives, state agencies, community leaders, other traffic safety advocates and key resources to promote the campaign against impaired driving.
- › Attend meetings, conferences and workshops, media events and other gatherings focused on issues relating to DUI.
- › Assist the Vermont Police Academy and other training organizations to develop or improve DUI training curriculum.
- › Be a resource to all partners in matters relating to the reduction of impaired driving.
- › Identify issues that are of concern to judges and other judiciary officials relating to impaired driving.
- › Work with the Department of Motor Vehicles to promote the expansion of the Ignition Interlock Program.
- › Support Data Driven Approaches to Crime and Traffic Safety (DDACTS) as it relates to the judiciary.
- › Remain informed on emerging impaired driving issues and possible strategies to address those issues;
- › Share information and coordinate with Law Enforcement Liaisons (LELs), the Governor's Highway Safety Program, the NHTSA Regional 1 Office, Traffic Safety Resource Prosecutor (TSRP) and other highway safety partners to help identify opportunities for improving the criminal justice system;
- › Participate in the State Traffic Records Coordinating Committee (TRCC), promote electronic DWI tracking systems, and assist in linking court data with arrest data and other available data systems.

Project Costs: Funding includes contract services.

Geographic Areas To Be Served: This activity will serve statewide.

1.2.5 Activity Name: Safe Driving Program

Project Agreement No.: NH24402-401

Subrecipient: Addison County Community Justice

Subrecipient Type: Non-Profit
Promised Project?: No
Planning and Administration: No
Associated Countermeasure Strategy: Community Education

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$33,947.00	\$8,487.00	\$33,947.00

Description

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

The VT Safe Driver Program is designed using restorative justice practices that focus on individual and community responsibility to be a safe driver and to raise awareness of potential impacts on others, both through exercises and victim speakers.

The Safe Driving Program is available at 5 community justice centers in an online format throughout Vermont. Many classes are held virtually to accommodate participants around the state. The number of locations for Safe Driving classes will be expanded to 9 in FY24 to improve accessibility for participants, especially those that have suspended licenses and/or transportation challenges. The increase in access supports the SHSO’s objective to: improve the quality of driving in Vermont by lowering the rates of fatal crashes due to impaired or distracted driving; raise awareness of those charged with driving offenses about their responsibility to engage in safe driving habits; and help participants recognize the decision points involved in deciding to drive so they can create an effective Safe Driving Plan. 85 percent of class participants will be able to name 3 ways people are harmed due to unsafe driving habits by the end of the class. They will also learn that driving is a privilege and safe driving practices are a community responsibility.

A consistent program goal is to evaluate and improve the quality and consistency of program delivery statewide. The Participant’s Manual has been updated to include more current statistical data and resources as well as a simplified template for creating a Safe Driving Plan that will include behavior-based SMART goals and help participants name solutions to barriers to committing to the plan. The class Facilitator Manual will be updated to improve how the curriculum is delivered. This information is shared at the Annual Facilitator’s Workshop to share best practices, provide resources to keep current with trends. New victim panel speakers will be recruited and responsible party speakers will be added to the roster to increase the likelihood of participants deepening their understanding of harm and potential harm. The Project Director and Data & Technology Coordinator will observe class delivery at each site through 2024 to provide feedback; provide information and training to administrators and facilitators at new sites; and review and enhance the Red Ribbon Tree Ceremony (December of 2023) by increasing awareness of the opportunity for victims and survivors to have their lost loved ones recognized and providing an opportunity for their stories to be told.

Project Costs: Funding for this activity includes salaries, contract services, Red Ribbon Ceremony and Facilitator’s workshop supplies, travel expenses, and other operating expenses. Funding also includes a stipend for victim panel speakers.

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

1.2.6 Activity Name: Forensic Laboratory Support Program

Project Agreement No.: NH24405D-018

Subrecipient: Department of Public Safety

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Laboratory Drug Testing Equipment

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	405D Low Other	\$604,452.00	\$151,113.00	

Description

The Vermont Forensic Laboratory (VFL) oversees the evidential blood and breath testing of impaired drivers for the State of Vermont. For evidential breath testing, the VFL employs a fleet of 80 Intox DMT infrared evidential breath testing instruments. The VFL utilizes an instrument called a Randox Evidence Investigator to screen blood samples for impairing drugs. The VFL confirms samples that screen positive for Cannabinoids, Opiates and Stimulants, and Benzodiazepines using High Performance Liquid Chromatography/Tandem Mass Spectrometry (LC-MS/MS). In 2022, the VFL analyzed over 600 blood samples and is on track for a similar workload in 2023. Access to state-of-the-art laboratory equipment and supplies is essential to allow the VFL to continue to provide the highest level of technical support to DUI cases in Vermont by testing and offering testimony as forensic toxicology experts.

The VFL plans to update the fleet of DMT instruments, continued support of laboratory work, additional training of laboratory staff. Activities will be evaluated by the number of DMT instruments updated; reports of training/professional development of employees; semiannual proficiency testing of analysts. This grant supports the salary of one analyst necessary to maintain adequate staffing levels to run the program. The resources requested in this grant will ensure the VFL can continue to provide the highest level of technical support to DUI cases in Vermont and to expand its ability to also provide testing and testimony as forensic toxicology analysts in DUID cases.

The VFL plans to purchase the necessary equipment, instrumentation, and supplies to continue toxicological testing offered at the VFL, to provide training of VFL Toxicology staff so they may serve as expert witnesses on drug impairment, physiology, pharmacology, and forensic testing, to provide support for the Toxicology Section of the VFL to continue to provide high level quality services throughout the state for forensic testing and successful prosecution of impaired driving cases. The VFL will enter into a contract agreement with the vendor of the DMTs to provide parts within the grant period.

Project Costs: Funding for this activity includes salaries, contract services, supplies, travel and training expenses, and other operating and indirect expenses. Supplies include office supplies, DMT field supplies, Radox supplies, blood kits, repair parts and tools, and miscellaneous supplies. Funding covers the salary for a forensic chemist.

Geographic Areas To Be Served: The Forensic Laboratory supports impaired driving testing statewide.

1.2.7 Activity Name: Traffic Safety Resource Prosecutors

Project Agreement No.: NH24405D-019, NH24405E-300
Subrecipient: Department of States Attorney's and Sherriff's
Subrecipient Type: State Government and County Sheriff's
Promised Project?: No
Planning and Administration: No
Associated Countermeasure Strategy: Prosecutor Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	405D Low Court Support	\$384,997.00	\$96,249.00	
Section 405E	405E Flex Judicial and Court Services	\$100,000.00	\$25,000.00	

Description

Traffic Safety Resource Prosecutors (TSRPs) seek to combat impaired, distracted, and negligent driving on Vermont's highways. In 2021, there were 68 fatal crashes with 73 fatalities. In those crashes, 40 of the operators were impaired by drugs, alcohol, or both. Speeding was a factor in 32 crashes. In 2022, there were 73 fatal crashes with 76 total fatalities. 42 of the operators involved in fatal crashes were impaired by drugs, alcohol or both.

TSRPs work closely with and provide continual guidance and assistance to prosecutors, law enforcement, and the Vermont Forensic Lab regarding the investigation and prosecution of impaired and distracted driving cases. TSRPs provide training and education and assistance to prosecutors in the State's Attorneys' Offices (SAO) throughout the state, the Attorney General's Office (AGO), local, county and state law enforcement agencies, specialized law enforcement teams such as Drug Recognition Experts and Crash Reconstruction Team, and the Vermont Forensic Lab (VFL).

TSRPs work with the VFL to facilitate mock trials providing the opportunity for training for both prosecutors and chemists. TSRPs regularly teach and conduct mock trials at the police academy. TSRPs work with a regional task force to create and provide a regional cross training on impaired driving investigation and prosecution for law enforcement and prosecutors. TSRPs strive to be active in the community by providing presentations to schools and community organizations. In addition to presentations provided to schools, TSRPs have been involved at mock impaired driving trials at high schools. TSRPs continue to aim to work with various juvenile justice partners such as the Children and Family Council for Prevention Programs in an effort to further curb dangerous driving and provide education on safe driving and positive decisions. TSRPs also assist the judicial outreach liaison regarding appropriate judicial training. TSRPs provide advisory memorandum to prosecutors and law enforcement on new caselaw, statutes and trends regarding impaired and distracted driving and

other various vehicular crimes. TSRPs also provide various trial tools and resources for prosecution of impaired driving cases. TSRPs provide legislative assistance on various traffic related bills.

Trainings include:

- › DUI law training at the Police Academy for each class (at least two a year) provides foundational statutory specifics as well as practical advice on case work.
- › Mock DUI trial at the Police Academy provides testimony practice for cadets and practical trial skills practice for at least two prosecutors per class (at least two a year).
- › DUI prosecution training at the annual State’s Attorney’s meeting provides up to three days (both lecture and interactive) of practical trial and investigation methods.
- › Mini DRE provides a one-day introductory course to prosecutors on the seven drug categories and their signs and symptoms. This course is offered to the 14 State’s Attorneys Offices and all NHTSA Region 1 state prosecutors.
- › DUI law statutory update to be offered to all LE agencies statewide.
- › DRE testimonial training to be offered at least once annually.

Project Costs: Funding for this activity includes salaries, contract services, supplies, travel expenses, and other operating expenses. Supplies include office supplies and training materials. Funding supports salaries for two prosecutors.

Geographic Areas To Be Served: TSRPs provide assistance statewide.

1.3 Occupant Protection

1.3.1 Activity Name: Child Passenger Safety (CPS) Statewide Program and Data Support

Project Agreement No.: NH24405B-000

Subrecipient: Department of Health

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Child Passenger Occupant Protection

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405B BIL	405B Low HVE	\$249,674.00	\$62,419.00	

Description

The goal of Vermont’s Child Passenger Safety (CPS) Program, operated by the Vermont Department of Health (VDH): Division of Emergency Preparedness, Response and Injury Prevention is to decrease the number of deaths and injuries due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program will continue with the following objectives for

the upcoming fiscal year: increasing community knowledge of the proper use of child restraints through the efforts of the state's fitting stations, inspection events, BeSeatSmart website, a telephone helpline, and distribution of educational materials; and reducing the cost barrier of car seats to parents, caregivers and other child-guardians by providing seats at no cost to low-income families. VDH offers basic certification, instructor certification, and renewal training for car seat technicians and instructors to carry out these services statewide. They continue to offer CPS Educator training for hospitals and childcare centers.

During 2018-2022 for children aged 12 and under, Vermont had seven motor vehicle deaths and 272 serious injuries (AOT Data). Vermont had approximately 27,163 births recorded 2016-2020 (VDH Data), which is an average of 5,132 births per year. According to the EMS SIREN motor vehicle crash data, between April 2020 and 2023, 590 Black Indigenous and People of Color (BIPOC) individuals were injured in motor vehicle crashes. Of those crashes, 44 involved children aged 0-13, with the highest numbers in Chittenden County (139), Windham County (88), and the Town of Windsor (96).

Disadvantaged and Underserved Communities

All Vermont counties are designated as rural. Families living in rural counties typically have less access to resources including Car Seat Assistance Stations (CSAS). Currently, there are five counties with fewer than two CSAS and four with fewer than 10 Child Passenger Safety Technicians (CPSTs). In the next grant year, the DOH will prioritize counties with the least CSAS and the least number of CPSTs.

According to Vermont Department of Labor data from March of 2023, the four counties with the highest overall rates of unemployment in Vermont are Orleans (5.7 percent), Essex (4.5 percent), Caledonia (3.7 percent) and Grand Isle (3.8 percent). Three of those counties are in the Northeast Kingdom (NEK). Orleans County residents are statistically more likely to seldom or never wear a seatbelt when compared to similar counties in Vermont (Behavior Risk Factor Surveillance System, 2020). The 2020 National Child Passenger Safety Training course indicates 92 percent of children are restrained when the driver is using a seatbelt but only 68 percent of children are restrained when the driver is unbuckled. The DOH will prioritize these counties for Certification classes. The DOH will also make an extra effort to partner with, fire, police, EMS, childcare, and healthcare providers in this region to set up additional Car Seat Assistance Stations and to promote checking car seats along with seat belt use on their social media sites.

Language Access for Limited English-Speaking Families

Chittenden County had the most Black, Indigenous, and People of Color (BIPOC) motor vehicle crashes resulting in injury and the most recorded BIPOC births. Windham, Windsor, and Bennington Counties combined had 246 Motor Vehicle Crashes involving BIPOC individuals resulting in injury. Chittenden County had the most BIPOC births and motor vehicle crashes.

It is critical that caregivers are able to learn how to properly install child passenger safety in a language that is understandable to them. While most of the CPST solely speak English, the program does get requests from non-English speaking caregivers. Per the US Secretary of Transportations Limited English Proficiency Policy Statement as of June 2013 all CPS programs should have a Language Access Plan in place to ensure equitable access to these services. To provide this support, the DOH will include Language Access Services for interpreters and the translation of written materials.

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

1. Increase the number of seat checks for FFY 24 by 5 percent, for a total of 2,235, as indicated by the NDCF data. Continue to use and evaluate our services using a satisfaction survey completed by caregivers.
2. Increase the total number of CPSTs by 10 percent, from 183 to 202 by offering 4-6 certification classes with a focus on increasing the number of CPSTs in underserved regions of Vermont. A pre/post knowledge survey is currently in place and will continue to be evaluated after each class.
3. Increase the number of CPSTs in Birthing Centers, hospitals, and other medical service providers by 5 percent to provide more services to parents of children 0-1 years old.
4. Focus on providing Certification classes in underserved regions of Vermont. Document the opening of new Child Seat Assistance Stations in underserved regions of Vermont by increasing the current total number of CPSTs by 10 percent and Car Seat Assistance Stations by 5 percent from 48 to 53.
5. Increase the number of users of the Be Seat Smart Website, and our other social media accounts by 5 percent.
6. Continue to measure and evaluate our direct services using and evaluating a short Satisfaction Survey. Increase the distribution of the survey to caregivers by 10 percent.
7. Developing a plan to identify and then provide additional services, support and education in conjunction with our community partners to under-served populations and communities.

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

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

Project Costs: Funding includes salaries, supplies, travel expenses, and other operating and indirect expenses. Supplies include office supplies, training materials, and educational and outreach materials. A Child Passenger Safety Coordinator salary is funded through this activity.

Geographic Areas To Be Served: This activity has statewide coverage, but will have additional emphasis in areas that are underseved in Vermont.

1.3.2 Activity Name: Annual Seat Belt Survey

Project Agreement No.: NH24405B-014

Subrecipient: Preusser Research Group, Inc.

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405B	405B Low OP Information System	\$100,000.00	\$25,000.00	

Description

The SHSO will conduct the 2024 annual observational survey (required by NHTSA) designed to increase consistency of year-to-year survey results. The 2022 use rate (90.4 percent) is 1.2 percentage points higher than the 2021 use rate (89.2 percent) and the highest rate ever reported by the State. Although the increase from 2021 to 2022 is not statistically significant, it does put Vermont above the 90 percent belt use target prescribed by NHTSA. There has been a positive trend in observed belt use since 2020 and given the progressive increase in belt use rate, it is unlikely that the gains are solely a result of the redesign. Thus, the increase belt use rate likely reflects an actual change in usage. Looking at the recent trend, the method and design currently used has been associated with more stable use rates than what was observed pre-2018. The FY24 survey will utilize the same methods as 2020-2022 for consistency.

Project Costs: Funding for this project will support the cost of contract services for the seatbelt survey.

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

1.3.3 Activity Name: Annual Attitude Survey

Project Agreement No.: NH24402-407, NH24405D-021

Subrecipient: TBD

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402	Driver Education	\$15,000.00	\$3,750.00	
Section 405D	405D Low	\$10,000.00	\$2,500.00	

Description

The Annual Attitude survey will be conducted to measure public attitudes and knowledge in support of or as a result of occupant protection, impaired and distracted driving, child passenger safety, speed and aggressive driving and other highway safety programs or initiatives. The survey tool will remain with the NHTSA recommended design but will be conducted via a web-based survey. The SHSO will be issuing and RFP for this project. The comprehensive online survey in 2022 was conducted among residents throughout the State of Vermont. The 2022 survey included similar questions to those held in surveys conducted on behalf of the State Program between 2010 and

2021. The 2022 survey instrument was unchanged from the 2021 survey instrument and results may be compared directly.

The survey instrument employed includes 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

Project Costs: Funding includes contract services

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

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

Project Agreement No.: NH24402-101-124

Subrecipient: Selected through data analysis and prior grant performance. The intended LEAs will be comprised of 25 State, county, and municipal departments. Four of the 25 grantee agencies are regional projects which subgrant to additional county and/or municipal LEAs.

Subrecipient Type: State, Municipal, and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Safety Belts	\$818,393.00	\$204,598.00	\$695,922.00

Description

Vermont law enforcement agencies (LEAs) have participated in the annual Click It or Ticket (CIOT) day and night national mobilization since 2002. In 2022 Vermont began the process of re-branding its seatbelt mobilization to move away from the “Click It or Ticket” tagline and adopted the slogan “Buckle Up: You’re Worth Every Click.” Despite the name change, Vermont’s “Buckle Up” campaign still follows NHTSA’s “Click It or Ticket” schedule and is simply the same mobilization under a new name. During the past 22 years, all available resources have been deployed and supported by use of data to determine areas of low seatbelt usage and high, unrestrained crash locations. Most partner agencies have applied for traffic safety equipment items when submitting their Spring grant applications. Equipment awards are based on need and, must be directly related to the improvement of efficiency and effectiveness of their enforcement projects. This equipment includes but is not limited to: preliminary breath testing devices, speed measurement devices, safety checkpoint lighting and sign packages, traffic cones, and scene lighting.

Prior to 2020, the number of LEAs participating in High Visibility Enforcement campaigns had reached approximately 80 percent of all Vermont LEAs. Due to the restrictions placed on LEAs during the COVID-19 pandemic and resulting executive/emergency orders, the rate of participation, not surprisingly, decreased in 2020. Since then, Vermont has struggled to re-engage some of those LEAs due in large part to chronic staffing issues faced by many, if not most, LEAs. For several years Vermont’s seatbelt usage rate has hovered between 85 and 90 percent, however in 2022 the State’s rate climbed to 90.4 percent, the highest rate that the State has ever reached. The national seatbelt enforcement campaigns are key to Vermont’s Occupant Protection (OP) program. Funding is provided to partnering agencies to engage in OP enforcement, including child passenger safety seat enforcement and education, throughout the year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

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

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

In addition to the Buckle Up Task Force, the Law Enforcement Liaisons recruit individual law enforcement agencies for participation within the agency’s own jurisdiction. The Vermont State Police, approximately 45 municipal police departments, 13 of the 14 county sheriffs’ departments,

and the Vermont Department of Motor Vehicles' Commercial Vehicle Enforcement Unit all participate in OP enforcement activities.

In 2023, NHTSA discontinued its "Border to Border" (B2B) initiative, however Vermont continued to participate by working collaboratively with the State of New York along Vermont's western border, as has been done for many years. In fact, in 2023 LEAs from the Canadian Province of Quebec were also invited to participate in this event to kick-off the annual seatbelt campaign. This operation has included both day and nighttime seat belt enforcement events, working with several New York law enforcement agencies. A joint press conference is held at or near the state border, and local high school students from each state are invited to attend and participate in a "Battle of the Belts" competition to promote seatbelt use by their peer group. To a lesser extent, Vermont has previously partnered with New Hampshire LEAs for B2B events as well.

Project Costs: Funding includes salaries, travel, equipment, and training costs.

Geographic Areas To Be Served: This activity will serve statewide.

1.3.5 Activity Name: Highway Safety Conference

Project Agreement No.: NH24405E-301

Subrecipient: Agency of Transportation

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405E	405E Flex Driver Education	\$40,000.00	\$10,000.00	\$10,000.00

Description

This activity serves as a placeholder for an in-person one day Highway Safety Summit. The topic and the venue to be determined. Staff members within the State Highway Safety Office (SHSO) will establish a conference committee to assist in the coordination and planning of the theme, agenda, and speakers for the summit. The conference will be a venue to educate public and private partners on emerging highway safety issues. The FY23 conference was scheduled for July 27, 2023 but has been postponed due to the natural disaster in Vermont. New date to be determined.

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

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

1.4 Vulnerable Users

1.4.1 Activity Name: VDH Road Users Group

Project Agreement No.: NH24402-405

Subrecipient: Department of Health

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$557,232.00	\$139,308.00	

Description

The Vermont Department of Health (VDH) will build on the current, statewide approach to reducing injuries and fatalities for vulnerable road users including pedestrians, cyclists, and older drivers.

VDH is connecting and building partnerships with SOV Agencies/Programs, other Health Department Divisions, and local community organizations is central to our work in the Vulnerable Road Users Program. The DOH will continue to build on our successful relationship building and partnership coordination in FY24. To support our role as subject matter experts in vulnerable road user safety, VDH will also attend local/national conferences and/or trainings and virtual webinars/trainings.

The Vulnerable Road Users (VRU) Program will leverage resources and increase programmatic efficiencies with continued partnerships with stakeholders - Vermont Safe Kids, Local Motion, AARP, DAIL, planning commissions, law enforcement, media, and other community groups. VDH will enhance, support, and amplify the existing work being done by partner organizations and expand the network.

The Program will build on existing safety education information and continue to collaborate with, and provide guidance and technical support for, community safety advocates and towns. VDH will partner with AARP to conduct one walk audit.

The Program will continue promoting the Watch for Me VT (vulnerable road users) and older driver safety program including the yellow dot program to a variety of audiences through various activities and communication and outreach channels.

Activities include promoting the new behavior-change campaign and updating Watch for Me VT website to include additional resources for media and local leaders; regularly updating VDH webpages; creating social media posts and toolkits that will be emailed to community partners and promoted on VDH social media; creating and sending out a quarterly transportation safety newsletter; creating and distributing printed and digital resources related to vulnerable road user safety to community members/organizations; partnering with the MRC to provide in-person event outreach; offering presentations, trainings, and workshops at conferences, events, webinars, and to local community groups.

Disadvantaged and Underserved Communities

Underserved communities include rural areas of the state and communities with high populations of people over the age of 60 years old. People over the age of 60 years old are overrepresented in Vermont crash data.

For older adults, particularly in rural areas, VDH will disseminate Older Driver Safety resource guides, the CDC MyMobility tool, and the yellow dot program through existing highway safety networks, community partners, VDH webpages, the aging community, medical providers, first responders, caregivers, and families. VDH will write press releases and connect with media. VDH will also host additional in-person training/workshop activities for older adults in their communities. The project will create a pedestrian safety behavior change campaign focused on older adult safety.

For rural communities, VDH will continue working with the Medical Reserve Corps (MRC) to distribute information to local community groups and community members, particularly in underserved/rural areas.

Key activities in Fiscal Year 2024 will include:

- › Connect and build relationships with State of Vermont agencies, other Health Department divisions, and local community organizations in Fiscal Year 2024.
- › Attend local and national conferences, trainings, and virtual webinars.
- › Share safety information and resources through a variety of communication channels. Increase programmatic efficiencies.
- › Partner with Local Motion and other stakeholders to support the Safe Routes to School program.
- › Partner with AARP to conduct a walk audit
- › Continue to promote the Watch for ME VT, vulnerable road users and older driver safety program.
- › Publish a quarterly transportation safety newsletter
- › Partner with MRC to provide in-person events for vulnerable road users
- › Update and maintain VDH websites, toolkits, and resources

The resources that are necessary to achieve the Fiscal Year 2024 goals include:

- › Hire a full time Vulnerable Roads Safety Coordinator
- › Training and conference fees
- › Supplies: Printed materials, trainings, office supplies
- › Travel, hotel, and Mileage for in-state and out of state conferences/trainings/meetings.
- › Conference planning and sponsorships
- › Communications and outreach materials including paid outreach on social media, Front Porch Forum posts, Canva subscription, educational toolkits.
- › Creation of campaign/PSAs focused on behavior-change messaging using contracted services

Project Costs: Funding includes a Vulnerable Road Users Safety Coordinator salary, contract services, supplies, travel expenses, and other operating and indirect costs. Supplies include outreach materials, and office supplies.

Geographic Areas To Be Served: This activity has a statewide focus, but additional emphasis will be directed towards underserved and overrepresented communities.

1.4.2 Activity Name: Safe Routes for All

Project Agreement No.: NH24402-700

Subrecipient: Local Motion

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PS	Pedestrian/Bicycle Safety	\$115,000.00	\$28,750.00	

Description

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

The Safe Routes for All Network will be deployed through the following strategies:

Safe Routes to School (SRTS): Addresses problem areas: Mode Share, Unsafe Road User Behavior, Youth Helmet Use, LEO training, and Education on Infrastructure Options. Safe Routes to School uses Equity, Engineering, Education, Evaluation, Encouragement, and Engagement to provide a full suite of proven interventions to improve the safety of children walking & biking to school.

Equity: Provide these services to schools throughout the state and provide additional services to schools that have a high percentage of children who receive free & reduced lunch, as well as adaptive equipment for children with disabilities.

Engineering: Development of school travel plans, walk audits and pop-up demonstrations.

Education: Bike Smart is a part of the educational component of Safe Routes to School and provides essential on-road safety training. Education also includes a crossing guard training program.

Evaluation: Schools will conduct Travel Tallies and Parent Surveys.

Encouragement: Schools engage in events and activities to increase student walking and biking rates to school.

Engagement: Including the larger community in SRTS activities and programming.

Education and Awareness: Addresses problem areas: Unsafe Road User Behavior, Youth Helmet Use, and Education on Infrastructure Options. Strategies for education and awareness will have a focus on vulnerable user safety and will include workshops, driver's ed programming, helmet presentations, helmet distribution & education events, safety trainings, educational materials, and walk/bike infrastructure education campaigns. The focus of this programming will be to address problematic and unsafe road user behaviors, increase youth helmet use, and educate the public on the safety benefits of walk/bike focused infrastructure.

Technical Support: Addresses problem areas: Mode Share, Unsafe Road User Behavior, and Education on Infrastructure Options. Support local walk/bike committees and partners across Vermont, with the goal of increasing rates of safe walking and biking. As interest in walking and biking continues to grow across Vermont, we will provide direction and support to the small, sometimes informal walk/bike groups that are springing up statewide. This work allows us to amplify the effectiveness of local groups and other partners by providing them with proven strategies and tools. This will include support for infrastructure development through walk/bike audits, infrastructure demonstrations with the use of our Pop-Up trailer, and by providing input into municipal planning processes with the goal of increasing the adoption of complete streets with safe walk/bike infrastructure.

In Vermont, from 2017-2021, there was an average of 116 pedestrian fatalities and serious injuries and an average of 42 bicyclist fatalities and serious injuries.

Project Costs: Funding includes salaries, contract services, supplies, travel expenses, and other operating and indirect expenses. Supplies include event space rental, conference supplies and equipment rentals, cones, spray chalk, stickers, loaner helmets, and other supplies for events.

Geographic Areas To Be Served: This activity engages a statewide network of communities, schools and organizations.

1.5 Distracted Driving

1.5.1 Activity Name: VSP and Local LEA Distracted Driving Enforcement

Project Agreement No.: NH24405E-103-124

Subrecipient: 25 State and Local Distracted Driving Enforcement Agencies

Subrecipient Type: State, Municipal, and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Distracted Driving Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405E	405D DD Law Enforcement	\$708,215.00	\$177,054.00	

Description

Law enforcement agencies will engage in enforcement to reduce distracted driving through a mix of high-visibility enforcement and spotter patrols combined with ongoing patrolling activities. LEAs will focus on areas with high crash rates, work zones, and school zones.

Project Costs: Funding includes salaries, benefits and mileage.

Geographic Areas To Be Served: This activity will serve statewide.

1.5.2 Activity Name: Annual Distracted Driving Survey

Project Agreement No.: NH24405E-302

Subrecipient: Preusser Research Group, INC.

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405E FLEX	405E Flex Driver Education	\$100,362.00	\$25,091.00	

Description

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

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

Geographic Areas To Be Served: This activity will provide a statewide benefit, and will be employed in locations to be determined.

1.6 Motorcycle Safety

1.6.1 Activity Name: State Motorcycle Rider Education Program

Project Agreement No.: NH24405F-000

Subrecipient: Department of Motor Vehicles

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Motorcycle Rider Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405F	405F Motorcyclist Programs	\$50,000.00	\$12,500.00	

Description

From 2021-2022, Vermont had a total of 30 motorcycle related fatalities. This represents the two highest number of motorcycle fatalities in 30 years. This is considerably higher than the five-year annual average of 9.8 motorcycle related fatalities from 2016-2020. From 2021-2022, 19.8 percent of all motor vehicle fatalities in Vermont were motorcyclists, which is concerning given the short, six-month riding season.

Motorcycle crashes are often caused by other vehicles entering a motorcycles path of travel due to the operator of the vehicle not seeing the motorcycle. Single vehicle motorcycle crashes are often the result of the motorcyclist going too fast, operating under the influence, or riding above their skill level. In 2021 and 2022 most of the motorcycle crashes were single vehicle crashes.

For this grant year period, the DMV has a goal offering motorcycle safety training for approximately 1,200 individuals during the motorcycle training season. Courses are designed to train individuals interested in obtaining a two-wheel or three-wheel motorcycle endorsement for the first time. The course also provides training for individuals who already possess a motorcycle endorsement and are interested in honing their two-wheel motorcycle skills or want to learn how to operate a three-wheeled motorcycle.

Currently several of the program's training locations sit idle on several weekends during the training season. The motorcycle training program has 32 instructors and is in need of additional instructors. This would allow the program to offer additional training classes, which would give more training opportunities to the public.

Community Outreach and Engagement

The three counties in Vermont with the greatest number of motorcycle fatalities from 2016-2020 are Chittenden (9), Caledonia (7) and Windsor (6). The motorcycle training program operates two training sites in Chittenden County.

Project Costs: Funding will cover contract services, supplies, travel, and equipment expenses. Equipment includes motorcycle helmets and training cones.

Geographic Areas To Be Served: Locations where motorcycle safety training is offered during the 2024 grant period are listed in Appendix E.

1.6.2 Activity Name: Vermont Motorcycle Safety State Assessment

Project Agreement No.: NH24402-600

Subrecipient: Department of Motor Vehicles

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Motorcycle Rider Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402MC	Motorcycle Safety	\$30,000.00	\$7,500.00	

Description

Pursuant to 23 CFR 1300.4(b)(5), due to the rising number of motorcycle fatalities and crashes in the state of Vermont, and our coinciding obligation to periodically review and comment to the Governor on the effectiveness of such programs, the Vermont State Highway Safety Office requested an assessment of our motorcycle safety program.

This NHTSA assessment will be conducted directly with the Vermont Department of Motor Vehicles (DMV) as they oversee all motorcycle training. NHTSA funding, if approved in the FFY24 Triennial Highway Safety Plan, to conduct the assessment will be provided to the DMV through a grant from the SHSO. NHTSA headquarters and Regional staff will facilitate the assessment by ensuring proper planning and implementation. The DMV has a role in the planning, choosing team members, and implementation of the assessment. Other stakeholders represent public and private sector organizations or agencies at both the state and local levels.

All assessment team members participate in the stakeholder interviews for all program components, but NHTSA and the DMV team members who are primarily responsible for the specific section will take the lead.

The program requests this assessment to be completed prior to the conclusion of calendar year 2024 so that we may report the results of this assessment to the Governor.

Project Costs: Funds for this activity will cover contract services to assess Vermont’s Motorcycle safety program.

Geographic Areas To Be Served: This activity will be employed on a statewide basis.

1.7 Young Driver

1.7.1 Activity Name: Local Law Enforcement Community Education Programs

Project Agreement No.: NH24402-204-209, NH24402-211

Subrecipient: Approximately five County and Local Law Enforcement Agencies

Subrecipient Type: Municipal and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Traffic Enforcement Services	\$239,191.00	\$59,798.00	\$239,191.00

Description

Selected law enforcement agencies (LEAs) will implement local education programs focused on community traffic safety awareness. LEAs will work with youth and adults to reduce distracted, aggressive, and impaired driving and to increase occupant protection use as identified in the Strategic Highway Safety Plan. These projects are not counted as match for OP and DUI enforcement grants.

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

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

Use of funds requested in this grant include:

- › Travel to and from schools for driver education classes and bike rodeos, impaired driving summit, simulator transportation.
- › Attendance for up to four attendees to both LifeSavers and TSI classes.

- › Supplies: pens, pencils, markers, chalk, signs, helmets, sanitation material for simulators, instructional materials.
- › Equipment: laptop computer with current operating system, traffic cones, traffic signs, replacement equipment as needed like speakers for educational presentations.
- › Train Child Passenger Safety Technicians to assist in the Car Seat Assistance Station at local events

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

Geographic Areas To Be Served: Rutland County, Chittenden County, Windham County, Windsor County, Franklin County, Lamoille County, and Grand Isle County.

1.7.2 Activity Name: Vermont State Police Traffic Safety Education Programs

Project Agreement No.: NH24402-210

Subrecipient: Vermont State Police

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Traffic Enforcement Services	\$112,613.00	\$28,153.00	

Description

The 2023 plan involves purposeful application of NHTSA's Data-Driven Approaches to Crime and Traffic Safety (DDACTS 2.0), emphasizing High Visibility Engagement during enforcement operations. The plan also puts more emphasis on the model of: Education--> Enforcement--> Education. VSP seeks to utilize the best practices for safe driving and encourage members of the public contacted (via community engagement, motor vehicle work, in pre-license programs, at point of health care, and via mass marketing campaigns) to be ambassadors of crash deterrence. This will require the continued application of four strategies implemented last year by the VSP:

Continued development of a standardized Administrator's Guide and driver's education curriculum for use by selected trainer-Troopers. Currently, driver's ed programs are offered casually at a local level. VSP seeks to improve the quality and credibility of these presentations by enhancing consistency in material and trainer ability. Standardization will expand the scope of this program's reach.

Guide and standardized curricula for driver's ed and youth programs and train-the-trainer. Currently, driver's ed programs are offered casually at a local level. VSP will evolve the quality and credibility of these presentations by enhancing consistency in material and trainer ability. VSP has a good base program established but it isn't widely used. Taking this format and standardizing it for others will

expand the scope of this program's reach. VSP will use its existing network of VDTSEA teachers and local connections to advertise this enhancement. Media will be used to advertise and announce the enhancement. In 2024, VSP can train more than 10 Troopers in this material and contact potentially more than 500 pre-license drivers. One goal of this program is to directly impact the youth perception of harm surrounding cannabis.

VT participated in an impaired driving collaborative sponsored by the National Governor's Association. One of the outcomes from this was identifying a blind spot in medications and driving patient education.

- › Stage 1: Establish this workgroup with VDH, Pharmacy, UVM Medical School, Chief Data Officer, and public safety stakeholders;
- › Stage 2: The goal of this workgroup would be to identify an effective training model to rollout to providers (problem identification, patient material, etc.);
- › Stage 3: Develop the training program.
- › Stage 4: Advertise this new program via joint press conference and solicit invitations from providers;
- › Stage 5: Train providers (1-2 groups per quarter) provide material;
- › Stage 6: Providers engage their patients on their own with this education. In the first year of this program, more than 500 patients could be educated via their providers.

Community buy-in is a challenge for this project as this topic is a sensitive one. VSP is primed to engage this workgroup following this NGA collaborative.

Project Costs: Funding includes overtime salaries for VSP troopers, sergeants, and lieutenants and contract services for a pharmacy liaison. Supplies funded include educational, presentation and office materials. Travel and conference expense are funded through this project activity.

Geographic Areas To Be Served: This activity will serve statewide.

1.7.3 Activity Name: Summer Summit for Driver Educators

Project Agreement No.: NH24402-402

Subrecipient: Department of Motor Vehicles

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$10,680.00	\$2,670.00	

Description

Traffic fatalities have been increasing in Vermont. In 2019, there were 47 traffic related fatalities, in 2020 there were 62, and in 2021 there were 74 traffic related fatalities. 92 percent of Vermont

counties had a fatality in 2021, increasing from 85 percent in 2020. From 2017-2021, Vermont had 356 fatalities and serious injuries attributed to speeding, 506 attributed to occupant protection, 552 attributed to driving under the influence, and 265 attributed to distracted driving.

The number one priority in 2023 is to combat the issues of unsafe driving on our roadways. By providing our Vermont Driver Educators with updated information in the field of traffic safety the hope is to get the most current information out to our students to curtail unsafe practices behind the wheel in future driving experiences. Traffic safety is a very broad subject, allowing us to break it down into critical areas using data. Young drivers are critical to traffic safety. The focus of the Summer Summit is to give our driver educators professional development and take information away based on state and national statistics, initiatives, and speakers, to update their classroom and in-vehicle curriculums. This in turn will create a better learning experience for young drivers who take a driver education course. The hope is that the teens graduating with a pass from these driver training schools will practice safer driving.

Community Engagement

Vermont counties range from rural to urban communities. In the rural areas, driver education is less available due to population and availability of public or private training schools. These areas are underserved. Essex county for example is one of the least populated, but it still had 2 fatalities in 2021. The more urban counties such as Chittenden have one of the largest populations and with it the data reflects a larger number of serious injuries and fatalities.

Project Costs: Funding includes contract services, supplies, travel expenses, and other operating expenses. Supplies include handouts and other informational materials. Contract services includes stipends for a keynote speaker and room reservations for presentations.

Geographic Areas to be Served: The Summer Summit will take place at St. Michael’s College in Colchester, VT.

1.7.4 Activity Name: Vermont Highway Safety Alliance

Project Agreement No.: NH24402-403

Subrecipient: Vermont Highway Safety Alliance

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$127,795.00	\$31,949.00	

Description

The Vermont Highway Safety Alliance (VHSA) runs programming to address emphasis areas identified in the Strategic Highway Safety Plan with the mission to engage stakeholders from the 4 E’s of highway safety: enforcement, engineering, emergency responders and education. It is primarily

a volunteer membership, supported by a director, representing a diverse mix of private and public organizations working together to improve the safety of all Vermont road users. The VHSA's efforts include fostering the development of innovative outreach programming to effectively engage citizens from all demographics, highway safety partners, advocacy groups, and policymakers. The organization plans events, conferences, and activities to strengthen public understanding of seat belt use, child safety restraints, and public awareness on what constitutes impaired, speed and aggressive driving. In addition, there is programming focused on high school students to educate them on the dangers of distracted driving. The VHSA supports partner entities who are also engaged in highway safety events and activities.

The priorities in the VHSA grant have been selected to align with the areas that involve driver behavior in the Highway Safety Plan:

- › Increase Use of Occupant Protection
- › Reduce Impaired Driving
- › Curb Distracted and Inattentive Driving
- › Improve Younger & Older Driver Safety (under 25 and 65+ years of age)

The VHSA's efforts include outreach programming which involves identifying opportunities and implementing programs that yield the best return on investment. Strategies include:

Impaired Driving

Attend, sponsor, and host public events to demonstrate the effects of impaired driving. More than 10,000 people can be reached by participating in the Champlain Valley Fair and other community events.

Distracted Driving

Host an annual video PSA contest for Vermont high school students. The students are tasked with researching and creating a 25-second video to explain the dangers of distracted driving. The primary audience is young and new drivers like them. While it is difficult to precisely identify distracted driving as the cause of a crash, it is believed to be an underreported factor in crashes. 2023's contest received 39 entries from 12 Vermont high schools plus one homeschooler. The top 12 videos were available for public voting.

Occupant Protection

Attend, sponsor, and host public events with the rollover simulation vehicle to educate both adults and children as to the effects of driving or riding in a vehicle unbelted. Bringing the rollover vehicle to events such as the Champlain Valley Fair, the VHSA can reach several thousand attendees and convincingly demonstrate the consequences of driving/riding unbelted.

Younger Driver Safety

In addition to the annual high school PSA contest, VHSA will engage with a vendor to bring an interactive experience, like the "Think Fast" production or similar to a minimum of three high schools around the State. The intent of the interactive experience will be to increase younger driver interest in highway safety topics and to reach students who would not normally participate in the PSA contest. The selection of schools for the interactive experience will take into account areas identified

by the SHSO as being overrepresented in crash data and/or underrepresented in traditional outreach activities to ensure equity in the distribution of resources.

Table at conferences and events with partners to promote highway safety regionally and leverage partners as volunteers to participate in education at fairs, professional conferences, colleges, high schools, sporting, and business events. VHSA will work to keep its members engaged and connected with Vermont road users, maintain a public presence, and serve as a central resource for driving safety data and information.

Community Outreach and Engagement

In addition to VHSA's interest in improving the safety of all travelers, there are specific concerns with younger drivers, older drivers, and the safety of vulnerable populations, including bicyclists, pedestrians, and motorcyclists. Recent trends and data indicate these populations are overrepresented fatal crash statistics.

Older Drivers

Continue to collaborate with AARP to share information about highway safety and best practices for older adults. VHSA will establish a connection with the five area agencies on aging throughout Vermont who are tasked with providing information and support to Vermonters who are 60+ and their families.

Pedestrians and Bicyclists

Continue its strong partnership with Local Motion as they have a deep understanding of the issues affecting bicyclists and pedestrians in Vermont and how to effectively deliver information to them. VHSA will also work more directly with the Bicycle and Pedestrian Coordinator at VTrans to learn about opportunities to further engage with bicyclists and pedestrians and to learn about resources that could improve their safety.

Motorcyclists

Continue to work with the Vermont Rider Education Program. VHSA will also investigate the potential to partner with motorcycle dealers to enhance the ability to get educational resources into the hands of motorcyclists.

More broadly, VHSA will use all its communication resources, including its website, social media, newsletter, and communication through its many partner organizations, to deliver information that educates all Vermonters about the highway safety topics. VHSA will also directly communicate with these populations at the many events VHSA attends each year.

Project Costs: Funding includes contract services, supplies, travel expenses, and other operating expenses. Supplies include tabling and outreach supplies, media materials, and supplies for the VHSA Annual Educational Conference. Contract service funds will go towards booth and tabling spaces, conference attendance, website maintenance, and a contract for an Executive Director.

Geographic Areas To Be Served: VHSA has a statewide reach. Events are planned at the Champlain Valley Fair and at Lake Monsters baseball games in Burlington.

1.7.5 Activity Name: Vermont Principals Association

Project Agreement No.: NH24402-404
Subrecipient: Vermont Principals Association
Subrecipient Type: Non-Profit
Promised Project?: No
Planning and Administration: No
Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$454,250.00	\$113,563.00	

Description

The Vermont Principals Association (VPA's) "Traffic is a Team Sport" project is a strategic campaign designed to assist in the education of teen drivers in areas of Distracted Driving, Occupant Protection, Impaired Driving, and Speeding.

For the five-year period of 2016-2020, drivers age 20 or younger were involved in 5.4 percent of fatal crashes. Additionally, the number of major crashes involving drivers under the age of 25 has more than doubled since 2004. For the same 2016-2020 period, male drivers, aged 15 to 20, were speeding in 44 percent of fatal crashes. Female drivers of the same age were speeding in 42 percent of fatal crashes.

Knowing that these stats can be improved upon, the interconnected projects include activities and programming to deliver lifesaving highway safety messages effectively and efficiently to teenagers across the state as we strive toward the goal of zero deaths on our roadways.

School-centered activities and sports marketing campaign 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 VPA will work to positively influence the student-athletes and their peers while reaching the students' day-to-day influencers, too. These influencers include administrators, coaches, parents and fans within our state-spanning VPA community.

VPA will contract with Alliance Highway Safety to bring 25 "Choices Matter" presentations to high schools. The presentations include distracted and impaired simulators, seatbelt activities, social media messaging, and hands on driver training.

The table below shows the prioritized critical emphasis areas in Vermont, based on fatalities.

Table 1 Vermont Principals Association, Critical Emphasis Area Problem Prioritization

Critical Emphasis Area	Target Population
Curb Speeding and Aggressive Driving	High School Students, Student Influencers, Families/Fans Traveling to Support Students
Increase Use of Occupant Protection	High School Students, Families of High School Students with Younger Children, Male Drivers/Occupants
Curb Distracted Driving and Keep Drivers Alert	High School Students, Student Influencers, Families/Fans traveling to Support Students

Critical Emphasis Area	Target Population
Reduce Impaired Driving	Young Drivers, 18-25, Holiday Audience
Age-Appropriate Solutions: Improve Young Driver Safety (Under 25)	High School Students, Young Male Drivers (Speeding)

Project Costs: Funding for this activity includes contract services, and other operating expenses. Operating expenses include marketing, social media, signage, public address announcements, and streaming.

Geographic Areas To Be Served: This activity will serve at select high schools in Vermont.

1.7.6 Activity Name: Youth Safety Council – Youth Engagement Programming

Project Agreement No.: NH24402-406

Subrecipient: Youth Safety Council

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$35,981.00	\$8,995.00	

Description

Motor vehicle traffic crashes are a leading cause of death for 15-20-year-olds. According to the 2019 Youth Risk Behavior Survey, high school students were likely to engage in risky behaviors in a vehicle. Risky behaviors range from speeding to not wearing a seat belt to unsafe maneuvering of the vehicle to driving while distracted or intoxicated. In fact, analysis of the data found that students engaging in one transportation risk behavior were more likely to engage in multiple risky behaviors. The odds of teen drivers engaging in risky behaviors also increases when driving with their peers. A study by NHTSA found teen drivers were 2.5 times more likely to engage in one or more risky behaviors when one peer was with an occupant and 3 times more likely with multiple peers as passengers when compared to driving along.

Risky behaviors among teen drivers translate directly into fatalities. 2020 fatality data found that teens are more likely than any other age group to be killed in an alcohol-related crash and that almost 1 in 5 drivers aged 15-18 involved in a fatal crash with a passenger vehicle had been drinking. Speed was a factor in 31 percent of crashes for passenger vehicles driven by 15-18 year olds and 52 percent of the drivers who died were not secured by a seat belt.

The Youth Engagement Programming will address high risk behaviors among youth. The program will offer 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.

POP is a pedal cart program that provides teachers with the curriculum and tools to demo risky behaviors with teens in a controlled environment. POP is replacing Turn off Texting (TOT) which was previously offered via golf cart or simulator. The POP program pedal carts can be used indoors or outdoors which makes them the perfect tool to offer students a hands-on experience year-round without being weather dependent. Additionally, POP will cover a greater number of risky behaviors beyond texting and driving, such as distraction, drowsy, and alcohol and marijuana impairment.

The POP program will be promoted to schools, driver’s education instructors, parks and recreation departments, summer camps, libraries, and other organizations that work directly with teenagers. The POP trailer will be scheduled by region to minimize travel costs and wear on the trailer. The trailer will be wrapped as a safe driving pledge that students can sign after completing the activity.

Project Costs: Funding for this activity includes salaries, contract services, supplies, equipment, and other operating expenses. Salaries and contract services include a Program Coordinator position and accounting services. Equipment includes a pedal carts, a trailer, and delivery costs. Supplies funded include office and program supplies, travel expenses, and event support.

Geographic Areas To Be Served: This statewide activity will serve select high schools, summer camps, libraries, and organizations that directly engage teenagers in Vermont.

1.7.7 Activity Name: Highway Safety Program Coordinator - Education

Project Agreement No.: NH24402-400

Subrecipient: VTrans Staff

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$100,000.00	\$25,000.00	

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

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

Geographic Areas To Be Served: This activity will serve statewide.

1.8 Traffic Records

1.8.1 Activity Name: TRCC Program Coordinator

Project Agreement No.: NH24402-000

Subrecipient: VTrans Staff

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PA	Planning and Administration	\$70,000.00	\$70,000.00	

Description

A State Highway Safety Office staff member coordinates the Traffic Records Program with the TRCC Chair. The coordinator:

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

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

Geographic Areas To Be Served: This activity will serve statewide.

1.8.2 Activity Name: TRCC Consultant

Project Agreement No.: NH24402-301

Subrecipient: Agency of Transportation

Subrecipient Type: Private Firm
Promised Project?: No
Planning and Administration: No
Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402TR	Traffic Records	\$80,000.00	\$20,000.00	

Description

LexisNexis Coplogic Solutions Inc. currently serves as the TRCC Consultant for Vermont.

The Traffic Records Coordinating Committee Charter identifies a TRCC Chair, and TRCC Coordinator. The TRCC consultant assumes the responsibilities of scheduling, and calling to order the TRCC meetings; convenes TREC meetings; interfaces with SHSO-BSU staff, interfaces with any current TRCC consultants or project managers; interfaces with Federal partners; provides meeting agendas and reviews meeting notes; monitors annual update of TRCC strategic plan; publicizes traffic records efforts for other internal (SHSP) and external partners; schedules strategic direction and system information updates from member agencies, and facilitates the TRCC Assessment.

The TRCC consultant will continue the development of a Vermont Traffic Records strategic planning document that the Vermont Highway Safety Office, traffic records data system managers, and other highway safety stakeholders can use to drive system improvements. These improvements will aim to enhance data driven decision-making and aid highway safety analysts in their goal of reducing deaths and injuries on state roadways. The task includes facilitating approximately nine Traffic Records strategic planning workshops under the auspices of the State Highway Safety Office and the State of Vermont TRCC. Six of the nine workshops were held in 2023, and once complete the consultant will use the 2022 NHTSA Traffic Records Assessment results to identify areas for improvement and will collaborate to develop goals for improvements to the data systems. The workshop participants will define the strategies to achieve the goals, as well as the expected improvement outcomes.

In response to a consideration in the 2022 TRCC Assessment the consultant will also develop a Vermont Traffic Records inventory document that will act as a consolidated reference for the Vermont Traffic Records Data Systems. The component systems of the Vermont Traffic Record Data Systems are the crash, citation, driver, vehicle, roadway, and injury surveillance data systems. Injury surveillance systems include the EMS Run Reports, Emergency Department, Hospital Discharge, and Vital Records data systems.

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

- › Purpose of the Traffic Records Inventory
- › Traffic Records Data Systems Overview (Diagram, Diagram Description, and Intra-system Interfaces)
- › Data Systems (per each entity)
- › Data System One (e.g., Crash)
- › System Description

- › System Architecture
- › Database Software
- › Web Server
- › Development Technology
- › Interfaces
- › Roadway Interfaces
- › Data Governances
- › System Owner (agency, POC)
- › Data Access Policies
- › Types and Numbers of Users
- › System documentation (includes Title, Agency, POC, Date of Last update, Document Hyperlink: (or where available), and Document Summary/Description)
- › User Manuals
- › Operation Manuals
- › Data Dictionary
- › Published Data Schema

Project Costs: Funding includes contract services.

Geographic Areas To Be Served: This activity will serve statewide.

1.8.3 Activity Name: AOT Crash Data Reporting System

Project Agreement No.: NH24405C-700

Subrecipient: Agency of Transportation

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405C	405C Data Program	\$200,000.00	\$50,000.00	

Description

This is a project for ongoing enhancements to the crash program. The FFY2024 goal is to work on six components:

1. **To use the new MMUCC standards to update the Uniform Crash Report Form and implement any necessary changes.** The TRCC will put together a UCRF subcommittee to review and specific updates will be implemented thereafter.

2. **SIREN - Web Crash bridge.** NHTSA suggests a link for the purposes of looking for outcomes across these datasets. With the NHTSA GO Team's help, we were able to identify a path forward starting with an MOU between VTrans & DOH. This is the first step in moving this task forward. This part of the project would be to create a shared environment for the SIREN & Crash data. Using a consultant, they will create an upload procedure to implement the integrated data back into each system.
3. **Valcour & eTicket - Web Crash bridge/interface.** The state has gone to a single eTicket platform within Valcour. Web Crash is already integrated with Valcour. A goal is to enhance that integration process and include ticket data. Currently very few tickets are reported in the crash data. The specific activity for this is to engage the Valcour Board to approve changes.
4. **Develop a comprehensive stand-alone data dictionary for the crash system.** The activities for this task include use of a consultant or in-house development.
5. **Develop an engineering (or analysis) database for VTrans that allows for correction of obvious errors and omissions in crash data.** The outcome will be a fully functional database that provides VTrans with a tool to identify and correct errors and omissions in crash data. This will improve the accuracy and completeness of the crash data, resulting in better analysis and decision-making. Specific activities include engaging a consultant to help with the development. Recently Web Crash upgraded the map tool from a Google base to an ESRI base that uses VTrans roadway data. This part of the project would enhance the existing data to include data that was not previously captured, for example functional class. Since the framework is there, the timeline for this part of the project is easily achievable during this grant period.
6. **Assign intersection numbers to crash (node id) using the ESRI base map to enable more accurate location data for crashes occurring at intersections.** The outcome will be a more accurate and comprehensive crash location data set that will allow for more detailed analysis and improved roadway safety. Each of the tasks have many activities to achieve. It is expected that significant progress or full task completion is achievable in the grant year.

Community Engagement

The crash data is a statewide program that contains crashes from every community. The rural population is certainly overrepresented due to the nature of Vermont. In 2022, 85 percent of traffic fatalities occurred in a rural community. These communities are underserved by law enforcement due to limited resources. There are several tasks within this grant that will enhance the crash data to better understand these trends so that the Operations & Safety Data & Analysis Section can better support those using the crash data with the data they need to engage and support these communities.

Project Costs: Funding includes contract services to update the AOT Crash Data Reporting System.

Geographic Areas To Be Served: This activity provides a statewide benefit.

1.8.4 Activity Name: SIREN

Project Agreement No.: NH24405C-701

Subrecipient: Vermont Department of Health

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405C	405C Data Program	\$249,665.00	\$62,416.00	

Description

In 2022, a total of 2,500 licensed EMS providers from 136 agencies in Vermont created incident records in SIREN. According to EMS records, EMS responded to 3,127 motor vehicle related incidents, with a 69 percent transport rate. Overall, 97 percent of these incidents reported possible patient injury and 66 percent had a confirmed patient injury. Motor vehicle-related fatality trends in Vermont have mirrored the national experience trending upward since 2014. Additionally, motor vehicle crashes are a leading cause of injury-related Emergency Department visits. Collaboration across multiple Vermont stakeholders is needed to change the trajectory of motor vehicle related fatalities and injuries, however, most of the motor vehicle crash data systems in Vermont exist independently from one another. While the benefits of utilizing these data sources collectively to prioritize public health and safety resources are substantial, integration of has been limited due to insufficient resources and capacity.

The Vermont Department of Health EMS will address the need for efficient and comprehensive data sharing regarding motor vehicle collisions by implementing data integration with leveraging ImageTrend Continuum and WebCrash Bridge. The FY24 grant project will address the lack of standard operating procedures on data sharing for motor vehicle collisions by producing a document that defines security and privacy policies involved with a data sharing project, including potential data use agreements and memoranda of understanding needed, to provide guidance and maintain consistency in data security.

In addition to defining the necessary safekeeping steps, a living document will be produced identifying shared data sets. This will ensure long term consistency and contribute to data analysis and identification of equity disparities from year to year. The project will address ambiguity and inconsistency in system usage from provider to provider. It will evaluate documentation requirements within the ePCR on a six-month basis to identify and address areas of unnecessary work, perceived complexity by the end users, inconsistent documentation practices, new data points to enhance the overall quality of the data collected, existing barriers preventing accurate data collection for underserved communities.

Goals of the grant work are to improve data collection, quality, and timeliness of pre-hospital documentation, including documentation defining parameters for data sharing security and privacy policies, and identification of trends anticipated to be related to equity disparities.

Accuracy of SIREN data will be measured by EMS agency average record validation (at least 95 percent for transporting ambulance agencies and at least 90 percent for non-transporting first response agencies).

Timeliness of SIREN reporting will be measured on a regular basis using the Report Writer tool in SIREN measuring the amount of time in between the beginning of the incident and the time the record was created.

Project Costs: Funding includes salaries, travel expenses, and other operating and indirect costs. Funding provides a salary for an EMS data manager. Funding also provides for ImageTrend software.

Geographic Areas To Be Served: The SIREN activity will be utilized to provide a statewide benefit.

1.8.5 Activity Name: Development of Geospatial Interpolation Method to Estimate Annual Average Daily Traffic on Local Roads

Project Agreement No.: NH24405C-702

Subrecipient: Agency of Transportation

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405C	405C Data Program	\$90,000.00	\$22,500.00	

Description

The Vermont Strategic Highway Safety Plan identifies roadway departure and intersection crashes as critical emphasis areas as they represent 70 percent and 20 percent of all fatal and serious injury crashes. The five-year rolling averages of fatalities and serious injuries related to these crash types show mixed trends when comparing 2013-2017 to 2017-2021, with the average for fatalities going up (lane departure from 34.8 to 36.8; intersection from 9.2 to 12.8) and the average for serious injuries going down (lane departure from 141.8 to 128.2; intersection 62.8 to 55.8). Background data was uploaded as an integral part of this application in support of this statement. Data driven safety analysis is used for identifying problem locations for these crash types in the form of systemic and predictive models. However, the techniques rely heavily on Annual Average Daily Traffic (AADT) to produce reliable results. Although the Vermont Agency of Transportation (VTrans) is operating a local road traffic count program with the assistance of the regional planning commissions, adequate coverage is lacking. Where actual count data is unavailable on local roads, values of AADT are estimated. The estimates generated by VTrans' current estimation method on local roads have been found inaccurate in certain areas and have been of limited use in safety analyses.

There are several types of AADT estimation methodologies including regression, geographically weighted regression, geospatial interpolation, travel demand models, and machine learning. Geospatial interpolation methods include several techniques and the aim of the project is to evaluate the effectiveness and accuracy of these techniques in the Vermont context and select one for statewide implementation. Specifically, this project will develop and define a geospatial interpolation methodology for estimating AADT on local roads. The project will assess data sources and availability, review and summarize interpolation techniques, evaluate the effectiveness of each

technique for local roads within a selected county or counties (developing Python scripts as applicable), recommend a preferred interpolation technique for use in Vermont and propose implementation and validation plans.

The ultimate implication of this project is that VTrans will have an action plan for implementing an estimation method to provide better estimates of AADTs on local roads. Once available, the more accurate AADT estimates will help produce better results when performing safety analyses, including the network screening of intersections. Improvement of the estimation of the AADT on local roads will also aid in meeting our MIRE requirements of having AADT on all paved roads by 2026. A consultant will be hired to perform this project.

The key activities of this project will be measured as a percentage of completion. The full completion of each activity will lead to the successful completion of the project as each activity builds upon each other towards the development of an implementation plan, the end product of this project. A final project report will be complete by 9/30/2024.

Project Costs: Funding for this activity will go towards contract services for a consultant to implement this activity.

Geographic Areas To Be Served: This activity will be utilized to provide a statewide benefit.

1.8.6 Activity Name: Data Integration of Impaired Driving Systems

Project Agreement No.: NH24164-130, NH24405D-025

Subrecipient: TBD

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 164	Alcohol	\$168,898.00		
Section 405D	405D Low Information System	\$299,489.00	\$74,872.00	

Description

1300.23 Impaired Driving grants eligible use of funds includes the development of an impaired driving information system. This project will provide funding for a consultant procured through an RFP for the development of an impaired driving information system to assist in the integration of impaired driving data. The system will develop tools designed to increase the probability of identifying the recidivism risk of a person convicted of driving under the influence of alcohol, drugs, or a combination of alcohol and drugs and to determine the most effective mental health or substance abuse treatment or sanction that will reduce such risk. Key stakeholders will be solicited for assistance with the project to include law enforcement, State driver licensing agencies, and the courts. Components of the project will include (but are not limited to) Statewide coverage, E-citation

and citation tracking system, electronic data transmission, electronic reports, information linkage, and timely access. A NHTSA Go-team will be solicited to assist in the process.

Project Costs: Funding includes contract services.

Geographic Areas To Be Served: This activity will serve statewide.

1.9 Planning and Administration

1.9.1 Activity Name: SHSO Planning and Administration

Project Agreement No.: NH24402-000, -002, -003, -004, NH24164-000, -002, -003

Subrecipient: Vermont Agency of Transportation

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: Yes

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PA	Planning and Administration	\$424,822.00	\$424,822.00	
Section 164PA	Planning and Administration	\$77,249.00		

Description

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

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

- > Personnel

Salaries and related expenses for:

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

Operating Expenses:

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

- › Printing and Binding
- › Rental of copier/fax/printer/scanner
- › HSP annual report contractor
- › Public participation and engagement

Dues:

- › GHSA dues

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

Geographic Areas To Be Served: This activity will serve statewide.

1.9.2 Activity Name: Electronic Grant Management

Project Agreement No.: NH24402-001, NH24164-001

Subrecipient: Agate

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: Yes

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PA	Planning and Administration	\$200,000.00	\$200,000.00	
Section 164PA	Planning and Administration	\$62,751.00		

Description

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

In FFY24, the SHSO will be continuing the software upgrade to IGX. This upgrade will be easier to customize and will be much more user-friendly to both internal and external partners. Implementation of the new software should take place in the spring of 2024.

Project Costs: Funding includes contract services.

Geographic Areas To Be Served: This activity will serve statewide.

1.10 Racial Profiling Data Collection

1.10.1 Activity Name: Racial Profiling Data Collection and Analysis

Project Agreement No.: NH241906-001

Subrecipient: Vermont Criminal Justice Council (VCJC)

Subrecipient Type: State Government

Promised Project?: Yes

Planning and Administration: No

Associated Countermeasure Strategy: Data Collection and Analysis

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 1906	1906 Collecting and Maintaining Data	\$589,000.00	\$147,250.00	

Description

As part of the 2022 and 2023 Fair and Impartial Policing Grants, the National Policing Institute (NPI) began a robust analysis of Vermont’s traffic stop race data with a goal of identifying trends, assessing data quality, informing future training, and improving the public facing accessibility of reported data. NPI identified areas where data reporting could be improved. Variables, agency indicators, and date indicators are labeled inconsistently. The process for merging data from different agencies is made more difficult by these inconsistencies and the different reporting formats. Data is not always entered by the officer performing the stop, so any missing information is difficult to retrieve. Data may not be entered in a timely fashion which can also lead to missing information. Additionally, the person entering an agency’s data may not have received training on traffic stop race data collection so they may not understand the information they are responsible for transmitting. This is particularly true in agencies where an admin worker or dispatcher enters data for officers. Given the issues identified in existing data it seems apparent that agencies need significant technical assistance to improve reporting.

A contributing factor to low quality data is the lack of guidance given to the agencies. The format for submission of data varies, though some small improvement was achieved when most agencies moved to Valcour. It is the task of the reporting agencies to figure out how to extract the required data from Valcour or “Little Spillman” and submit it to the entities who will analyze it. Additionally, while the data is available to the public it is not provided in a format that is easily understood by the average lay person.

Grant Year Activities

The Vermont Criminal Justice Council (VCJC) proposes to hire a contractor(s) who will continue the work of analyzing existing traffic stop data to provide the results in an accessible format. Technical assistance will be provided to all LEAs to improve data collection and submission by developing standardized data fields across both Valcour and “Little Spillman”. A collection and submission guide will be developed, as well as recorded training to be available after the contract period concludes.

The contractor will work in partnership with the VCJC, DPS, and SEARCH to evaluate options for convenient and efficient methods for automated submissions through Vermont Justice Information

Sharing System (VJISS) and into the Agency of Digital Services (ADS) portal for extracting data in an analyzable format.

The contractor(s) will partner with the VCJC, other agency stakeholders, and community members to facilitate the creation of or use of an existing online tool and/or database for public access that supports robust comprehension of the data collected and submitted.

Project success will be measured by the number of agencies who have received training, manuals distributed to agencies and stakeholders, standardization of data fields, and improved data collection and reporting systems.

Project Costs: Funding goes towards contract services and supplies for this activity. Contract services will fund all transportation, communication, and office related costs. Funding also provides for printed manuals for training law enforcement.

Geographic Areas To Be Served: This planned activity will provide a statewide benefit.

1.11 Media

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

Project Agreement No.: NH24405D-022, NH24405B-016, NH24402-500, NH24402-502-507, NH24405E-200-205, NH24405E-303-305, NH24405E-307-308

Subrecipient: TBD

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Media

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	405D Low Media	\$100,000.00	\$25,000.00	
Section 405B	405B Low HVE	\$109,158.00	\$27,290.00	
Section 402PM	Paid Advertising	\$710,000.00	\$177,500.00	
Section 405E	Paid Advertising	\$1,585,000.00	\$396,250.00	

Description

The State Highway Safety Office launched an Annual Media calendar media buy project, which utilizes previously created Drive Well Vermont media campaigns and other media assets to run year-round. This calendar was created to line up with NHTSA's enforcement campaigns and to run during times that the data shows have high crash numbers.

Campaigns included in the Annual Media Calendar are:

- › Drive Well Vermont Impaired Driving
 - This includes: Radio - statewide broadcast radio, Spotify; Digital – Google, Programmatic Connected & Streaming TV Banner ads, YouTube; Social Media – Facebook/Instagram, Snapchat; and Out of Home – Gas station TV, and bars/restaurant videos.
- › Drive Well Vermont Occupant Protection
 - This includes: Radio – Audio Go/Spotify; Digital – Google, Programmatic Connected & Streaming TV Banner ads, YouTube; and Social Media – Facebook/Instagram, Snapchat.
- › Drive Well Vermont Speed & Aggressive Driving
 - This includes: Television - statewide broadcast; Digital – Google, Programmatic Connected & Streaming TV, Twitch; Social Media – Facebook/Instagram, Snapchat, YouTube; and Out of Home – Gas station TV.
- › Drive Well Vermont Distracted Driving
 - This includes: Radio - statewide broadcast radio, Spotify; Digital – Google, Programmatic Connected & Streaming TV Banner ads, YouTube; Social Media – Facebook/Instagram, Snapchat; and Out of Home – Gas station TV, and bars/restaurant videos.
- › Drive Well Vermont Motorcycle Safety
 - This includes: Television - statewide broadcast; Radio – Statewide broadcast radio; Digital Television – programmatic, streaming; Digital – YouTube, Google; and Social Media – Facebook/Instagram.
- › Summer Hot Car Safety
 - This includes: Television – statewide broadcast; Digital Television – programmatic, streaming; Digital – YouTube, Google; and Social Media – Facebook/Instagram; Out of Home: Gas Station TV, Movie Theaters (including Drive-ins)

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

Media projects currently in progress are:

- › Drive Well Vermont Younger Driver Distracted Driving, which is focused on drivers in their early-mid teens. This campaign is due to launch on 7/1/2023.
- › Drive Well Vermont educational outreach materials, to be developed in multiple languages. The first topics to be covered will be:
 - Impaired (including alcohol and cannabis)
 - Distracted Driving (all drivers)
 - New Driver Safety (all highway safety)
 - Drive Well Vermont Heat Stroke Awareness, which is focused on not leaving children or vulnerable adults in hot vehicles during the summer months. This campaign will be filmed in August/September 2023, and is due to launch in the summer of 2024.

Project Costs: Funding includes contract services.

Geographic Areas To Be Served: This activity will serve statewide.

1.11.2 NHTSA Equipment Approval

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

2

Grant Applications

For FFY 2024, Vermont is applying for the following 405 incentive grants programs:

- › **Occupant Protection** (23 U.S.C. 405(b)) (23 CFR 23CFR 1300.21)
- › **State Traffic Safety Information System Improvements** (23 U.S.C. 405(c)) (23CFR 1200.22)
- › **Impaired Driving Countermeasures** (23 U.S.C. 405(d)) (23CFR 1300.23)
- › **Distracted Driving** (23 U.S.C. 405(e)) (23CFR 1300.24)
- › **Motorcyclist Safety** (23 U.S.C. 405(f)) (23 CFR 1200.25)

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

For FFY 2024, Vermont is applying for the following 1906 Racial Profiling Data Collection grants:

- › **Occupant Protection** (23 U.S.C. 405(b)) (23 CFR 23CFR 1300.21)

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Certifications and Assurances

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

Appendix A

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

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Vermont

Fiscal Year: 2024

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

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

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

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

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

THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

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

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180 and 1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

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

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
 8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

[Click here to validate form fields and permit signature](#)

<p>DocuSigned by:  <small>EBBFF896AB5C4E8...</small></p>	<p>7/24/2023</p>
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Signature Governor's Representative for Highway Safety

Date

Joe Flynn, Secretary, Agency of Transportation

Printed name of Governor's Representative for Highway Safety

Appendix B

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Vermont

Fiscal Year: 2024

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



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

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

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Page 28 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Page 31 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Appendix C (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Page 29 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

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

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

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on 7/1/93 (date) and last amended on 6/30/15 (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

23 V.S.A.1259(a) and 23 V.S.A. 1258(a)

▪ Coverage of all passenger motor vehicles;

23 V.S.A. 1259(a) and 23 V.S.A. 1259(b)(1)-(7)

▪ Minimum fine of at least \$25;

23 V.S.A. 1259(f)(1)

▪ Exemptions from restraint requirements.

23 V.S.A. 1258(b) and 23 V.S.A. 1259(b)

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).
Page 31

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).
Page 28, 31

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

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

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

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

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

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at
Please see attached Traffic Records Strategic Plan for FFY24 (location).

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

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

ALL STATES

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

MID-RANGE STATES ONLY

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

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

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

[For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:
- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

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

[For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

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

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

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

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

▪ Identify all alcohol-ignition interlock use exceptions.

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

- *Legal citations:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Identify all alcohol-ignition interlock use exceptions.

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

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

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

- *Legal citations:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

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

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

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

[Fill in all blanks.]

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

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

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

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

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

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

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

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

DISTRACTED DRIVING AWARENESS GRANT

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

DISTRACTED DRIVING LAW GRANTS

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

- o *Legal citations:*

- Prohibition on texting while driving;

- 23 V.S.A. 1099

- Definition of covered wireless communication devices;

- 23 V.S.A. 1099(a)

- Fine for an offense;

- 23 V.S.A. 1099(c)(1)(2)

- Exemptions from texting ban.

- 23 V.S.A. 1099(b)(2)(a-b)

- Prohibition on Handheld Phone Use While Driving**

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

- o *Legal citations:*

- Prohibition on handheld phone use;

- 23 V.S.A. 1095b

- Definition of covered wireless communication devices;

- 23 V.S.A. 1095b(a)

- Fine for an offense;

- 23 V.S.A. 1095b(c)

- Exemptions from handheld phone use ban.

- 23 V.S.A. 1095(b)(1-4)

- Prohibition on Youth Cell Phone Use While Driving**

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

o *Legal citations:*

- Prohibition on youth cell phone use while driving;

23 V.S.A. 1095a(a)(b)

- Definition of covered wireless communication devices;

23 V.S.A. 1095a(a)(b)

- Fine for an offense;

23 V.S.A. 1095a(d)

- Exemptions from youth cell phone use ban

23 V.S.A. 1095a(c)

Prohibition on Viewing Devices While Driving

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

o *Legal citations:*

- Prohibition on viewing devices while driving;

- Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

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

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

Motorcycle Rider Training Course

- o The name and organization of the head of the designated State authority over motorcyclist safety issues is Vermont Department of Motor Vehicles

- o The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

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

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

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

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

Motorcyclist Awareness Program

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

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 1967 (date) and last amended on 2019 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
23 V.S.A. 1256

Reduction of Fatalities and Crashes Involving Motorcycles

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

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at Page 20 _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at Page 38 _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

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

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

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

Use of Fees Collected From Motorcyclists for Motorcycle Programs

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

Applying as a Law State—

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

Legal citation(s):

_____.

AND

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

Legal citation(s):

_____.

Applying as a Data State—

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



PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

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

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).
Page 33, 35

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

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

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).

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

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

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

Driver Education and Driving Safety Courses

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

Applying as a law State—

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

Applying as a documentation State—

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

Peace Officer Training Programs

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

Applying as a law State—

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

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

- *Legal citation(s):*

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

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

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS ([23 CFR 1300.29](#))

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

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


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

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

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

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<p>DocuSigned by:  EBBFF896AB5C4E8...</p>	<p>7/24/2023</p>
--	------------------

Signature Governor's Representative for Highway Safety

Date

Joe Flynn, Secretary, Agency of Transportation

Printed name of Governor's Representative for Highway Safety

Appendix C: Occupant Protection Grants – Supplemental Information

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

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

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

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

Certification:

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

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

- › Plan and staff CSA Centers with volunteer CPSTs in all areas of VT. Measured by a 10% increase in the total number of CPSTs located in underserved and all regions of the state. With an increase in CPSTs trained from Fire, EMS, Police, Health Care and Childcare VDH will attempt to have enough classes to mitigate the attrition of technicians each year.

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

- › Estimated total number of classes: 3 to 4
- › Estimated total number of technicians: 170 to 190

Appendix D: Distracted Driving – Supplemental Information

Drivers who are distracted by activities not related to driving:

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

Appendix E: Motorcyclist Safety Grants – Supplemental Information

Performance Measures and corresponding performance targets developed to reduce impaired motorcycle operation.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C7) – Number of Motorcyclist Fatalities	2026	5 Years	10.4
2024	C13) – Number of Impaired (Drugs and Alcohol) Fatal Crashes	2026	5 Years	35.6

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

- › High Visibility Enforcement
- › Motorcycle Rider Training

In 2022, there were a total of six motorcycle fatalities in Vermont that involved an impaired operator. Three occurred in Franklin County, one in Orange County, one in Orleans County, and one in Windsor County. The above countermeasure strategies will be implemented to reduce the incidence of these crashes, with a focus in the counties where impaired motorcycle crashes have occurred.

Motorcycle Registrations

The total number of motorcycle registrations in 2022 are shown in the chart below.

County	2022 Registrations
Addison County	1,454
Bennington County	1,528
Caledonia County	1,166
Chittenden County	4,455
Essex County	316
Franklin County	1,713
Grand Isle County	293
Lamoille County	1,066
Orange County	1,225
Orleans County	1,116
Rutland County	2,547

County	2022 Registrations
Washington County	2,364
Windham County	1,845
Windsor County	2,509
GRAND TOTAL	23,597

Motorcycle Rider Training Courses will be offered in the following locations in FFY 2024

- > Bennington
- > Caledonia
- > Chittenden
- > Franklin
- > Rutland
- > Washington
- > Windham

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

State authority agency: Department of Motor Vehicles

State authority name/title: Wanda Minoli, Commissioner

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula:

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.