



Governor's Highway Safety Program

2018 Highway Safety Plan

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- Mandy White, VTrans Data Specialist
- Our Many Highway Safety Partners

Mission Statement

Working toward the goal of "Zero Deaths" by promoting highway safety awareness through education and enforcement, thereby reducing crashes, saving lives and improving the overall quality of life for those using Vermont's roadways.

Message from the Governor's Representative

Vermont Agency of Transportation



It is an honor and a privilege to be leading the Agency of Transportation (VTrans) in Vermont. More than any other state agency, VTrans affects the lives of every Vermonter as well as those who visit our beautiful state. Our work is essential to growing the economy and improving the quality of life for all Vermonters, and we can see the results of that work in our own communities every day. Our VTrans mission is to provide the safe and efficient movement of people and goods and the Governor's Highway Safety Program helps us in achieving that mission.

The Vermont Agency of Transportation (VTrans) promotes the "Toward Zero Deaths" philosophy, as we believe that one death on Vermont roads is too many. The Federal Fiscal Year 2018 (FFY18) Governor's Highway Safety Program (GHSP) Highway Safety Plan highlights the work of our many valued partners through the traffic safety initiatives and countermeasures. We are proud of all the work performed by our partners and we are thankful for their contributions toward promoting safe driving in Vermont. We further appreciate all the support provided by our regional partners at the National Highway Traffic Safety Administration (NHTSA), as well as our other federal partners.

On behalf of all the staff at VTrans, we pledge to strive toward ensuring Vermont's roads are safe for travel.

Joe Flynn,

Secretary of Transportation

Executive Summary



The Highway Safety Act of 1966 authorized our nation's first federal highway safety program. The Act mandated the Governor of each state to create a State Highway Safety Office (SHSO) and appoint a Governor's Representative (GR) to administer the state's highway safety program in accordance with federal law. The Vermont Agency of Transportation (VTrans) houses the Office of Highway Safety within the Highway Division. The Office of Highway Safety is comprised of the Governor's Highway Safety Program (GHSP),

Infrastructure Safety Unit, Highway Safety Data Unit and the Vermont Highway Safety Alliance (VHSA).

The GHSP awards federal highway safety grant funds to local, state and non-profit agencies for projects to improve highway safety and reduce deaths and serious injuries due to crashes. The programs administered through the GHSP are federally funded through the National Highway Traffic Safety Administration (NHTSA). GHSP programs are defined and approved each year through the Highway Safety Plan (HSP) and align with the State's Strategic Highway Safety Plan (SHSP). The FFY 2018 HSP was constructed by incorporating data driven guidance from the Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America's Surface Transportation (FAST) ACT and through the application of the Evidence Based Traffic Safety Enforcement Program.

The Vermont HSP was crafted using data to identify persistent and emerging trends, promoting successful highway safety strategies, developing strong partnerships and implementing performance-based solutions. The HSP is designed to educate drivers, passengers, pedestrians, bicyclists and motorcyclists about highway safety. Our programs employ the use of countermeasures that focus primarily on the modification of driver behavior through enforcement and education.

In 2016, our nation had the deadliest year in nearly a decade with preliminary data indicating that an estimated 40,000 lives lost on our roadways (National Safety Council); 62 of those lives were lost on Vermont roadways. Impairment by alcohol, drugs or both were a contributing factor in almost half of last year's fatal crashes in Vermont. Approximately 33% of the reported fatalities failed to use or were improperly using seatbelts. In 2015, we saw an increase in fatalities involving vulnerable users and motorcyclists and in 2016 we did not see significant improvement. Aggressive driving, speed and distracted driving also factored into the number of lives lost on Vermont roads. The SOV Seat Belt Use Rate dropped from 86% to a troubling rate of 80%. With nearly 20% of our population not using proper restraints, we continue to use education and enforcement efforts to encourage seat belt use.

The priorities of the GHSP and the VHSA reflect those of national and State statistics. We must continue to focus on impaired driving, speed, distracted driving and occupant protection, while also ensuring that our vulnerable users, motorcyclists and work zones are safe. In promoting the "Toward Zero Deaths" philosophy, we believe that one death on Vermont roads is too many. We are committed to our critical role within the State of Vermont to ensure safe travel on Vermont's roadways by promoting safe driving behavior. As part of the VTrans family, we have a responsibility to make a positive impact on peoples' lives, and to support the VTrans vision of having a safe, reliable and multimodal transportation system that promotes Vermont's quality of life and economic well-being.

Vermont Governor's Highway Safety Program

Collaboration with the many GHSP Federal, state and local partners, the State of Vermont and Secretary of Transportation, Joe Flynn (GR) respectfully submits the following Federal Fiscal Year 2018 Highway Safety Plan (FFY 2017 HSP) to the National Highway Traffic Safety Administration (NHTSA).

For more information about the GHSP, please visit us at our website:

<http://ghsp.vermont.gov//>

"Working to Get You There—Safely."

Allison Laflamme, GHSP Acting Chief

Highway Safety Planning Process

Provide a description of the data sources and processes used to identify highway safety problems, describe highway safety performance measures, establish performance targets, and develop and select evidence-based countermeasure strategies and projects to address problems and achieve performance targets

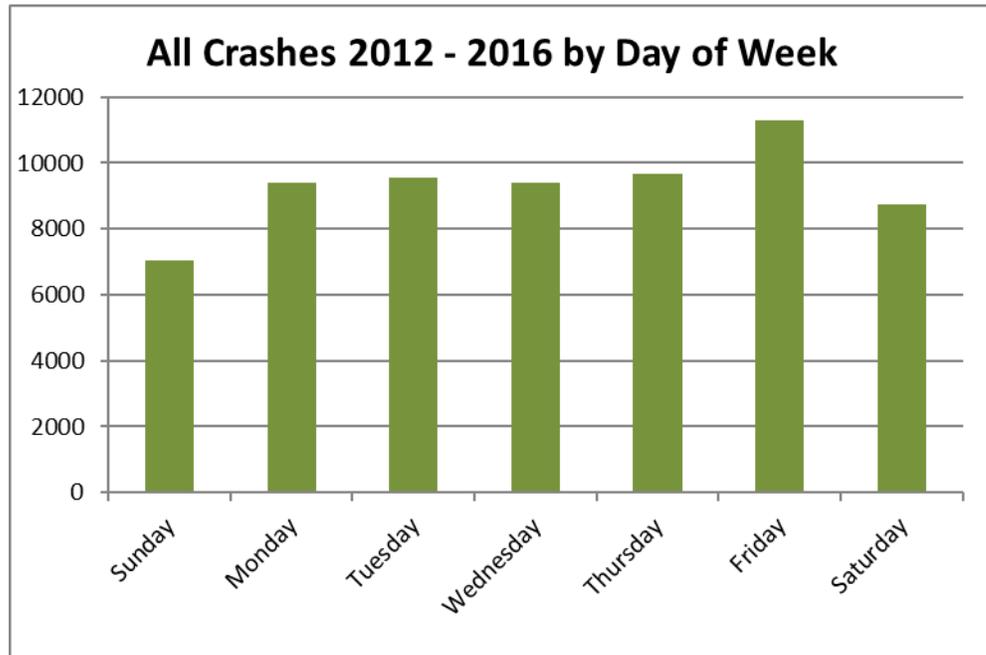
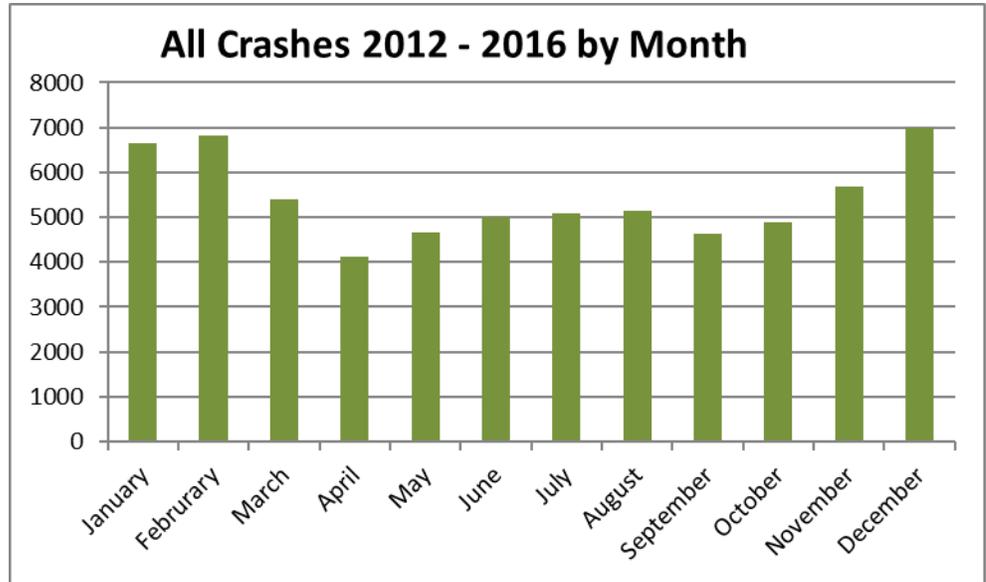
(§ 1300.11(a)(1)):

The staff of the GHSP understands that accurate and timely traffic/crash data is the foundation for the development of problem identification. The analysis of statewide data; the creation of realistic and achievable goals; the implementation of data-driven countermeasures; the utilization of applicable metrics and the election of projected outcomes are the components of an effective strategic plan. Connecting and integrating each of these steps is essential to the creation and implementation of a systematic and successful statewide plan to reduce crashes, injuries and fatalities on Vermont's roadways. In addition, GHSP has incorporated a number of recommendations provided during the course of four program assessments (Impaired Driving, Driver's Education, Traffic Records, and Occupant Protection).

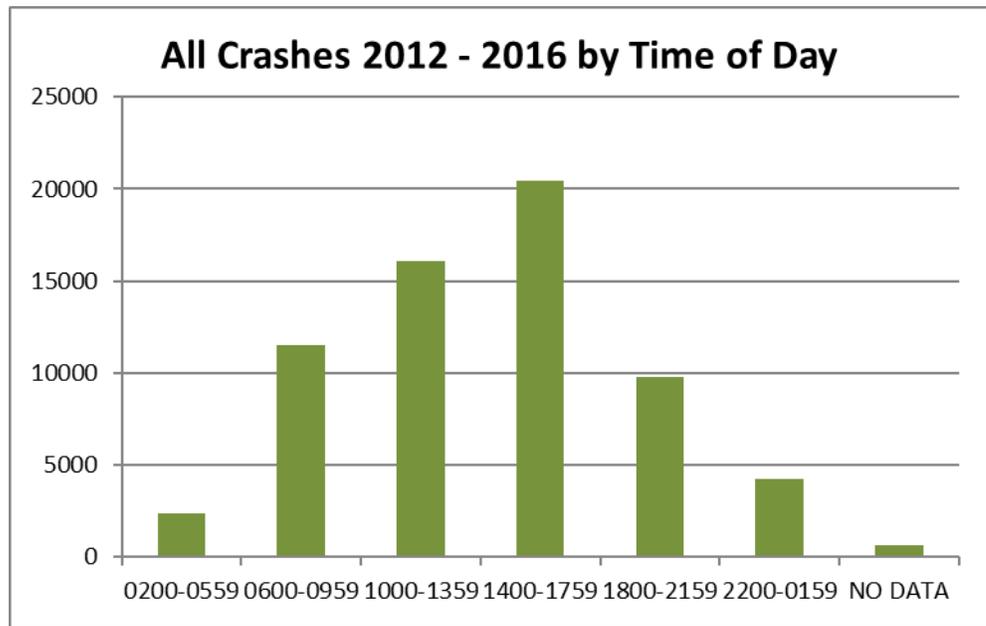
Our data is provided to us by our Crash Data team at VTrans and the reports are queried from the CRASH and FARS systems. This centralized data source helps us track multiple years of information and set state goals that are consistent. We use this data to assist our partners with their goals and the public has access to the query tool.

The following charts are all provided by VTrans and present some of the data sets utilized in the development of Vermont's statewide strategies and help drive the implementation of these strategies.

The first three graphs show that Vermont crashes generally peak during the winter months when snow and ice-covered roads are prominent. The state sees a high volume of both tourism and local traffic in the winter months because of the many mountain attractions throughout the state. We are seeing a higher number of crashes at the end of the standard work week and at the end of the work day. We attribute this partially to traffic volume during these hours increases and to speed/aggressive driving. Vermont considers these temporal trends when deploying resources to address crashes.

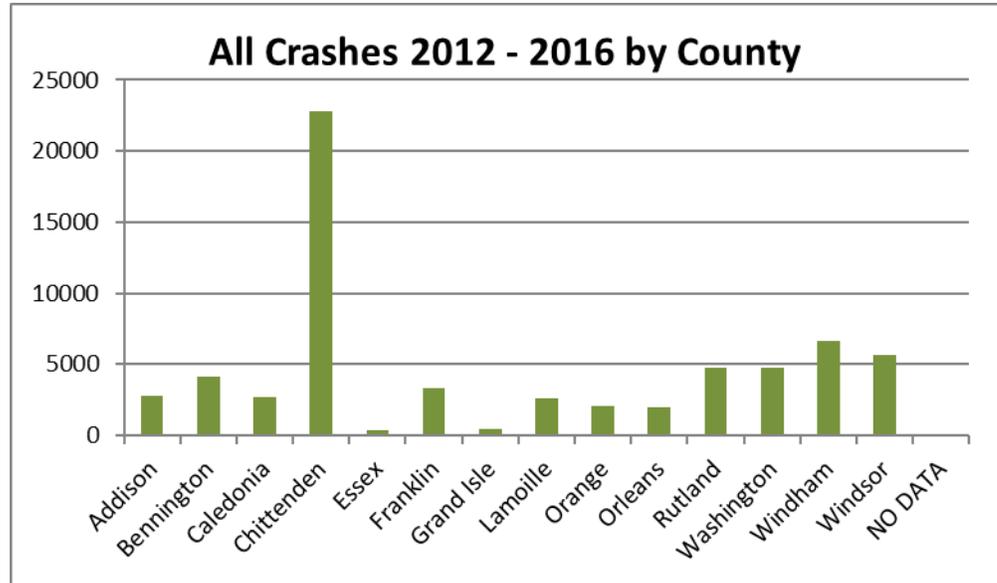


Source: VTrans, 2017



Source: VTrans, 2017

The following graph shows the majority of crashes in Vermont occur in Chittenden County, where Burlington, the largest city in Vermont, is located. Chittenden County is overrepresented in all crashes; the county is home to about one-quarter of Vermonters. However, approximately one-third of all crashes in the state are found in the county. This information is considered when deploying funding resources to the Chittenden SHARP team for added enforcement.



Source: VTrans, 2017

The above graphs show some preliminary data that pertain to distracted driving. While the number of major crashes involving distracted driving varies, it is clear Chittenden County is where the largest number of such crashes occur. Vermont will continue to monitor distracted driving trends to improve its understanding of where, when, and how these crashes occur. In a 2017 study by Zendrive, Vermont was named one of the worst states in the nation for distracted driving. In the trips studied, the average phone use was 3.5 minutes per hour of driving.

Grant Funding Process, FFY 2017

Describe the methods for project selection (§1300.11(a)(4)):

In addition to the statewide crash analysis, GHSP utilizes collected data to chart crashes by counties, cities and towns, as a means to identify enforcement strategies for impaired, unbelted, distracted and speeding related problems. In an effort to strengthen the evidence-based approach to statewide enforcement and streamline the applications and award agreements, the GHSP has simplified the application process by acquiring, analyzing and front-loading data for each applicant. In the spring of 2017 the **Grant Electronic Application and Reporting System (GEARS)** was introduced to our partners in workshop trainings. We trained our partners on how to use apply for our awards in sessions throughout the state for the FFY2018 grant application cycle. The GHSP staff will offer further trainings on how to submit FFY 2018 financial report forms and quarterly reports in August in GEARS. This federally funded project will have a local benefit for organizations: saving staff administrative time, improving the delivery time of our services all while improving error rates in the processing and tracking of documents.

List information and data sources consulted (§1300.11(a)(5)):

The OP and DUI problem statements identify and list national data, state data and municipal, county or town data. The data provides the basis for development of problem identification; projected goals; strategic countermeasures; measuring tools and planned outcomes, at both the state and local levels. This process helps GHSP implement procedures and strategies to ensure enforcement resources are used efficiently and effectively in support of the goals of the state's highway safety program. The state goals and projected performance targets are identified using both numerical data and geographic studies of the high-risk target areas using crash data, OP survey data, and crash pinpoint mapping. Standardizing the data across agencies, and over multiple years, ensures consistent baseline data for improved analysis of the who, what, where, when and why of crash injuries and fatalities.

The OP/DUI electronic application also includes a section for sub-awardees to identify local geographical target areas not included in the GHSP data, based on their specific traffic safety challenges. The applicants are to include a narrative indicating the factors that contribute to these issues as well as a list of specific roadways for focused enforcement.

The award further requires planned strategies and activities to include sustained overtime enforcement, participation in all NHTSA high visibility national campaigns, as well as the minimum requirements for participation in local Task Force activities and events. In addition to the federal share of the project, a minimum number of in-kind hours are required for education and outreach efforts such as press releases, social media posts and other educational programming. The total enforcement project raises awareness of the importance of traffic safety and also supports the media messages of the annual NHTSA enforcement campaigns.

Once sub-awards are issued, each sub-awardee's activity is monitored and evaluated by the GHSP Program Coordinator responsible for that particular project, using the parameters described in the agency's grant proposal. The Program Coordinator provides the sub-awardee with feedback relating to performance, accuracy and compliance with the grant proposal. In 2017 our program coordinator created an evaluation tool that is evaluated every time we receive a reimbursement request. Subsequent quarterly and annual reports as well as on-site audits are also used to measure sub-awardee performance. This program management system creates systematic accountability and enhances GHSP's capacity to direct funding to those areas where program

activities are precisely defined by data.

VTrans data analysts develop clear and concise data and mapping relating to real time crash information. GHSP program coordinators utilize these data trends to evaluate sub-awardee performance and to provide sub-awardees with helpful data and information. The sub-awardees are encouraged to obtain updated crash mapping and data from these valuable resources throughout the year.

Statewide crash data and related information are continually used to assist in the deployment of the state police traffic safety team. These teams conduct specific enforcement in those areas which demonstrate high crash and traffic offender activities.

Each year, the GHSP staff engages in the solicitation of potential sub-awardees, application information is distributed using e-lists of all current/past sub-awardees and web-posted notices requesting proposals for grant funding. The solicitation is done in accordance with the Uniform Guidance from the Office of Management and Budget 2 CFR Part 200.

- › Mandatory trainings are scheduled for both potential Law Enforcement (LE) and Education grant applicants.
- › The webinars/trainings cover use of the data to define projects and provide instructions for completing the application form.
- › The deadlines for submission of grant applications are announced via email and the website. All potential sub-awardees are notified of the deadline dates.

Score sheets are completed in GEARS for each agency requesting funds and notes are taken. This information is completed for a fair evaluation of the applications.

Law Enforcement Grant

The GHSP LE Grant review committee will consist of representatives of the GHSP, Vermont Association of Chiefs of Police, Vermont Sheriffs' Association, Vermont State Police, the Impaired Driving Project Manager, and the contracted LELs.

- › The committee meets and reviews, assesses and scores each of the LE grant applications. The evaluation process considers the analysis of statewide, regional and local crash injury and fatality data. Special consideration is also given to: low seatbelt use areas; impaired driving crash areas; and speed problem areas. Consideration is also given to: availability of resources necessary to achieve desired outcomes, cost effectiveness, feasibility analysis of agency's history, grant spending performance (previous year) compared with current sub-award, execution level of grant activities, data from progress activity measures for each program, and reporting accuracy and timeliness.
- › The potential LE sub-awardees are sent a copy of their application/agreement. Agencies are reminded that funding is contingent on the amount of federal funding awarded to the state from NHTSA.

Education Grant Review

The GHSP Education Grants Review Committee consists of the GHSP staff, LEL, Impaired Driving Project Manager, and representation from the VHSA governing board.

- › The GHSP Education Grant Review Committee meets and reviews, assesses and scores each of the grant applications. The evaluation process considers whether the data supports the proposed problem statement, the resources available to successfully accomplish the described goals, and

prior history of accuracy and timeliness of reporting.

- > GHSP recommends that those applying as educational partners submit "Logic Models" which clearly incorporate the steps previously described in the development of problem identification.
- > The Education sub-awardees are provided preliminary notification regarding the degree of funding. Agencies are reminded that funding is contingent on the amount of federal funding awarded to the state from NHTSA.

Planning Calendar

Month	Activity
January	<ul style="list-style-type: none"> › Debrief the previous year's program results with staff and review NHTSA Priorities to help set state goals › Conduct problem identification process including review of State traffic crash data, annual attitudes survey results, and other related data sources › Host an annual internal planning session to guide funding distribution and overall direction of the traffic safety program › Ensure Traffic Safety Enforcement Program is incorporated into grant applications
February-March	<ul style="list-style-type: none"> › Convene program area sessions to assist with creating specific goals, strategies, and performance measures within each program area. Review VHSA and SHSP priorities › Request input from partner agencies and stakeholders on program area direction and potential strategies › Release RFP for next FFY’s application cycle. › Conduct law enforcement and community education grant application workshops.
April-May	<ul style="list-style-type: none"> › Draft the HSP Performance Plan and HSP for internal review › Review draft HSP (405 section and 402 section) with department officials and other relevant local, state, and federal officials › Develop GHSP in-house project proposals; receive proposals from State and local applicants › Review project proposals and make selections
June	<ul style="list-style-type: none"> › Submit draft HSP for NHTSA review and comment › Conduct final review of HSP for compliance with Federal requirements, completeness, and accuracy › Secure approval of VTrans Secretary › Finalize HSP and Section 405 budgets › Secure certifications and supporting documentation for all Section 405 emphasis program areas

Month	Activity
July	<ul style="list-style-type: none"> › July 1-Submit the final HSP to NHTSA Regional Office for approval › Conduct discussions with NHTSA regarding comments, conditions, and approval deferrals for HSP and Section 405 application › Submit additional supporting documentation as necessary to meet HSP and Section 405 requirements › NHTSA offers preliminary indication of approvals and possible conditions/ recommendations to be included in HSP approval letter
August-September	<ul style="list-style-type: none"> › Receive NHTSA approval letter › Provide awardees with a notice of preliminary approval pending final funding determination › Obtain approval for sub-awards and contracts from the appropriate department officials › Submit GHSP in-house sub-awards for department approval › Distribute sub-awardee agreements for signature through GEARS › Conduct mandatory financial training on how to request reimbursement, complete quarterly reports, find grant documents through GEARS, › Execute grants, contracts, and MOUs for performance period starting October
October	<ul style="list-style-type: none"> › Obligate funds as received to GTS and State accounting system (STARS/ VISION) › Establish monitoring schedule › Close Out: Monitor receipt of progress reports, final reports, and claims from prior year; review and approve for final processing. › Begin preparation of annual report for previous fiscal year
November – December	<ul style="list-style-type: none"> › Follow up with sub-awardees who have missed October 30 deadline for reports and final claims › Send final closeout letter through GEARS to each sub-awardee confirming work completed and funds expended

-
- December 31** > Closeout fiscal year and prepare final costsummary
> Submit annual report to NHTSA Regional Office
-

Planning Processes and Data

Provide the descriptions of the outcomes from the coordination of the HSP, data collection, and information systems with the State Strategic Highway Safety Plan (§ 1300.11(a)(6)):

The Vermont GHSP began planning for the FFY 2018 HSP by understanding the importance of aligning the HSP with the state's SHSP. The VHSA has identified and prioritized the Critical, Significant, and Special Emphasis Areas and outlining strategies to further the future trend of reducing fatal, major and other crashes statewide for the next five years (2017-2021).

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

VHSA brings these partners together to focus on traffic safety priorities for the State of Vermont. In order to accurately evaluate the state's Critical Emphasis Areas (CEAs), VHSA contracted with the firm, Vanasse Hangen Brustlin, Inc. (VHB), a company with more than 25 years of transportation, engineering, and operation experience. VHB developed data, working in conjunction with the state's Fatality Analysis Reporting System (FARS) analyst, VTrans data analysts and members of the GHSP staff. In addition, VHB collated data provided by many federal, state, and local partners. These contributing partners include **(Identify the participants in the processes (§ 1300(a)(2)):**

3M

AAA of Northern New England

AARP Driver Safety

Addison County Regional Planning Commission

Associated General Contractors of Vermont and Project Road Safe

AT&T

Bennington County Regional Commission

Central Vermont Regional Planning Commission

Chittenden County Regional Planning Commission (CCRPC)

Co-Operative Insurance Companies

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

F.R. Lafayette

Federal Highway Administration (FHWA)

Federal Motor Carrier Safety Administration (FMCSA)

Hallstrom Motorsports

Impaired Driving Rehabilitation Program (Formerly known as CRASH)

JoyRyde

Lamoille County Planning Commission

Local Motion

National Highway Traffic Safety Administration (NHTSA)

Northeastern Vermont Development Association

Northwest Regional Planning Commission

Private Driver Education Schools

Ride Safe Vermont: Motorcycle Training

Rutland Regional Planning Commission

Southern Windsor County Regional Planning Commission

Sp!ke Advertising

Vermont Governor's Highway Safety Program

Text Less Live More

Town of Barre

Two Rivers-Ottawaquechee Regional Commission

TXT U L8R (University of Vermont Medical Center and the Clinical Simulation Laboratory at the UVMC College of Medicine)

University of Vermont Medical Center

University of Vermont Transportation Research Center

Vermont Agency of Transportation (VTrans)

Vermont Association of Chiefs of Police (and member departments)

Vermont Automotive Distributors Association

Vermont Department of Health

Vermont Department of Liquor Control

Vermont Department of Motor Vehicles

Vermont Department of Public Safety

Vermont Department of Tourism and Marketing

Vermont Driver and Traffic Safety Association

Vermont Forensic Laboratory

Vermont Insurance Agents Association

Vermont Judicial System

Vermont League of Cities and Towns

Vermont Local Roads

Vermont Sheriffs Association (and member departments)

Vermont State Police (VSP)

Vermont Truck and Bus Association (and member companies)

Volunteer Citizens

VTrans Highway Safety Data Unit

VTrans Highway Safety Infrastructure Unit

Windham Regional Commission

Work Safe TCI

Youth Safety Council of Vermont

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

- > Governor's Highway Safety Program
- > Highway Safety Improvement Program (HSIP)
- > Vermont State Police Strategic Plan
- > Department of Motor Vehicles Strategic Plan
- > Motor Carrier Safety Assistance Program Commercial Vehicle Safety Plan

The consolidation of the various stand-alone documents into the SHSP will provide useful resources for one-stop shopping for information relating to all aspects of traffic safety. Coordinated agency input will produce a statewide view of coordinated highway safety programs.

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

A comprehensive description of the selected CEAs begins on page 23 of this document under the category "Critical Emphasis Areas (CEA) and Strategy Matrix." Also included in that section

are the identified strategies for each of the selected CEAs.

The GHSP, working in partnership with various data analysts, studied all available crash data and related information. The analytic team reviewed five years of state crash data (2011 through 2015) and assessed and evaluated existing trend lines and indicators. The team developed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes (defined by the VTrans as fatal or incapacitating injury crashes), the analytic team was better able to identify areas and locations as statistically viable areas for programmatic focus. Using this definitive metric facilitated a clear reading of data and incorporated fatalities, serious injuries and fatality rates into the information and data under review. A description of the core data performance measures begins on page 34 and includes analysis of whether each SHSP 2021 goal will be met.

In addition to the strategies listed in the "Critical Emphasis Areas (CEAs) and Strategy Matrix", several other supporting strategies are incorporated into specific programmatic sections of the FFY 2018 HSP. A number of these strategies have been selected from the NHTSA publication, *Countermeasures That Work* (Eighth Edition, 2015). These strategies are generally comprised of proven practices primarily connected with HVE efforts conducted in locations and at times dictated by data research. HVE deployments supported by periodic integrated enforcement, DUI/occupant protection checkpoints and saturation patrols are recommended in *Countermeasures That Work*. Vermont has successfully employed these countermeasures and will continue to explore tactical science and technology to improve effectiveness.

Data Driven Approaches to Crime and Traffic Safety (DDACTS) strategies have been adopted by the VSP and several municipalities. GHSP continues to support the DDACTS philosophy and will provide technical assistance to any community which chooses to implement this strategy. GHSP LELs actively promote DDACTS to GHSP's law enforcement sub-awardees.

The GHSP sub-award application provides measurement mechanisms as well as a detailed measurement tool to determine outputs, outcomes, and projected goals. These goals include the reduction of impaired driving crashes and related fatalities; agency goals for increasing DUI arrest productivity are also considered as valuable measurable outputs when correlated with the reduction of DUI crashes.

The GHSP sub-award application provides prospective law enforcement sub-awardees with strategies that promote seat belt use and reduce unrestrained crashes. Occupant protection enforcement activities related to the issuance of seat belt and child passenger safety citations provide activity measurements which are useful to determine progress when increasing the seat belt use rate by a certain percentage in the stated goal.

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

Introduction to the State of Vermont and the Vermont Agency of Transportation



1,300 EMPLOYEES

3 DIVISIONS

HIGHWAY

- ASSET MANAGEMENT & PERFORMANCE BUREAU
- PROJECT DELIVERY BUREAU
- MUNICIPAL ASSISTANCE BUREAU
- CONSTRUCTION & MATERIALS BUREAU
- MAINTENANCE & OPERATIONS BUREAU
- OFFICE OF HIGHWAY SAFETY

POLICY, PLANNING & INTERMODAL DEVELOPMENT

- POLICY, PLANNING, & RESEARCH BUREAU
- MODES: AVIATION, PUBLIC TRANSIT, RAIL

FINANCE & ADMINISTRATION

- INFORMATION TECHNOLOGY
- CONTRACT ADMINISTRATION
- AUDITS
- BUDGET & FINANCIAL OPERATIONS
- CIVIL RIGHTS & LABOR COMPLIANCE

DEPARTMENT OF MOTOR VEHICLES

- Vehicle Registration/Titling | Driver License
- Exam/Issue | Tax Collection Services |
- Diversion/Overnight Permits | Driver Improvement |
- Branch Offices/Mobile Vans | Driver Training | Motor
- Dealer Safety | Dealer & Inspection Stations |
- Criminal Investigations | Fuel Transport Oversight
- Commercial Vehicle Enforcement Vermont Rider
- Education Program



VERMONT POPULATION 626,011
(2012 ESTIMATE U.S. CENSUS)



NEW ENGLAND REGION, KNOWN AS THE "GREEN MOUNTAIN" STATE
LAND SIZE CONSISTING OF 9,620 SQUARE MILES
AMERICA'S 14TH STATE IN 1791



14 COUNTIES
LARGEST CITY: BURLINGTON (POPULATION 42,417)
STATE CAPITOL: MONTPELIER (POPULATION 7,855)



157 TRAFFIC SIGNALS
1,029 ROADWAY LIGHTS
2,375 OFFICIAL BUSINESS DIRECTORY SIGNS (OBDS)



14,266 MILES OF LOCAL AND STATE ROADWAY (TOTAL)
746 MILES NATIONAL HIGHWAY SYSTEM (NHS)
2,707 MILES STATE HIGHWAY SYSTEM (SHS)



FOUR SEASONS
"IF YOU DON'T LIKE THE WEATHER, WAIT A FEW MINUTES." THIS OLD VERMONT EXPRESSION DESCRIBES THE TYPICAL WEATHER FOUND IN VERMONT.



PLEASURE VEHICLE REGISTRATIONS 419,997
TRUCKS 144,299
MOTORCYCLES 44,711
DRIVER LICENSES 541,462
(based on 2013 data)

Fatalities as of May 22, 2016 24 Fatalities	
Year	Fatalities
2015	57
2014	44
2013	70
2012	77
2011	55

Crashes as of May 22, 2016 by crash type		
	2016*	2015*
Fatal	22	50
Injury	637	2113
Property Damage Only	3250	8661

*data subject to change



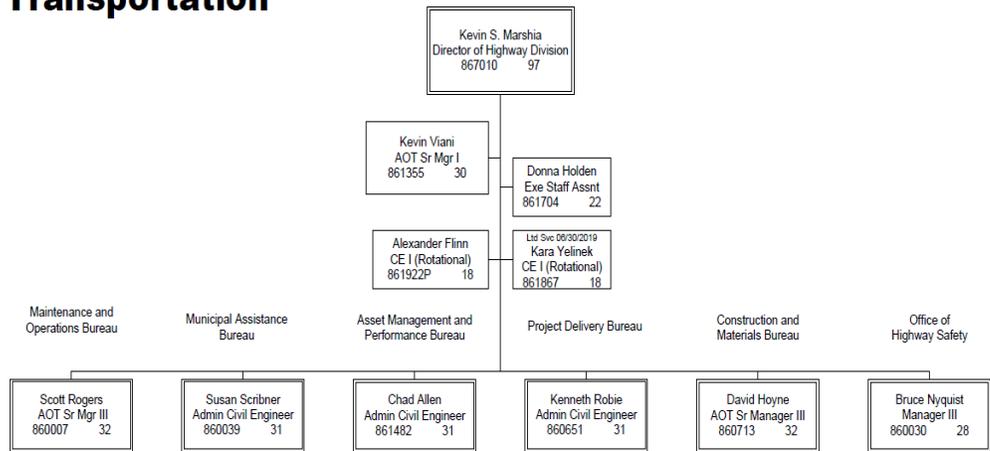
VTrans - The mission guiding the 1,300 VTrans employees is to, "Provide for the safe and efficient movement of people and goods." These employees report to the Highway Division, Policy, Planning, & Intermodal Development Division, Finance & Administration Division, and the Department of Motor Vehicles. The Governor's Highway Safety Program (GHSP) program has been assigned to the Highway Division under the Office of Highway Safety. The Office of Highway Safety is composed of four separate groups or areas of responsibility: Highway Safety Improvement Program (HSIP), Vermont Highway Safety Alliance (VHSA), GHSP and Highway Research. As a result of VTrans's strategic structuring, the opportunity to group Vermont's highway safety initiatives under one roof provides building upon what is already a shared vision for collaborative, coordinated planning among many state and local partners. The overall goal of this office is to reduce fatal and injury crashes on Vermont roadways.

Vermont Governor's Highway Safety Program



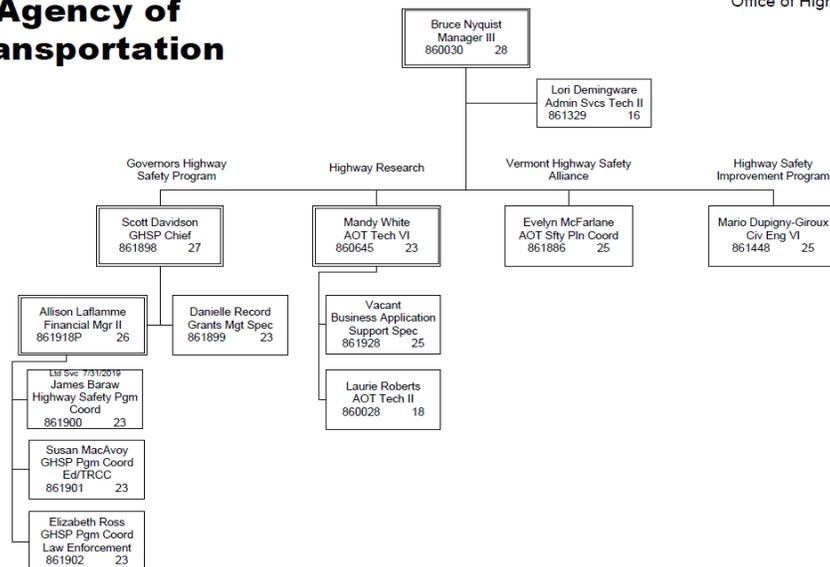
Agency of Transportation

Highway Division
Director



Agency of Transportation

Office of Highway Safety



Problem Identification and Data Used

Provide a description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies (§ 1300.11(a)(3)):

The State of Vermont traffic safety partners use two sources for crash data. The Fatality Analysis Reporting System (FARS) is housed at VTrans through a cooperative agreement between VTrans and NHTSA. The most current FARS data is for calendar year 2015 and is available on the FARS website. The GHSP staff understands the value and accuracy of FARS data but also uses data generated by the VTrans in-house data analyst. The availability of this second category of data sets is more timely and accessible in the deployment of resources for quick response to emerging trends.

The GHSP staff incorporates both data sources during the problem identification process for the development of the HSP. During recent years, both sets of data indicated the state's traffic safety priorities are compatible with national trends supported by the NHTSA. Vermont's process of identifying these priority issues is the basis for the selection of countermeasures and strategies used to address them. Geo-mapping, crash tracking and enforcement activity measures are some of the primary tools used to identify and classify traffic safety trends. Each GHSP program coordinator regularly reviews activity and performance through sub-awardee's activity reports submitted with each request for reimbursement. The quality of the activity is evaluated based on the data used by the sub-awardee to determine their proposed annual activities. All agencies are compared with a statewide matrix of acceptable performance measures. Careful tracking of performance measures by the program coordinators allows for project adjustment to comply with acceptable statewide performance measures.

In addition, GHSP staff solicits and receives applicable data from other traffic safety groups. These data and information sources include, but are not limited to: DMV; VDH; the Judiciary; The Chiefs' and Sheriffs' Association; The League of Cities and Towns; VSP; The Department of Corrections; The Vermont Truck and Bus Association; AAA of Northern New England; Regional Planning Commissions; Vermont Bicycle and Pedestrian Coalition; The Department of Liquor Control; The Department of Education; The Youth Safety Council of Vermont; Vermont Local Roads (now part of VTrans); AARP Driver Safety; and Work Safe TCI. In addition, Vermont incorporates data from federal partners: NHTSA; Federal Highway Administration (FHWA) and Federal Motor Carrier Administration (FMCSA). Collating this data provides a basis for the development of problem identification and the selection of achievable goals and outcomes. The GHSP recently signed a contract with Preusser Research Group, Inc. (PRG) and prior to that, the University of Vermont Transportation Research Center conducted the annual seat belt use survey.

GHSP currently contracts with the Center for Research and Public Policy to conduct annual attitude surveys, which question drivers about driving habits, safety concerns, and other traffic safety related issues.

Employing this continual data analysis, the GHSP staff selects priority issues, which have the greatest impact on communities statewide. Currently, the priority issues addressed in the

FFY 2018 HSP are occupant protection; impaired driving (alcohol and other drugs); speed management; distracted driving; pedestrian and bicycle safety; motorcycle safety; emergency medical services; and traffic records. These priorities match those selected in the recently updated Strategic Highway Safety Plan (SHSP).

Identifying these primary issues informs the GHSP development of countermeasures and strategies designed to reach selected goals and outcomes. The staff utilizes NHTSA's publication *Countermeasures That Work* (2015, Eighth Edition) to identify "best practice" strategies that are evidence-based. These suggested countermeasures may be adjusted, amended or otherwise modified to address the demographics of a rural state.

Countermeasures are selected by evaluating which particular strategy or combinations of tactics may be expected to make the most positive impact statewide. Vermont's countermeasures are more broadly defined in the applicable sections of this document relating to the specified priorities.

Occasionally, new, previously unmeasured or undetected traffic safety issues may emerge and become significant. In recent years, distracted driving is an example of a new problem. The national and local traffic safety communities responded to the review of crash data with a series of NHTSA sponsored pilots to develop sound and responsive strategies. Careful analysis of data provided the springboard for the success of these countermeasures. The GHSP staff is prepared to identify and address emerging trends and issues affecting the level of traffic safety in the state.

Critical Emphasis Area (CEA) and Strategic Planning Matrix

The Vermont SHSP was created in 2005. In 2017, the second update of the SHSP was undertaken by the VHSA membership. The following are the seven CEAs, two Significant Emphasis Areas and two Special Emphasis Areas contained in the SHSP. The update also included an understanding that starting in 2014 and going forward, the state's SHSP, HSP, and HSIP would comply with the federal requirement that all three of these plans would adopt the same three Core Performance Measures. The next SHSP update will include the Core Outcome Measures (See Core Outcome Measures 1-3 starting on page 26 below). Vermont's FFY 2018 HSP coordinates the efforts of the GHSP to align with the 2017 updated SHSP.

Critical Emphasis Areas

CEA 1: Improve Infrastructure

- (1A) Minimize Lane Departure
- (1B) Improve Design & Operation of Highway Intersections

CEA 2: Curb Speeding and Aggressive Driving

CEA 3: Increase Use of Occupant Protections

CEA 4: Vulnerable Users & Motorcycle Safety

- CEA 4A – Increase Pedestrian Safety
- CEA 4B – Increase Bicyclist Safety
- CEA 4C – Increase Motorcycle Safety

CEA 5: Age Appropriate Solutions

- CEA5A – Improve Younger Driver Safety (Under 25)
- CEA5B – Improve Older Driver Safety (65 and Older)

CEA 6: Reduce Impaired Driving

CEA 7: Curb Distracted Driving and Keep Drivers Alert

Significant Emphasis Areas

Significant Emphasis Area 1: Reduce Medium and Heavy Vehicle Crashes

Significant Emphasis Area 2: Improve Work Zone Safety

Special Emphasis Area 1: Improve Vermont's Data In The Interest of Safety

Special Emphasis Area 2: Enhance Vermont's Emergency Medical



Performance Targets

Photo: Williston Police Department

Core Outcome Measures

Core Behavior Measures

Activity Performance Measures

Performance Targets

Core Outcome Measures

C-1) Traffic Fatalities

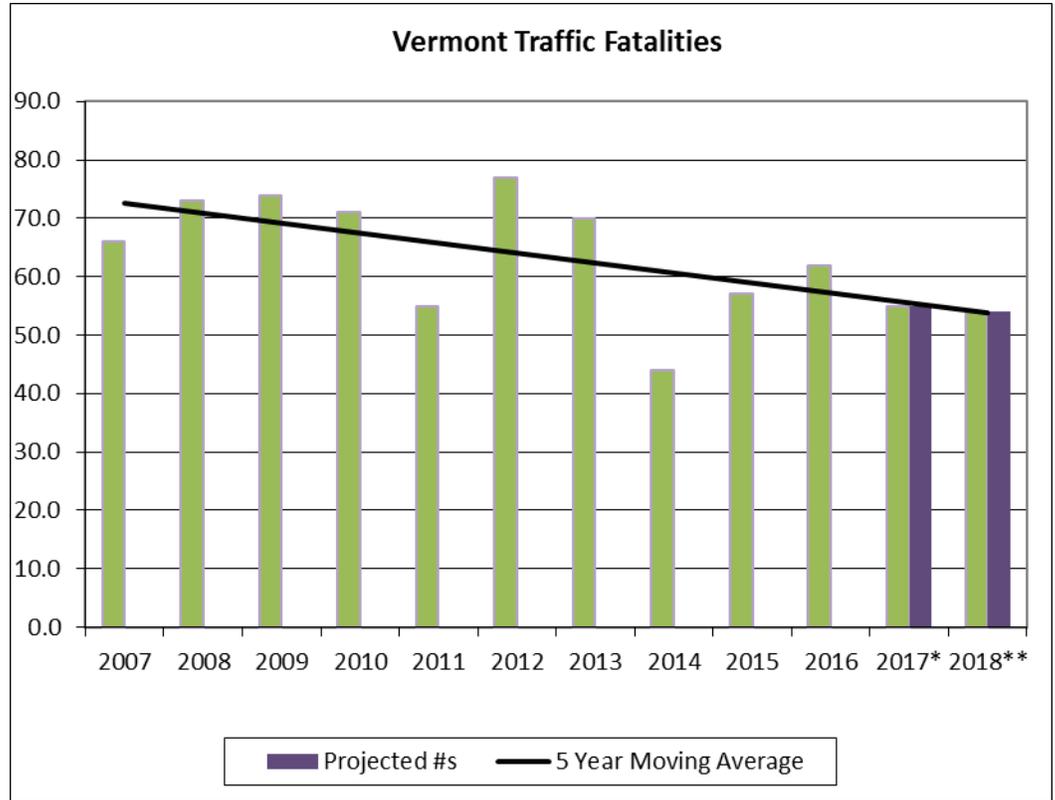
GOAL: To decrease traffic fatalities by .83% from the five-year average of 60.4 in 2011 - 2015 to a five-year average of 58 by December 31, 2018.

The five-year average of Vermont traffic fatalities in 2016 was 62 and we had 62 fatalities in 2016. The projected moving average of fatalities for 2017 is 58 based upon a comparison of prior year data at this same time. The projection is appropriate and based on the five-year trends illustrated in the following table and graph. We have accounted for 2014 as a unique year with a significantly lower number of fatalities. We have seen some significant fluctuation in the number of fatalities, however, with the number of new "Safety Corridors," speed cart projects, additional work zone enforcement we believe we can meet our goal. Our R sq. value is as close to 1 and appears as accurate as it can be. This goal is in line with the State of Vermont HSIP for 2017.

Year	Fatalities	5-Year Average
2006	87	
2007	66	
2008	73	
2009	74	74.6
2010	71	74.2
2011	55	67.8
2012	77	70.0
2013	69	69.2
2014	44	63.2
2015	57	60.4
2016	62	62
2017	Projected 55	Projected 57.6
Goal 2018		58

Data Source: FARS 2017

Vermont Traffic Fatalities



Data Source: FARS 2017

A review of Vermont data from calendar year 2016 indicates a total of 62 fatalities occurred on state roads. Of these 62, the following contributing factors have been identified using VTrans data. We have seen a rise in Alcohol Impaired, Unrestrained fatalities, Marijuana and speed. All categories below will be discussed in relevant sections.

The reader should note that more than one contributing factor may have led to the fatality:

Contributing Circumstances	Number of Fatalities
Unrestrained	21
Alcohol Impaired (0.08+)	26
Marijuana (Delta-9 THC)	16
Speed	33
Motorcycle	11
Un-helmeted Motorcycle	0
Drivers 20 or Younger	3
Pedestrians	4

The projects listed in Vermont’s 2018 HSP are specifically selected to achieve measurable progress in these particular areas. These projects include reducing impaired driving; increasing the level of occupant protection; promoting speed management; reducing distracted driving; and education of

younger drivers and pedestrian safety. In addition, other programs closely related to those CEAs and special and significant emphasis areas are identified in the state's SHSP.

C-2) Serious Traffic Injuries (VTrans Crash Database)

GOAL: To decrease serious traffic injuries 4.30% percent from the five-year average of 318.4 in 2011 - 2015 to a five-year average of 290.0 by December 31, 2018.

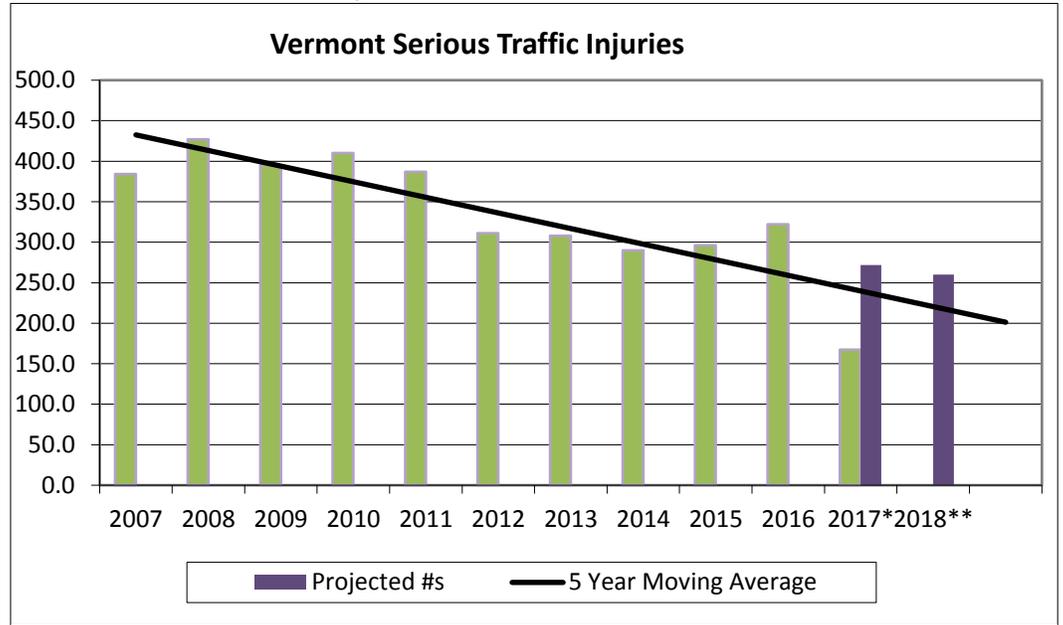
In order to achieve annual reductions in serious traffic injuries (see the following table and graph), Vermont will continue to support partnerships developed in enforcement, engineering, education and emergency responders.

The five-year rolling average for serious injuries in Vermont has been well over 300 per year since 2011. A goal of a 4.3 percent reduction for the five- year rolling average in 2017 is an appropriate estimate as Vermont anticipates a reduction in serious injuries in 2017. When comparing prior four years our moving average has remained relatively flat and in 2014 we had with a sharp reduction. In 2016 when we saw a sharp increase in serious injuries. This uptick means a 4.3% reduction in the five-year rolling average will be challenging to achieve. Our R sq. value is as close to 1 and appears as accurate as it can be. This goal is in line with the State of Vermont HSIP for 2017.

Year	Serious Injuries	5-Year Average
2006	487	
2007	384	
2008	427	
2009	395	
2010	410	420.6
2011	387	400.6
2012	311	386.0
2013	308	362.2
2014	290	341.2
2015	296	318.4
2016	322	305.4
2017	Projected 167.3	Projected 276.7
Goal 2018		290.0

Data Source: VTrans, 2017

Vermont Serious Traffic Injuries



C-3) Fatalities/VMT

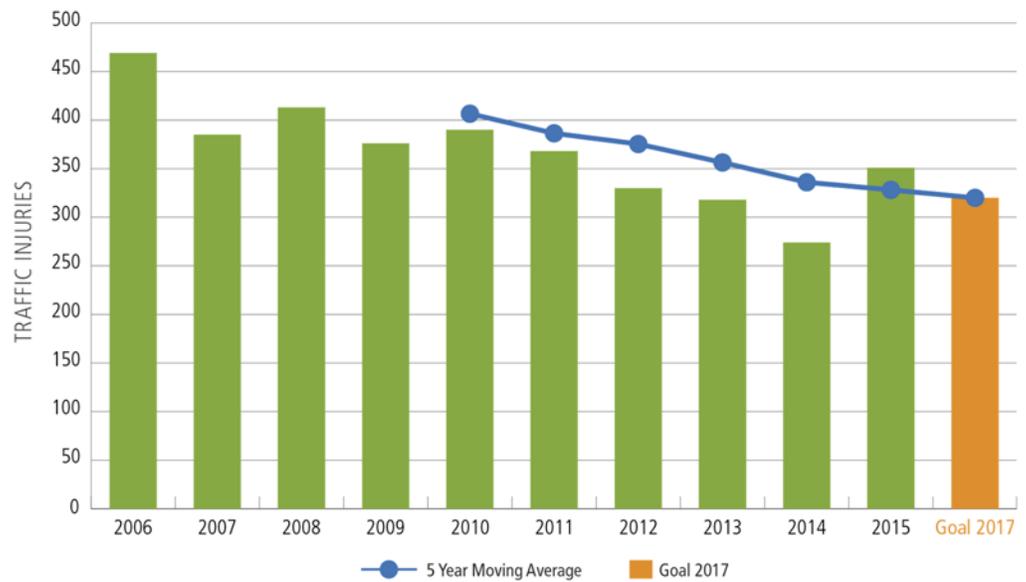
GOAL: To reduce fatalities per 100 million vehicle miles travelled by .01% from the five-year average of 0.84 in 2011 – 2015 to a five-year average of 0.83 by December 31, 2018.

The State of Vermont will continue to rely on specific crash data to sustain the progress made toward this particular goal. In 2016 the data indicates 51 of the state's 62 fatalities occurred on rural roadways. As described in Goal C-1, the primary causes of the state's fatalities are related to operator impairment, lack of occupant restraint, speeding and distracted or inattentive driving. To appropriately address these priorities, the GHSP staff proportionately allocates federal funds to those projects which have the most potential for positive statewide impact. Data and information provided in the HSP demonstrates the appropriateness of this target which utilizes current data trends to create evidence based strategies.

The 2018 HSP demonstrates a renewed emphasis on rural roadway law enforcement, nighttime seat belt enforcement, pickup truck drivers 18-34 years of age and other primary causation factors. Public support and media outreach are projects which will be implemented to enhance enforcement efforts.

This goal was determined to reflect a declining trend in the number of fatalities on Vermont highways but also to reflect a conservative estimate given the possibility 2014 was an exceptional year. It may be difficult to achieve a fatality rate similar to that of 2014. Therefore, a .01 goal for 2018 appears to be reasonable to achieve. Our R sq. value is as close to 1 and appears as accurate as it can be. This goal is in line with the State of Vermont HSIP for 2017.

Vermont Governor's Highway Safety Program



Data Source: FARS, 2017

Year	Fatalities			Rates					
	Urban	Rural	Total Fatalities	Urban	5-Year Average	Rural	5-Year Average	Rate Total	5-Year Average
2005	9	64	73	0.49		1.09		0.95	
2006	5	82	87	0.26		1.38		1.11	
2007	3	63	66	0.15		1.10		0.86	
2008	13	60	73	0.69		1.10		1.00	
2009	6	68	74	0.32	0.38	1.18	1.17	0.97	0.98
2010	17	54	71	0.92	0.47	1.00	1.15	0.98	0.98
2011	13	42	55	0.7	0.56	0.8	1.04	0.77	0.92
2012	14	63	77	0.75	0.68	1.18	1.05	1.07	0.96
2013	11	55	69	0.59	0.66	1.10	1.05	0.97	0.95
2014	7	37	44	0.34	0.66	0.74	0.96	0.62	0.88
2015	6	51	57	0.29	0.56	0.97	0.95	0.78	0.84
2016	11	51	62	0.29	0.47	0.97	0.99	0.78	0.85
2017 Projection			55	0.29	0.38	0.97	0.94	0.78	0.79
Projections 2018			54						

Data Source: FARS, 2017

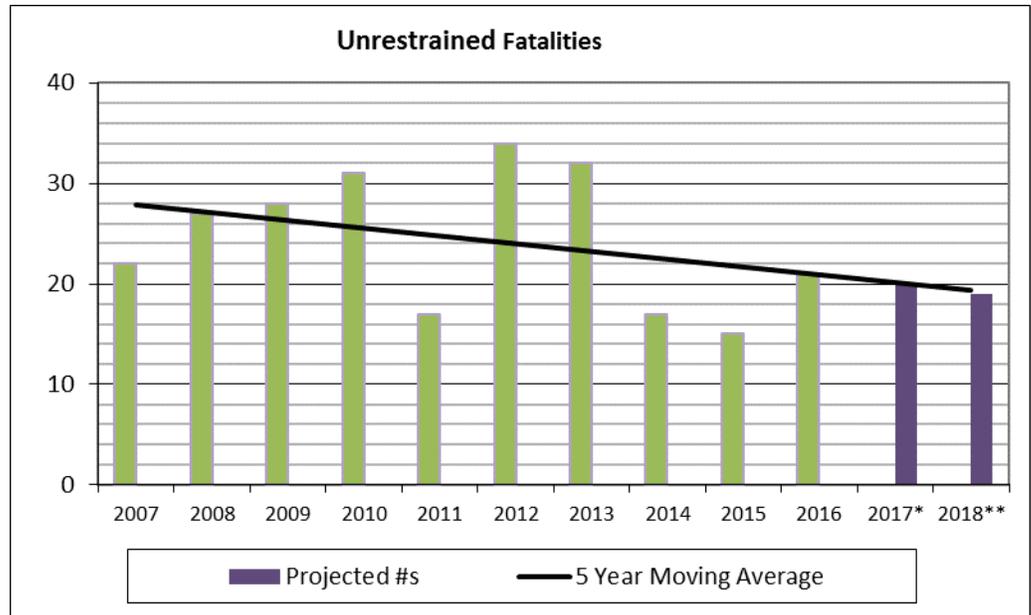
C-4) Unrestrained Passenger Vehicle Occupant Fatalities

GOAL: To decrease unrestrained passenger vehicle occupant fatalities 4 percent from the five-year average of 23.0 in 2011 - 2015 to a five-year average of 22.08 by December 31, 2018.

The state will adopt new strategies to support reaching this goal in 2018; In addition to funding nighttime seat belt use projects (see project description for data); enforcement of rural roads (three lowest seat belt use areas are in rural counties) and targeting male pickup truck drivers, 18-34 years of age (see project description for data) by not having such a heavy reliance on television media, but using other avenues like social media; GHSP also supports an Occupant Protection Task Force. The GHSP has teamed up with the VHSA to have a male teen racecar driver who is supporting the CIOT messaging on the front of his racecar. The media campaign will also include a heavy emphasis on sports marketing. Enforcement and education are supported by creative media outreach designed to reach the 20% of Vermonters who are not properly restrained. Funding these projects and incorporating the strategies defined in *Countermeasures That Work* provide a direction for sustained progress in this area. The GHSP LELs will focus on the agencies that need assistance supporting GHSP “Zero Tolerance to Seat Belt Violations.”

This goal was determined to reflect a declining trend in the number of unrestrained fatalities on Vermont highways but also to reflect given the possibility 2014 and 2015 were exceptional years. Preliminary data for 2017 shows unrestrained fatalities to be less than 2016. Therefore, a five-year average goal of 22.08 for 2017 appears to be reasonable to achieve. This is in line with the Strategic Highway Safety Plan.

Unrestrained Fatalities



Data Source: FARS, 2017

Vermont Governor's Highway Safety Program

Over half of unbelted fatalities occur between 1400 and 2200 hours. See details below based on data from 2011 – 2015 (most recent data):

Times of Day	Percentage
0200-0559	2.04%
0600-0959	22.45%
1000-1359	6.12%
1400-1759	26.53%
1800-2159	24.49%
2200-0159	18.37%

Data Source: FARS, 2017

The source for data through 2014 is FARS. The source for 2015 data is the VTrans Crash Database

C-5) Alcohol-Impaired Driving Fatalities

Goal: To reduce alcohol impaired driving fatalities 2% from the five-year average of 16.8 in 2011 - 2015 to a five-year moving average of 16.46 through December 31, 2018.

Each agency funded for impaired driving is required to use GHSP data to identify those locations, days of the week, and time periods which provide the most effective and efficient use of funding. Funded enforcement is conducted only under those defined parameters. High visibility enforcement and collaborative, inter-agency operations are supported by GHSP and coordinated by the LELs.

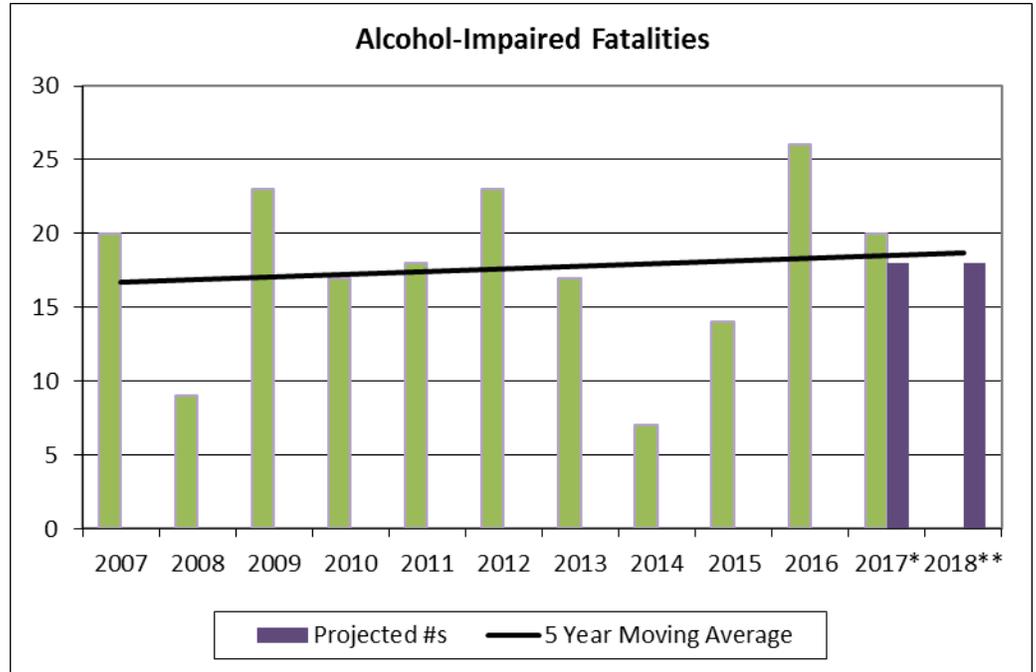
In addition to traditional funding of more than 50 law enforcement agencies to perform impaired driving enforcement on a regular, weekly basis, GHSP is funding the VSP to conduct regional impaired driving Task Force deployments in areas analyzed as high crash locations. These projects are further described in the HSP. To expand these impaired driving efforts, an Impaired Driving Task Force will be instituted within the VHSA. Vermont specific media outreach is being created by the GHSP media contractor and sports venue contractor to promote messaging to support these issues.

This goal to reduce Alcohol-Impaired Driving Fatalities was determined based on the increasing number of actual alcohol-impaired fatalities on Vermont highways, but also to reflect a realistic estimate given the realities that 2014 and 2015 were exceptional years. Preliminary data for 2017 shows alcohol-impaired fatalities are on pace to exceed 2013-2015 years. The five-year average goal to reduce the number of alcohol related fatalities by 2% in 2018 was based on the SHSP. The GHSP always has the goal of reducing alcohol impaired driving fatalities and we will continue to work with our highway safety partners to try to reduce this disturbing the last two-year trend.

Year	Alcohol-Impaired Fatalities	5-Year Average
2010	18	20.4
2011	18	18.8
2012	24	19.2
2013	19	20.6
2014	9	17.6
2015	14	16.8
2016	26	17.4
2017 Projection	20	16.8
Goal 2018		16.46

Data Source: FARS, 2017

Alcohol-Impaired Fatalities



Data Source: FARS, 2016

Over 44% of Vermont impaired driving fatalities occur between 1800 and 0159 hours. See details below based on data from 2011 – 2015 (most recent data):

Times of Day	Percentage
0200 - 0559	9.7%
0600 - 0959	12.9%
1000 - 1359	8.9%
1400 - 1759	23.4%
1800 - 2159	25.8%
2200 - 0159	18.5%
NO DATA	.8%

C-6) Speeding-Related Fatalities

Goal: To reduce speed related fatalities by 4% from the five-year average of 21 from 2011 - 2015 to a five-year average of 20.16 through December 31, 2018.

In 2016, nearly 55% of all Vermont crash fatalities involved speeding, up from 30% from 2014. This is an alarming increase and the state has been working with partners to combat the speed problem. In 2016 a speed cart project was deployed by the GHSP and these carts are used during seasonable weather. Safety Corridors have been marked on the interstates as defined by crash data of crashes and excessive speed tickets. The problem areas have VMB warning signs that alert motorists to slow down or risk a ticket.

The GHSP provides funding to the VSP, all 14 Sheriff Departments and a majority of municipal agencies and constables. All funded agencies engage in speed enforcement. The promotion of speed management, the deployment of sub-awardees engaged in speed enforcement and public outreach/education relating to speed are reliable countermeasures to address this target. Each participating law enforcement agency is provided crash data relative to their territorial areas of responsibility. Agencies are required to conduct enforcement activities in those identified locations and during the timeframes supported by data.

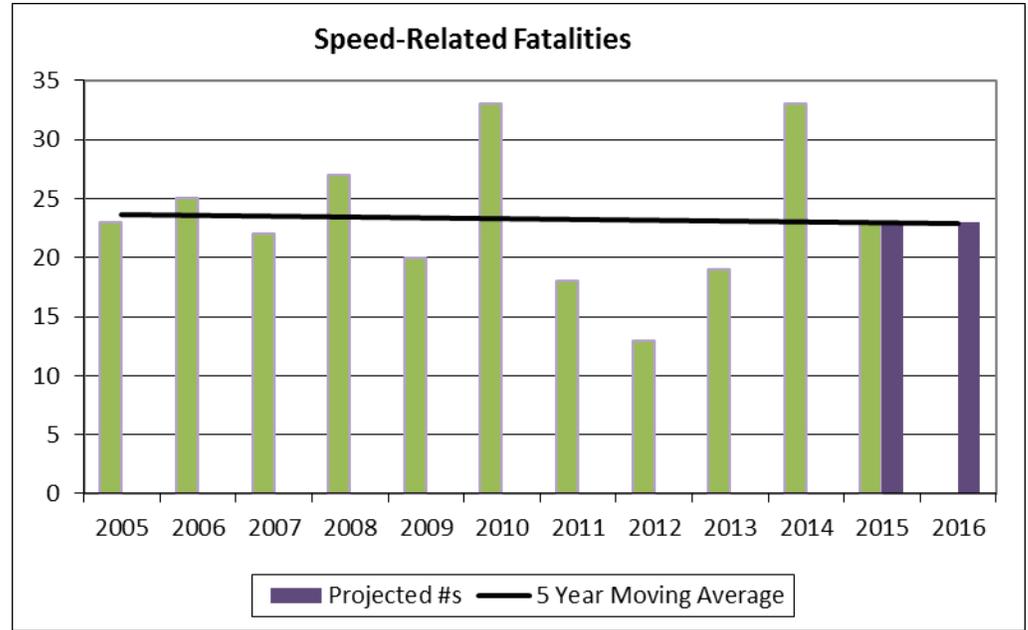
Agencies are provided equipment support for successful participation in state and national campaigns. Speed detection and monitoring devices represent a significant portion of the requested equipment. VSP traffic units are routinely assigned to specific locations which demonstrate emerging trends of speed related crashes. Speed enforcement is the most utilized gateway tactic for the enforcement of occupant protection as well as impaired driving incidents. The continuing development of the state’s electronic crash and ticketing program will further enhance the state’s ability to use pertinent data to improve strategic speed initiatives.

This goal to reduce the speeding -related fatalities was determined by research done for the SHSP. We also considered the possibility 2012 was an anomalous year with over 30 Fatalities; with that being said 2016 had 33 speed related fatalities and our numbers have trended in the wrong direction. Therefore, a goal to reduce by 4% speed related fatalities for 2018 is an ambitious goal.

Year	Speed Related Fatalities	5 Year Average
2010	27	26
2011	20	23.4
2013	18	24
2014	15	22.6
2015	19	21
2016	33	23.2
2017 Projection	23	21.2

Data Source: FARS, 2017

Speed-Related Fatalities



C-7) Motorcyclist Fatalities

Goal: To reduce motorcycle fatalities 2% from five-year average of 8.8 from 2011 – 2015 to the five-year average of 8.63 through December 31, 2018.

In the SHSP 2017-21 vulnerable users were added as a CEA and these users account for 3.5% of our crashes. We have built our goal from the SHSP. The number of motorcycle registrations in Vermont has increased by 54% over the past decade. Vermont is seeing an increase in our motorcycle deaths and that statistic is eerily mirroring the increase that is happening nationwide. In 2016 NHTSA reported that motorcycle deaths were up 10% nationwide. Our goal is to maintain, or reduce, the five-year average of 8.8 Motorcyclist Fatalities through the 2018 Motorcycle season.

After a review of the table and graph (below) will demonstrate that 2012, 2015, and 2016 were the highest motorcycle fatality years since 2006. The Vermont DMV is the lead agency for motorcycle safety in Vermont. The DMV will continue to conduct motorcycle safety training and media outreach to educate Vermonters regarding safety issues. The selected projection of 11.0 fatalities is more reflective of the numbers from the 2015 and 2016 where we have seen two years in a row an increase in motorcyclists killed in crashes. While speed is a common factor in motorcycle related crashes, we are keenly aware that motor vehicles need to do a better job in watching out for motorcycles.

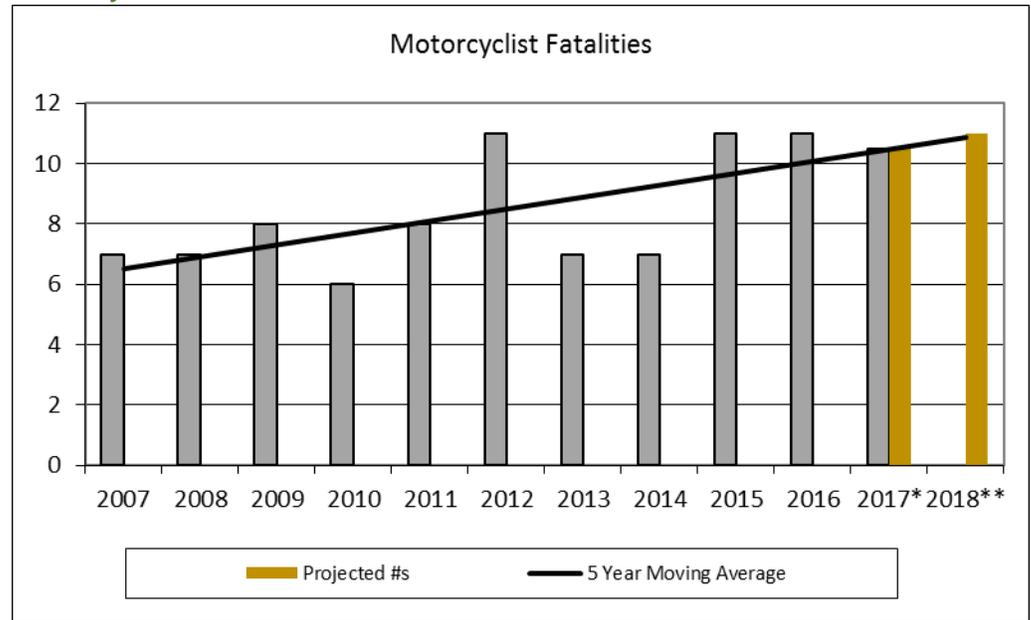
The DMV will continue to employ data, technology and information to update and improve the training curriculum as needed. The Vermont Rider Education Program will continue to train and license interested riders with messaging to include: ride unimpaired by alcohol or drugs, ride within your own skill limits, awareness of road conditions and other vehicles.

Riders will be reminded to engage in available refresher training courses. All proven strategies have been endorsed by the Motorcycle Safety Foundation.

Year	Motorcyclist Fatalities	5-Year Average
2010	6	7.6
2011	8	7.2
2012	11	8
2013	7	8
2014	7	7.8
2015	11	8.8
2016	11	9.4
2017 Projection	10.5	9.3
Projection 2018		8.63

Data Source: FARS, 2017

Motorcyclist Fatalities



Data Source: FARS, 2017

C-8) Un-helmeted Motorcyclist Fatalities

GOAL: To maintain the number of un-helmeted motorcyclist fatalities at the five-year average of 1.2 in 2011 - 2015 through December 31, 2018.

There were 11 motorcycle fatalities in Vermont during 2016 and all were wearing a standard DOT approved helmet. However, the five-year rolling average of un-helmeted fatalities over the past several years hovers between one and two. A step to reach the aspirational goal of eliminating all un-helmeted motorcycle fatalities is to incrementally reduce the five-year rolling average.

Setting a goal in 2018 to reduce these fatalities below the current five-year rolling average of 1.2 puts Vermont on a path in that direction.

Wearing helmets that meet the US Department of Transportation (DOT) standard is the single most effective means of reducing the number of people who die or sustain injuries from motorcycle crashes. Helmets are estimated to reduce the likelihood of death in a motorcycle crash by 37%. NHTSA estimates that helmets saved the lives of 1,544 motorcycle riders in 2010 alone. Traumatic brain injury is a leading cause of motorcycle crash death. Even when not fatal, these debilitating head injuries can mean a lifetime of costly rehabilitation and severe emotional trauma for family and friends. In fact, treating severe traumatic brain injuries costs 13 times more than non-brain injuries.

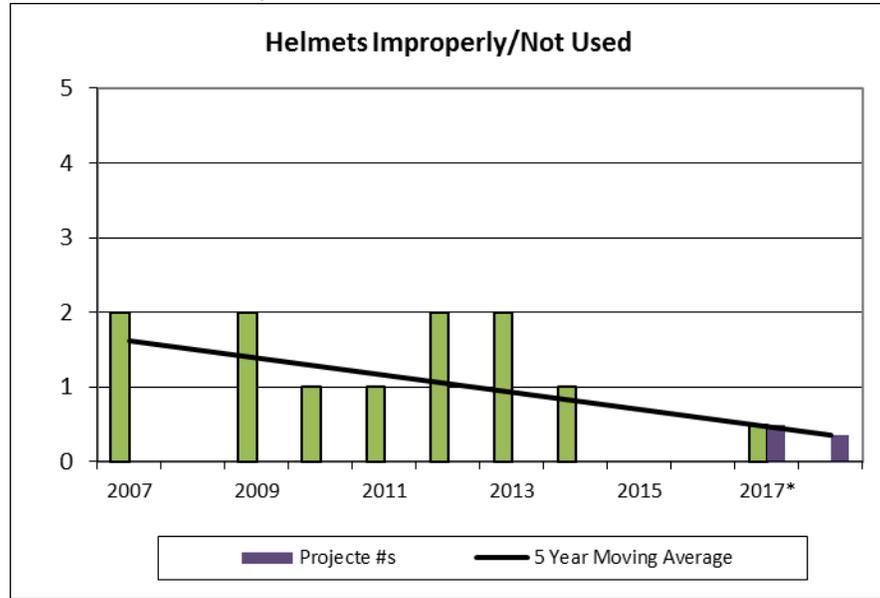
Helmets reduce the risk of head injury by 69%. There are no negative health effects from helmet use. Helmets do not restrict a rider’s ability to hear important sounds or to see a vehicle in the next lane. Un-helmeted riders are 40% more likely to die from a head injury than someone wearing a helmet.

Vermont will continue to promote DOT approved helmet use by supporting the DMV led training conducted for motorcycle safety and promote media and public outreach to improve compliance for motorcycles riders.

Year	Helmet Improperly/Not Used	5-Year Average
2005	1	
2006	4	
2007	2	
2008	0	
2009	2	1.8
2010	0	1.6
2011	1	1.0
2012	2	1.0
2013	2	1.4
2014	1	1.2
2015	0	1.2
2016	0	1.0
2017 projection	.5	.7
Goal 2018		.40

Data Source: FARS, 2017

Helmets Improperly/Not Used



Data Source: FARS, 2017

C-9) Drivers Age 25 or Younger Involved in Fatal Crashes

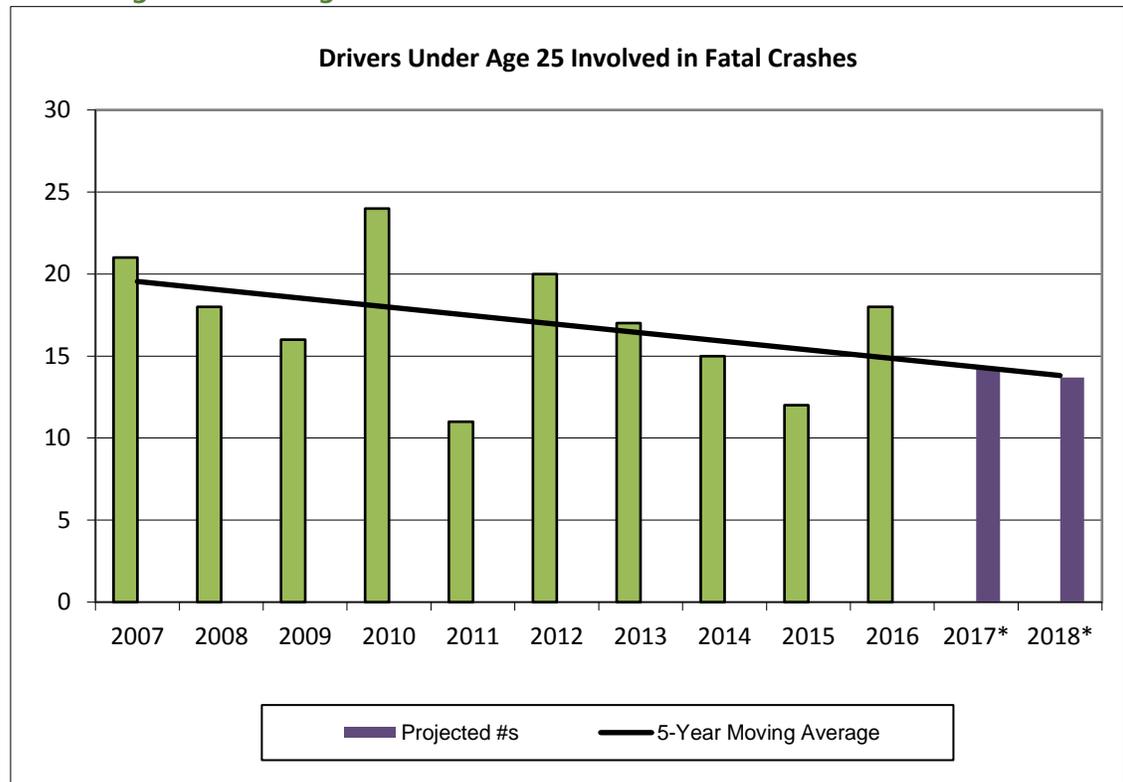
GOAL: To decrease driver's age 25 or younger involved in fatal crashes 3 percent from the five-year average of 15% in 2011 - 2015 to a five-year average of 12% by December 31, 2018.

In 2018 the goal has been changed to include drivers age 25 or younger while in past HSP's we had used driver's 20 and younger. This is now in line with the SHSP. Evaluating past performance, combined with a continuing emphasis on data driven education and enforcement, GHSP supports the above goal as realistic and achievable given that the slight increase in fatalities in 2013 affected the trend. Working with the partnerships promoted by the VHSA and focused outreach, Vermont is expected to continue reductions in this critical area of emphasis. We have added projects for teen education that include a Driver Instructor conference and in 2017 the Ford Driving Skills for Life will come to Vermont and teach approximately 300 newly licensed/permitted teens. Training is conducted in both hands-on and web-based curriculum and the entire program is available at no cost. Training conducted under the Ford Driving Skills for Life program addresses both the inexperience factor as well as issues surrounding distracted driving.

Year	Drivers Age 25 or Younger	5-Year
2010	24	18.6
2011	11	18.8
2012	20	17.8
2013	17	17.6
2014	15	17.4
2015	12	15.0
2016	18	16.4
2017 Projection	8	14.2
Projection 2018		13.7

Data Source: FARS, 2017

Drivers Age 25 or Younger Involved in Fatal Crashes



Data Source: FARS, 2017

C-10) Pedestrian Fatalities

Goal: To reduce the number of Pedestrian Fatalities by 2% from the five-year average of 5.6 in 2011 – 2015 to 5.48 through December 31, 2018.

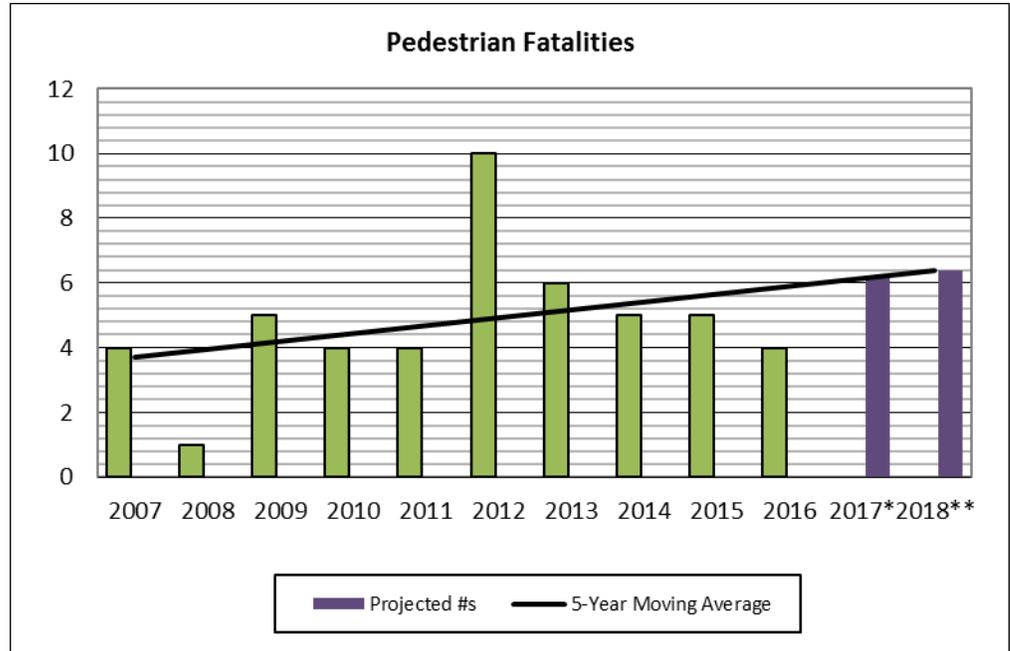
In 2016, 4 pedestrians died on Vermont roads and the most recent five years trends toward 5 pedestrian deaths per year. The current goal of a five-year average for 2018 is to reduce the 2011-2015 average of 5.48 is realistic, considering the steady fatalities trend of fewer than six fatalities exclusive of 2012 and to account for a potential slight increase in such fatalities based 2017 numbers to date. This goal is in line with the SHSP.

GHSP will continue to use data to monitor any developing trends in this fatality category. GHSP staff will work with VHSA partners to provide education and outreach to achieve this projection. GHSP funds Local Motion, a member- supported non-profit organization promoting people-powered transportation and recreation for healthy and sustainable Vermont communities. The organization conducts bicycle and pedestrian safety outreach throughout the state.

Year	Pedestrian Fatalities	5-Year Average
2010	4	2.8
2011	3	3.4
2012	10	4.6
2013	5	5.4
2014	5	5.4
2015	5	5.6
2016	4	6.0
2017 Projection	3.3	6.2
Goal 2018		5.48

Data Source: FARS, 2017

Pedestrian Fatalities



Data Source: VTrans, 2017

C-11) Bicycle Safety Performance Measures

GOAL: To reduce the number of Bicycle Fatalities by 2% from the five-year average of .8 in 2011 - 2015 to the five-year average of .79 through December 31, 2018.

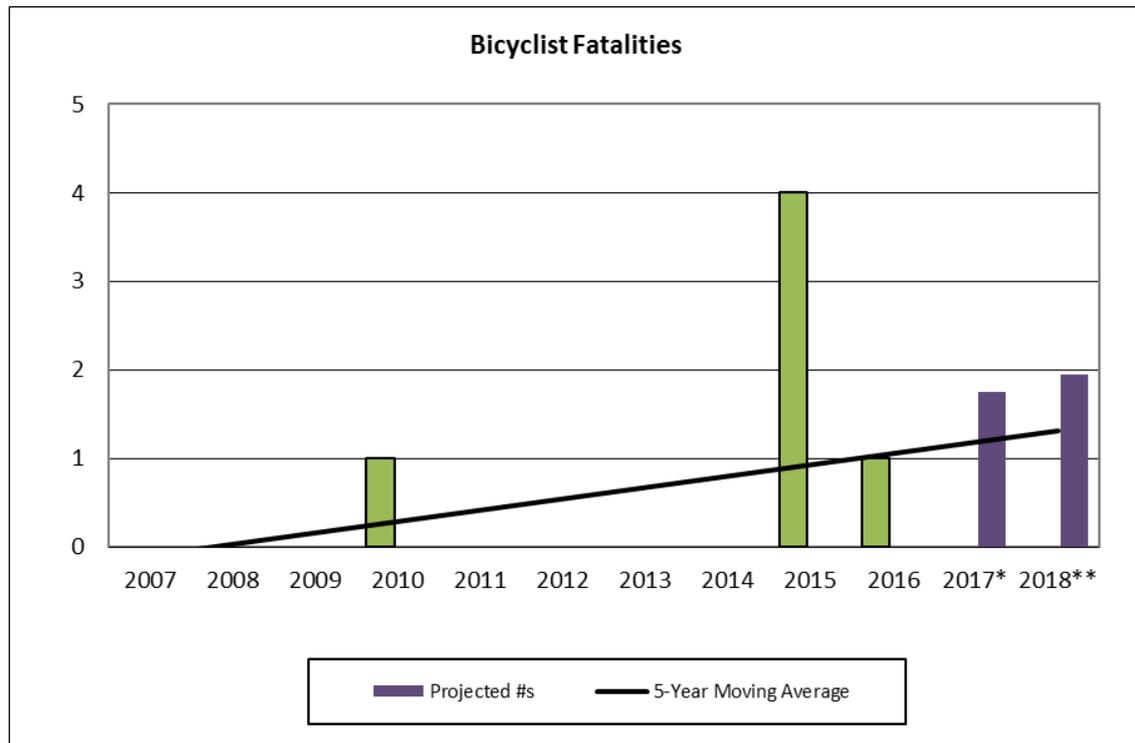
The core performance measure for bicyclist safety is to approach zero bicycle fatalities, following an unexpected spike in early 2015 the state has done many projects to ensure bicycle safety: Road Diets (adding bicycling lanes, by decreasing vehicle lanes, share the road messaging, bike rodeos facilitated by local law enforcement and encouraging helmet use, an increase in Rail Trail use (encouraging bicyclists to use the rail trail versus traveling on roads) and other statewide initiatives by Local Motion.

We feel this goal of reducing our 2011-2015 Bicycle Fatalities from a five-year average of .79 can be achievable. We wrote this goal in line with the SHSP.

Year	Bicyclist	5-Year Average
2010	1	0.2
2011	0	0.2
2012	0	0.2
2013	0	0.2
2014	0	0.2
2015	4	0.8
2016	1	1.00
2017 Projection	1.7	1.3
2018 Goal		.79

Data Source: VTrans, 2017

10 The source for bicycle crash data is the Vermont AOT Crash Database.



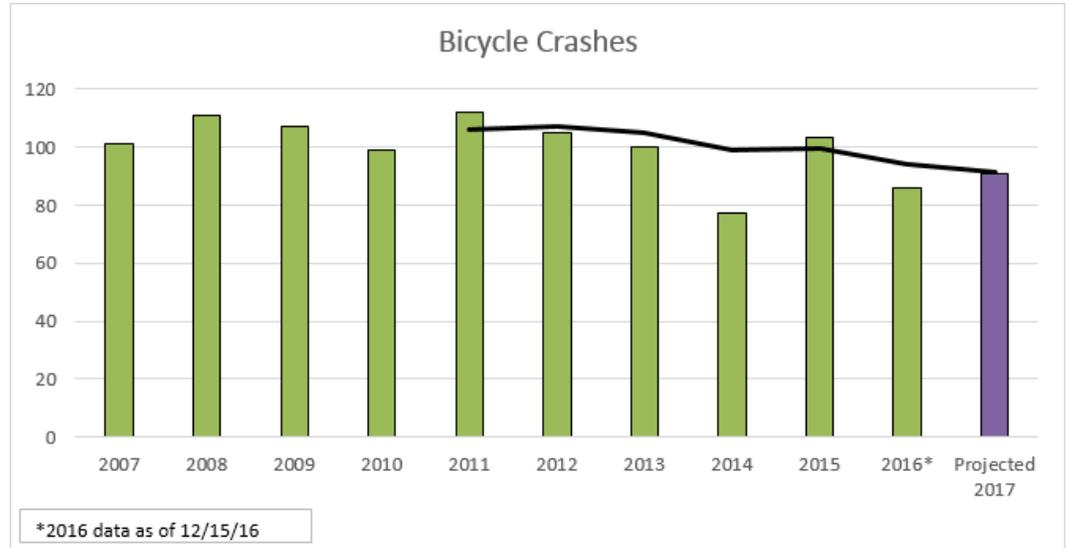
SECONDARY GOAL: To decrease bike crashes by 2% from the five-year average of 99 crashes in 2011-2015 to a five-year average of 79.2 by December 31, 2018.

The secondary performance measure for bicyclist safety is to reduce the number of total bicycle crashes as well as the number of bicyclists involved in major crashes. The five-year average (2011-2015) for total bicycle crashes is 99 per year.

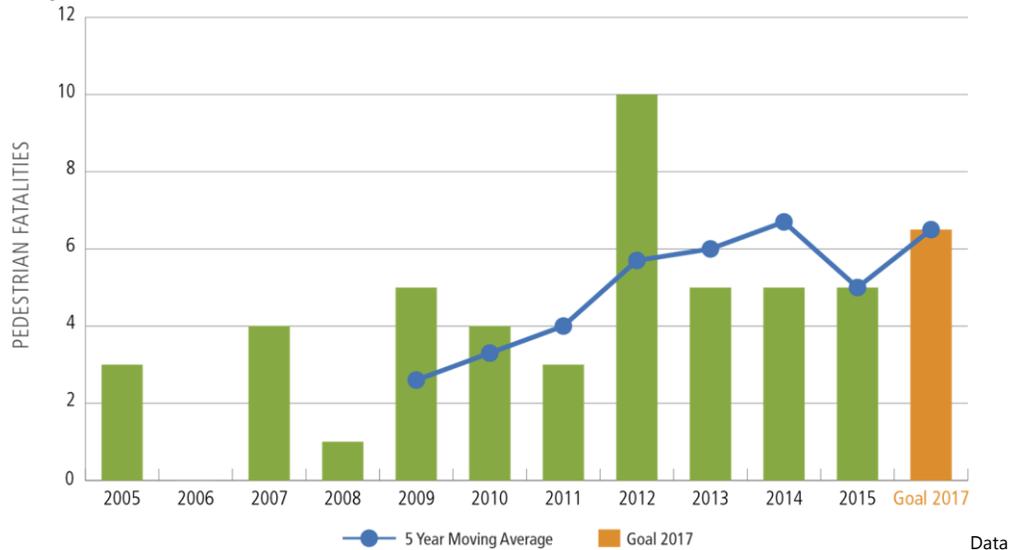
The safety of bicyclists in Vermont is part of VTrans’ mission and there are a number of initiatives in place to address this problem area. VTrans collects crash data on reported crashes statewide from local, county and state law enforcement agencies. This crash data includes locations of pedestrian or bicyclist fatalities or the crash sites of pedestrians or bicyclists with a motor vehicle. The number of bicyclists involved in major crashes is relatively low and constitutes 5% of all major crashes. The most recent period of five years of complete crash data is 2011 – 2015. In Vermont, the total number of major crashes varied during that recent five- year period but has been steadily declining. Vermont’s first bicycle fatality since 2009 occurred in the spring of 2015. The hope is that the downward trend will continue or remain relatively level with no significant reversal. This goal is in line with the SHSP.



2010	1	99	0.2	107.4
2011	0	112	0.2	106.0
2012	0	105	0.2	106.8
2013	0	100	0.2	104.6
2014	0	77	0.2	98.6
2015	4	103	0.8	99.4
2016*	1	86	1.0	94.2
Projected 2017	0	90.5	1.3	76.4
Goal 2018	2	71	1.5	79.2



Bicycle Crashes 2005-2017



Source: VTrans, 2017

The Vermont SHSP includes a number of action items with performance indicators related to safer bicycling. These include the following:

- › Continue education for bicyclists about helmet use
- › Continue education and outreach regarding use of visible clothing for riders
- › Increase driver, cyclist and pedestrian awareness of laws associated with intersections
- › Increase and encourage communication between driver education instructors and outside entities i.e. enforcement officers, bicycle/pedestrian groups, GHSP teams, etc.
- › Increase young drivers' awareness of the interaction between motorized and non-motorized vehicles
- › Increase awareness and safety of bicycles and pedestrians at intersections

Core Behavior Measure

B-1) Seat Belt Use Rate (Observed Seat Belt Use Survey)

Goal: To maintain the observed seat belt use of front seat outboard occupants in passenger vehicles at the five-year average of 85% Seat Belt Use Rate from 2011 - 2015 through December 31, 2018.

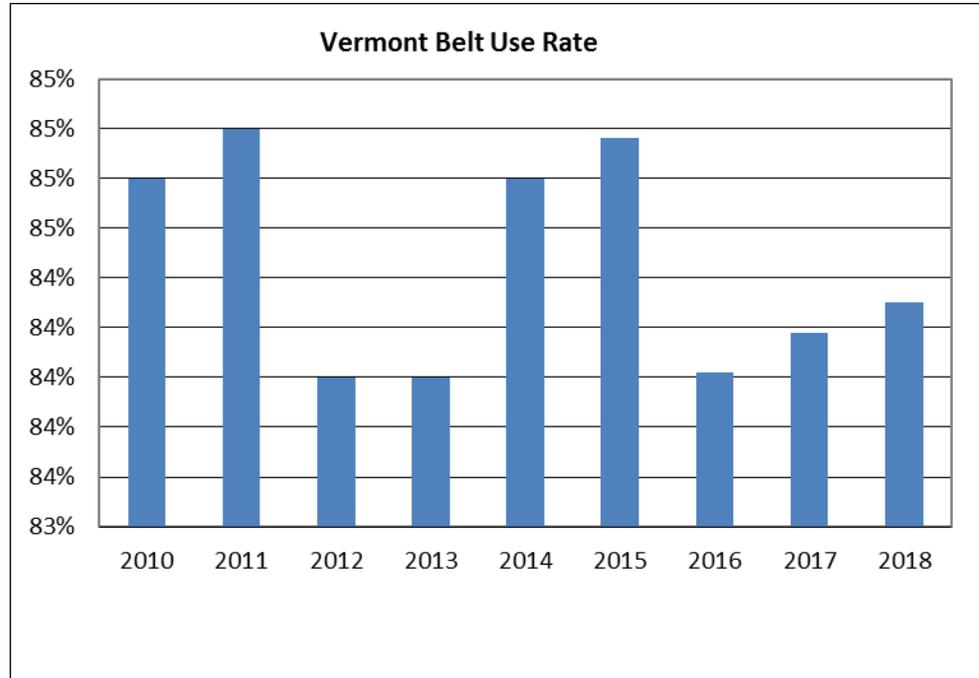
The state of Vermont has a seat belt use rate problem with a 6% reduction of occupants not wearing seatbelts from 2015 into 2016 according to our most recent Seat Belt Use Survey. Nearly 20% of our population is not wearing a seat belt and that statistic has dramatically reduced our 5-year average. We continue to focus our efforts on 18-34-year-old, male pick up drivers and the projects that are outlined in the unrestrained fatalities section of our goals/projections. Our goal continues to maintain a seat belt use rate of 85% (or higher) in the state.

This goal was determined to account for efforts Vermont will make to return the belt use rate of 85 percent or greater. Since 2011, belt use rate has slightly moved between 84 and 85 percent with a record increase to 86% in 2015. Our goal is ambitious but appears to be reasonable to achieve as we have been able to reach an 86% use rate.

Year	Belt Use Rate	5-Year Average
2010	85.2%	84.8%
2011	84.7%	85.0%
2012	84.2%	84.0%
2013	84.9%	84.0%
2014	85.0%	84.8%
2015	86.0%	85.0%
2016	80.0%	84.0%
Projected 2017	85.0%	84.2%
Projected 2018	85.5%	84.3%

Source: SOV Seat Belt Use Survey by Contractors

Vermont Seat Belt Use Rate



Data Source: SOV Seat Belt Use Survey by Contractors, 2017

Data Sources Consulted

Data Sources Consulted

- Seatbelt Survey
- Driver Attitude Survey
- FARS
- Crash Data
- Judicial Bureau
- Emergency Medical Services, (SIREN)
- Local Problem data provided through grant application
- OP Assessment
- TRCC Assessment
- Impaired Driving Assessment
- Centers for Disease Control
- PRAMS Survey
- BRFSS Survey

Activity Performance Measures

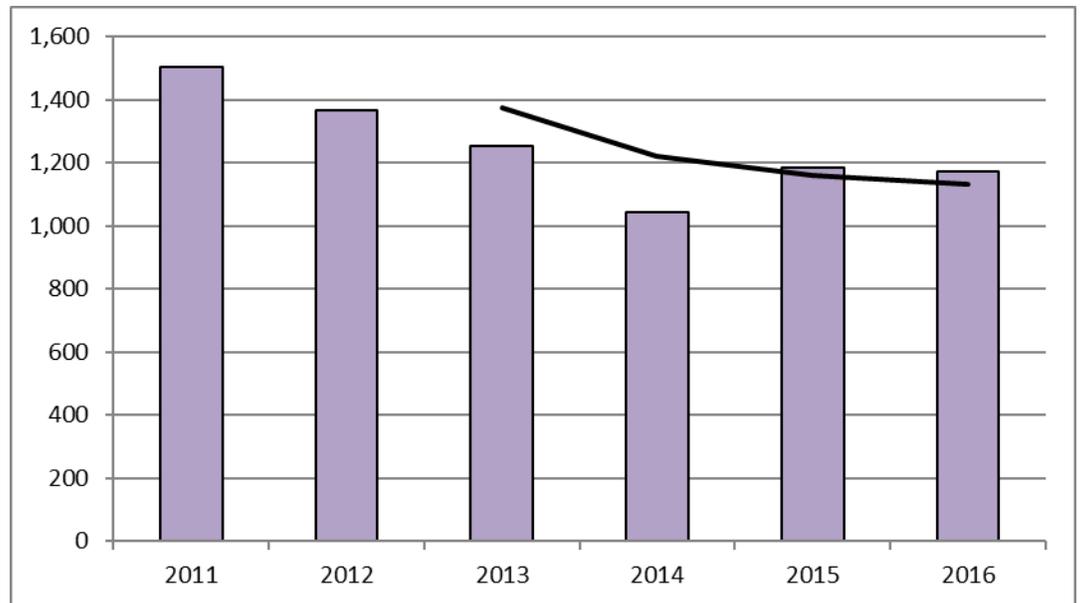
The following data are derived from GHSP grant activity reports of citations issued during grant funded enforcement activity. In our grant application workshops, we have stressed the importance of data and performance measures of two contacts per hour on grant funded time. We have also implemented a performance measure worksheet when we evaluate reimbursement documentation and if the contacts are less than two per hour the LEL contacts the agency. The state of Vermont is not unique with the rest of this country with the decline in seat belt citations.

A-1) Seat Belt Citations

Year	Belt Tickets	5-Year Average
2011	1,505	1,540
2012	1,368	1,375
2013	1,251	1,375
2014	1,043	1,466
2015	1,184	1,383
2016	1,174	1,204

Data Source: VTrans, 2017

Seat Belt Citations – Grant Funded Time



Data Source: VTrans, 2017

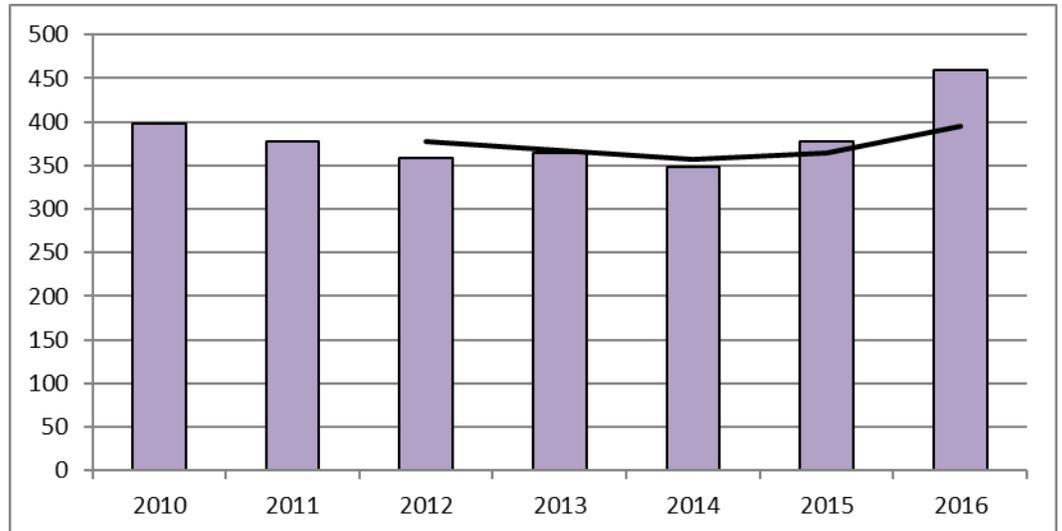
A-2) Impaired Driving Arrests

Year	DUI Arrests	5-Year Average
2010	398	387
2011	377	366
2012	358	378
2013	365	377
2014	348	374
2015	255**	369
2016	460	382

Data Source: VTrans, 2017

**In 2015 the GHSP moved from in April from the Department of Public Safety to VTrans and we believe that some data was not entered in properly during the move.

DUI Arrests – Grant Funded Time



Data Source: VTrans, 2017

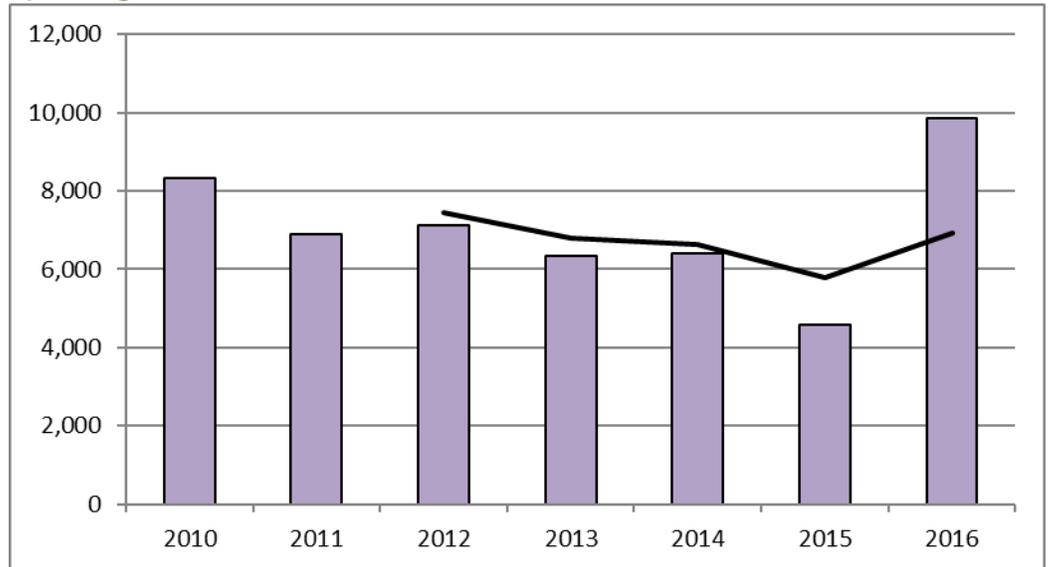
A-3) Speeding Citations Grant Funded Time

Year	Speeding Citations	5-Year
2010	8,311	
2011	6,900	
2012	7,134	
2013	6,353	
2014	6,383	7,018
2015	4,455**	6,270
2016	9,842	6,589

Data Source: VTrans, 2017

**In 2015 the GHSP moved from in April from the Department of Public Safety to VTrans and we believe that some data was not entered in properly during the move.

Speeding Citations – Grant Funded Time



Data Source: VTrans, 2017



Performance Reports

Photo: Sgt. Michael Roj Windham County SD

December 31, 2016

Projected Results for December 31, 2017

Performance Reports

December 31, 2016

The following is a brief status report on Vermont's progress in meeting the core performance measures identified in the FFY 2016 HSP. This status report shows three-year averages to reflect the performance measures adopted in the FFY 2015 HSP. Starting with the FFY 2016 HSP, five-year averages are used for performance metrics. Note: Data includes both FARS 2015 and the VTrans Crash Database 2015.

Goals for Core Measures Set for 12/31/2016	Results
<p>C-1) Number of traffic fatalities GOAL: To decrease traffic fatalities by 0.1 percent from the five-year average of 63.4 in 2010 - 2014 to a five-year average of 63.1 by December 31, 2016.</p>	<p>The SOV saw an increase in fatalities from 57 in 2015 to 65 in 2016; the rate has increased 14.04%. However, Vermont has still surpassed the five-year average goal of 63.4 in 2011-2015 with our new five-year average at 62.6.</p>
<p>C-2) Number of serious injuries in traffic crashes GOAL: To decrease serious traffic crashes 4.76 percent from the five-year average of 336.0 in 2010 - 2014 to a five-year average of 320.0 by December 31, 2016.</p>	<p>In 2015 and 2016, the five-year moving average remains relatively constant. There is a -2.32% change between 2014 and 2015 five-year moving averages and the trend is likely to continue when 2016 data is finalized.</p>
<p>C-3) Fatalities per 100 VMMT (rural and urban) GOAL: To reduce fatalities per 100 million vehicle miles travelled by 1.05% from the five-year average of 0.84 in 2011- 2015 to a five-year average of 0.83 by December 31, 2016.</p>	<p>Vermont's 2011-2015 five-year average of 0.84% indicates the likelihood of reaching the above stated goal for 2016. The significant reduction in fatalities in 2014 has positively affected the latest five-year moving average</p>
<p>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions GOAL: To decrease unrestrained passenger vehicle occupant fatalities 4.58 percent from the five-year average of 26.2 in 2010 – 2014 to a five-year average of 25.0 by December 31, 2016.</p>	<p>The 2016 five-year moving average of 24 is a 4.34% increase over the 2015 five-year moving average of 23. The 2015 five-year moving average of 23 is a 12.21% decrease over the 2014 five-year moving average of 26.2.</p>
<p>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above GOAL: To decrease alcohol-impaired driving fatalities 0.1 percent from the five-year average of 16.4 in 2010 – 2014 to a five-year average of 16.3 by December 31, 2016.</p>	<p>The five-year average in 2014 was 16.4. The five-year average in 2016 has increase to 16.6, a 1.22% change. The year 2016, the SOV has had 22 fatalities to date. The five-year average trend line has remained relatively constant over the past five years; however, we saw a spike in the data for 2016 that we have not seen since 2012.</p>

C-6) Number of speed-related fatalities

GOAL: To decrease speed-related fatalities 5.51 percent from the five-year average of 22.2 in 2010 – 2014 to a five-year average of 21.0 by December 31, 2016.

The five-year moving average in 2014 was 22.2. The five-year moving average in 2015 was 20.6, a -7.21% change. The trend line has remained relatively flat for the five-year moving average. The state did not meet its goal of having a five-year moving average of 21 speed-related fatalities; however, the GHSP is reasonably in the target range with a five-year moving average of 23.

C-7) Number of motorcyclist fatalities (FARS)

GOAL: To maintain or decrease the recent downward trend of motorcyclist fatalities 0.3 percent from the five-year average of 7.8 in 2010 - 2014 to a five-year average of 7.5 or lower by December 31, 2016.

The five-year average on December 31, 2015 was 8.8, a 12.82% change from the 2014 moving average of 7.8. The 2013-2016 moving average is showing an upward trend and will be confirmed when the 2016 FARS numbers are finalized. The state did not meet its goal of having a five-year moving average of 7.5 motorcycle fatalities, however the GHSP is not far off the target with a 2016 five year moving average of 9.4.

C-8) Number of un-helmeted motorcyclist fatalities

GOAL: To maintain or decrease the un-helmeted motorcyclist fatalities 0 percent from the five-year average of 1.4 in 2010 - 2014 to a five-year average of 1.4 by December 31, 2016.

The 2011–2015 five-year moving average is 1.2. 2016 is showing 1 un-helmeted motorcyclist fatality at this time. The state met its goal of having a five-year moving average of 1.4 and we attribute that success to aggressive media, educational outreach, and enforcement efforts.

C-9) Number of drivers age 20 or younger involved in fatal crashes

GOAL: To decrease pedestrian fatalities 10 percent from the five-year average of 7.0 in 2010 - 2014 to a five-year average of 6.3 by December 31, 2016.

The five-year moving average by December 31, 2016 was 6.0. Local pedestrian advocacy groups continue to conduct outreach and education and that work has shown in our statewide data. The 2016 five-year average is likely to remain below our goal once the 2016 FARS numbers are finalized.

C-10) Number of pedestrian fatalities

GOAL: To decrease pedestrian fatalities 16.3 percent from the three-year average of 6.3 in –2011 - 2013 to a three-year average of 5.3 by December 31, 2015.

The three-year average by December 31, 2014 was 7. Although local pedestrian advocacy groups continue to conduct outreach and education, the 2015 three-year average is not likely to fall below the goal of 5.3 once the 2015 FARS numbers are finalized.

C-11) Bicycle Safety Performance Measures

GOAL: To maintain or decrease by 1% the five-year average of 94 in 2010-2014 to a five-year average of 94/93 by December 31, 2016.

The five-year bicycle crash average by December 31, 2016 was 94.2. The state met its goal of having a five-year moving average goal in the 93-94% range as 94.2% is well within the tolerance range for this goal.

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

GOAL: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5% from a five-year average rate of 84.6% in 2011 - 2013 to a five-year average rate of 85.0% by December 31, 2016.

The five-year moving average by December 31, 2016 was 81.8% and the state did not meet its five-year moving average goal of 85%. Regionally there is noticeably lower usage along the entire northern tier of the State, which remains below 80% while all other counties exhibit higher usage rates.

Data Source: Seatbelt Contractor. VTrans and FARS, 2017

Projected Results for December 31, 2017

The following is a brief status report on Vermont's performance compared to the goals set in GHSP's FFY 2016 HSP. The goals are set for the period ending December 31, 2016. This status report is a projection based on data supplied by the VTrans Crash Analyst. Fatality data come from the FARS database for the period January 1 through June 5, 2017. The crash data came from the Crash database for the period January 1 through June 5, 2017. Please note that the data are not finalized as of the completion of this plan but remain the most accurate data currently available.

Goals for Core Measures Set for 12/31/2017

Results

C-1) Number of traffic fatalities

GOAL: To decrease traffic fatalities by 1.9 percent from the five-year average of 63.2 in 2010 - 2014 to a five-year average of 62.0 by December 31, 2017.

Vermont is trending to exceed its goal in 2017 based on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 is 58.0, a decrease of 8.51percent.

C-2) Number of serious injuries in traffic crashes

GOAL: To decrease serious traffic injuries 2.5 percent from the five-year average of 328.2 in 2011 - 2015 to a five-year average of 320.0 by December 31, 2017.

Vermont is trending to exceed its goal in 2017 based on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 is 320.0, a decrease of 12.2 percent.

C-3) Fatalities per 100 VMMT (rural and urban)

GOAL: To reduce fatalities per 100 million vehicle miles travelled by 1.14% from the five-year average of 0.88 in 2010 - 2014 to a five-year average of 0.87 by December 31, 2017.

Vermont is trending to exceed its goal in 2017 based on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 is .79, a decrease of 10.22 percent.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions

GOAL: To decrease unrestrained passenger vehicle occupant fatalities 6.0 percent from the five-year average of 23.4 in 2010 - 2014 to a five-year average of 22 by December 31, 2017.

Vermont is trending to exceed its goal in 2017 based on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 is 20, a decrease of 20 percent.

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

GOAL: To decrease alcohol-impaired driving fatalities 6.3 percent from the five-year average of 17.6 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2017.

Vermont is trending not to meet its goal in 2017 based on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 is 20.0, an increase of 2 percent. The Department of Motor Vehicles has deployed extra media messaging with a \$50,000 increase in funding from GHSP to help meet our goal.

C-6) Number of speed-related fatalities

GOAL: To decrease speed-related fatalities 7.1 percent from the five-year average of 22.6 in 2010 - 2014 to a five-year average of 21.0 by December 31, 2017.

Vermont is trending not to meet its goal in 2017 based on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 remains relatively constant at 21.3 and we project a current decrease of 4.05 percent. In response to not meeting this goal the state has implemented safety corridors along interstates 89 and 91. A combination of speed carts, variable message boards and enforcement have been deployed based on data. In addition, the HSP 18 includes \$100,000 to the Vermont State Police to focus on speed and aggressive driving

C-7) Number of motorcyclist fatalities (FARS)

GOAL: To maintain motorcyclist fatalities at or below a five-year average of 8.0 or lower (2010-2014 average is 7.8) by December 31, 2017.

Vermont is trending not to meet its goal in 2017 on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 is 9.3, an increase of 19.23 percent. It is very early on in the motorcycle season and our fatalities are relatively low compared to other states. Any slight increase yields a drastic percentage change. We increase the Department of Motor Vehicles funding by \$50,000 for media messaging. As of July 31st we have had 6 motorcycle fatalities.

C-8) Number of un-helmeted motorcyclist fatalities

GOAL: To maintain the number of unhelmeted motorcyclist fatalities below the five-year average of 1.2 in 2010 - 2014 by December 31, 2017.

Vermont is trending to exceed its goal in 2017 based on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 is .7, a reduction of 50 percent.

C-9) Number of drivers age 20 or younger involved in fatal crashes

GOAL: To decrease drivers age 20 or younger involved in fatal crashes 8.8 percent from the five-year average of 8.0 in 2010 - 2014 to a five-year average of 7.3 by December 31, 2017.

Vermont is trending to exceed its goal in 2017 based on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 is 5.8, a decrease of 25.64 percent.

C-10) Number of pedestrian fatalities

GOAL: To decrease pedestrian fatalities 7.4 percent from the five-year average of 5.4 in 2010-2014 to a five-year average of 5.0 by December 31, 2017.

Vermont is trending not to meet its goal in 2017 based on crash data as of June 5, 2017. When extrapolated the projected five-year average by December 31, 2017 is 6.2, an increase of 6.89 percent. It is the middle of our summer season and our fatalities are relatively low compared to other states. Any slight increase yields a drastic percentage change. As of July 31st we have had 3 pedestrian fatalities. For a majority of 2017 the Road Users Group Project did not get off the ground. We were just notified in July that they posted the position for the Pedestrian Safety Program.

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

GOAL: To increase statewide-observed seat belt use of front seat outboard occupants in passenger vehicles by two-tenths of a percentage point from a five-year average rate of 84.8 % in 2011 - 2015 to a five-year average rate of 85.0% by December 31, 2017.

The belt rate in 2016 was observed at 80% percent after the due date of the HSP 2018. Unless the 2017 rate rises, the status quo will remain. In response, we have selected a new contractor with more experience to administer the observational seatbelt survey. We will also be reviewing our media messaging.



Application of Evidence-Based
Traffic Safety Enforcement Program

Photo: Sgt. Dale Kerber, Fair Haven PD

Summary

Data Analysis

Deployment of Resources

Continuous Follow-up and Adjustment of the
Enforcement Plan

Application of Evidence-Based Traffic Safety Enforcement Program

Summary

Vermont's execution of an Evidence-Based Traffic Safety Enforcement Program (TSEP) is based on three major components:

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

To support Vermont's evidence-based enforcement strategies, specific data driven media messaging and public outreach have been created to increase impact and improve effectiveness of the GHSP communication plan. Vermont statewide and local data identifies the target audience to deliver the appropriate message to the right demographic. For example, local data indicates the geographic areas of the state with the lowest belt use rates. The Vermont GHSP works with the contacted media consultant in creating specific visual and audio messaging. The occupant protection videos are produced on location using recognizable landmarks as points of reference for local viewers. Similarly, impaired driving messaging depicts locations, settings, and backgrounds which will resonate with the data identified targeted audience who are at higher risk to drive while impaired. In addition, media outreach and seasonal messaging is utilized to describe what types of enforcement activities a particular area of the state will see during special enforcement periods. These types of data based outreach and messaging not only support enforcement but provide an additional layer of deference for those who fail to comply.

Overall, the TSEP process described below incorporates DDACTS and closely follows the strategies listed in DDACTS' seven guiding principles.

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

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

Data Analysis

- › Vermont is fortunate to have direct access to timely crash data and other traffic enforcement related information. The flexibility of the GHSP TSEP enables direct application to priority enforcement projects based on the evaluation of these data sets. For example, the seat belt use rate survey, occupant protection citations issued and improperly restrained (operators/occupants) crash data are incorporated into the strategies directing occupant protection enforcement grants. Likewise, impaired driving crashes and arrests are the basis for DUI and drugged driving enforcement efforts. The TSEP approach is applied to speeding, distracted driving and all other GHSP priorities which may emerge.
- › GHSP staff conduct analysis of timely state wide crash data. The process is enhanced by integrating county and local data supported by ancillary information relating to enforcement activities. Local data is the cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems which require the application of local data.
- › During the grant application process each potential sub-awardee is issued a pre-loaded application prepared by GHSP with local data that identifies target areas of crash locations with associated times of the day and day(s) of the week that the majority of crashes occur. The data supports problem identification and is the foundation for setting performance targets and measurable outcomes.
- › Funding for sub-awardees is commensurate to the jurisdiction's proportion of the overall state problem.

Deployment of Resources

- › Potential sub-awardees are required to use countermeasures and strategies to address the problem areas identified in their agreement. The selected strategies and accepted countermeasures are designed using appropriate local data. TSEP is applicable to all GHSP priority programs.
- › The applicant agency must demonstrate sufficient available resources to successfully accomplish the agency's stated objectives. These enforcement resources must be deployed based on data analysis on focused data-driven strategies to ensure efficiency and effectiveness.
- › Vermont's approach to TSEP provides enforcement coverage in all of the state's 14 counties. GHSP's partnership with the Vermont State Police, all 14 sheriff's departments, and 92% (48 of 52) of municipal agencies, provides a multi-tiered, interlocking system of sustained enforcement in those areas identified using all available data sets.
- › Clear and concise goals and expected outcomes are developed and clearly described within the agency's grant application.

A county-wide Safe Highway Accident Reduction Program (SHARP) model has been implemented in Chittenden and Rutland Counties where the agencies are coordinated by a program director from the Shelburne Police Department for the Chittenden project, and the Rutland County Sheriff's Department for the Rutland project, who provide leadership and direction to participating agencies. The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The program director provides the team with a cohesive approach and consistent oversight to address local problems effectively and efficiently. The coordinator sets goals based on state and local data to confront traffic safety issues and continually implement evidence-based enforcement. The coordinator also tracks and assesses productivity and progress through monitoring of activity reports and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals. Quarterly meetings are held with a representative from each agency to discuss and evaluate the strategies and results of the enforcement activity. Modifications to the project are made based on the input and results of these meetings.

Continuous Follow-up and Adjustment of the Enforcement Plan

- > All participating agencies are required to submit monthly activity reports and quarterly progress reports. GHSP Program Coordinators evaluate all agency reports and assess productivity and progress towards defined goals and outcomes. Program Coordinators work closely with the GHSP Chief and LELs to determine if any strategic adjustments, modifications or other changes are appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provides feedback which enables project adjustments where and when appropriate.



High Visibility Enforcement

High Visibility Enforcement

Introduction

High Visibility Enforcement (HVE) is a traffic safety approach designed to have a deterrent effect and change unlawful driving behaviors. HVE combines highly visible and proactive law enforcement, targeting a specific traffic safety issue. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. There are a variety of HVE methods which can be employed by themselves or in combination, including the following:

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

The HVE concept is a departure from traditional law enforcement tactics as it incorporates visibility elements such as electronic message boards, road signs, command posts, BAT mobiles, etc., designed to make enforcement efforts obvious to the public. It is supported by a coordinated publicity and communication strategy and may also be enhanced through multi-jurisdictional efforts and partnerships between organizations dedicated to the safety of their communities.

Strategies

During FFY 2018, law enforcement agencies (LEAs) will participate in at least three (3) national mobilizations:

- Drive Sober or Get Pulled Over (December-January)
- Click It or Ticket (May-June)
- Drive Sober or Get Pulled Over (August-September)

To support these national mobilizations, law enforcement agencies will conduct high visibility enforcement details throughout the state. Using statewide and local data to direct their activities, LEAs will participate in the Click It or Ticket Task Force, the DUI Mobile Task Force, and county-wide SHARP Projects as described on pages 77-81 and pages 97-100 of this plan. As a condition of their sub-grant, each LEA will conduct at least 16 hours of high visibility enforcement during each of the above mobilization periods. With approximately 50 municipal LEA's, combined with 10 State Police stations and 14 county sheriffs' departments eligible to participate over these three national mobilizations, these LEA's combined will conduct a minimum of 3,600 hours of high visibility enforcement during these periods.

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

The Vermont State Police (VSP) provides primary law enforcement services to approximately 200 towns, representing approximately 90 percent of the land mass and 50 percent of the population in Vermont. In addition, VSP has primary responsibility for Vermont's three (3) interstate highways (I-89, I-91, and I-93). For most small, rural towns in Vermont that do not have their own municipal police department, the VSP is the default law enforcement agency. As a result of this wide-spread area of responsibility, VSP troopers investigate a majority (64% in 2016) of the fatal crashes that occur in Vermont. VSP is also in a position to have a statewide impact on speed, aggressive, and distracted driving behaviors regardless of municipality or county lines. VSP will be allocated funds to increase speed, aggressive and distracted driving enforcement on Vermont's high-speed rural roadways.

Work zone safety continues to be a concern for the State of Vermont, due to the fact that work zones are inherently more hazardous for both vehicular and pedestrian traffic. The state's 14 county sheriffs' departments, coordinated by the Vermont Sheriffs' Association, will be allocated funds to increase the enforcement of speed and distracted driving laws in select work zones across the state.

To augment the above strategies, the Agency of Transportation (VTrans) will retain qualified, strategic and innovative marketing firm(s) for the development and implementation of a variety of traffic safety-related advertising campaigns and initiatives. These media projects are designed to educate the public and promote voluntary compliance with the law, thereby reducing crashes, saving lives, and improving the overall quality of life for those using Vermont's roadways.



Performance Plan Project Descriptions

Photo: Youth Safety Council, Turn Off Texting Facebook Page

Occupant Protection
Impaired Driving
Law Enforcement Support
Community Education Programs
Motorcycle Safety
Traffic Records
Evaluation and Data Collection
Paid Media
Planning and Administration



Occupant Protection

Occupant Protection

Data Analysis

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

Specific locations were selected to conduct high visibility enforcement events, linked to and supported by media coverage. The results were significant. A subsequent seat belt survey, conducted shortly after the conclusion of the CIOT campaign, indicated an 84.9% statewide use rate. Roughly translated, this means approximately 90,000 more motorists were wearing seat belts than the previous year. GHSP continues to redesign the state's occupant protection (OP) program. The GHSP will continue to develop creative, strategic and data driven approaches to improve compliance.

In March 2016, the Connecticut Department of Transportation's Highway Safety Office hosted a Safety Belt Summit for all of the highway safety offices in NHTSA Region 1 & 2. This three-day summit was an excellent opportunity for Vermont to network, exchange ideas and problem-solve with our neighboring states, federal partners and a variety of highway safety advocates. Vermont is not unlike other states in that we have experienced a stagnant, if not declining, seatbelt use rate, as well as a proportionately high number of unrestrained injuries and deaths on our roadways. At the conclusion of the summit, Vermont developed a safety belt work plan based on pertinent data, problem identification and other relevant information.

In an effort to target the 18 to 34-year-old males who do not regularly wear their seatbelts, the GHSP and VHSA have launched a new public information and education effort that features 15-year-old racecar driver Evan Hallstrom of Hallstrom Motorsports. The outreach includes a poster and media campaign. Hallstrom Motorsports is contributing to this effort with in-kind services that include a *Click It or Ticket* graphic on the hood of two of their racecars.

In review of the 2016 data, 65% of unbelted males were either the driver or the passenger in all categories of crash types. A further breakdown of the data shows 33% of drivers are in the 16-24 age range. Vermont realizes this is an issue as it is a critical emphasis area in the SHSP to improve younger driver safety. The GHSP has many projects that focus on this age group: Law Enforcement Education presentations to school groups, Youth Safety Council, AGC, and the Driver Educators Summit. The GHSP staff is looking at curriculums from the various agencies and looking for ways to stream line. While the current presentations are done very well, the GHSP is going to put more of an effort in resources to this problem area.

Vermont's Seat Belt Use Rate (2006-2016)

Year	Belt Use Rate	5-Year Average
2010	85.2%	85.4%
2011	84.7%	85.9%
2012	84.2%	85.4%
2013	84.9%	84.9%
2014	84.1%	84.6%
2015	86.0%	84.8%
2016	80.0%	83.8%

Data Source: VTrans, 2016

Vermont's population is distributed unevenly across fourteen counties and the state is most accurately described as rural. The highest single population center is located in the Chittenden County region. The following chart demonstrates use rates by region(s). Please note although there are fourteen counties in Vermont, some of the less populated counties were grouped geographically in the survey design for reporting consistency and accuracy.

Vermont 2016 Safety Belt Use Survey

Region	Use Rate	Population (2010 census)
Chittenden County	87.85%	1
Bennington/Addison Counties	86.14%	7
Franklin/Grand Isle Counties	81.48%	5
Orleans, Caledonia, Essex Counties	77.49%	6
Rutland County	87.00%	6
Washington/Lamoille Counties	83.23%	8
Windham/Orange/Windsor Counties	84.13%	1
Weighted Statewide Use Rate	80%	6

Data Source: UVM, 2016

Vermont Governor's Highway Safety Program

Vermont's fatal crashes involving unbelted fatalities in the last five years are distributed throughout the state with higher numbers in Orleans, Rutland, Washington, and Windsor counties.

Unbelted Fatal Crashes by County

County	2012	2013	2014	2015	2016	Total
Addison County	0	0	1	1	6	3
Bennington County	1	0	2	0	5	4
Caledonia County	3	0	0	3	2	8
Chittenden County	3	2	2	1	7	9
Essex County	0	0	1	1	1	2
Franklin County	2	3	1	1	6	8
Grand Isle County	0	0	1	0	2	1
Lamoille County	3	2	1	2	2	8
Orange County	0	3	1	0	0	5
Orleans County	6	5	1	1	2	15
Rutland County	3	1	3	5	7	14
Washington County	7	1	0	1	5	12
Windham County	2	5	0	0	9	8
Windsor County	5	3	0	1	5	11
Total	35	25	14	17	59	108

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No or Improper Occupant Protection Data for 2016

Sex	Driver	Passenger	Total by Sex
Male	319	117	436
Female	141	93	234
Not Reported	0	1	1
Total	460	211	671

Injury Level	Driver	Passenger	Total by Injury
Fatality (K)	11	10	21
No injury (O)	208	80	288
Possible Injury (C)	46	24	70
Suspected Minor Injury (B)	132	79	211
Suspected Serious Injury (A)	55	17	72
Unknown	6	1	7
Untimely Death	2	0	2
Total Injuries	460	211	671

Drivers	M	F	Total by Age
16-24	111	43	154
25-34	82	36	118
35-44	27	23	50
45-54	43	14	57
55-64	37	14	51
65+	19	11	30
Total Drivers	319	141	460

Passengers	M	F	Total by Age
0-24	67	55	122
25-34	29	21	50
35-44	8	8	16
45-54	5	0	5
55-64	6	4	10
65+	1	4	5
Not Reported	1	1	2
Total Drivers	117	93	210

Vermont Map by County



Data Source: VTrans 2016

Vermont State Police Barracks Participating in Sustained Occupant Enforcement

Barracks	County/Counties Covered
Derby	Orleans and Essex
Middlesex	Washington and Orange
New Haven	Addison
Royalton	Windsor and Orange
Rutland	Rutland
Shaftsbury	Bennington
St. Albans	Franklin and Grand Isle
St. Johnsbury	Caledonia, Essex and Orange
Westminster	Windham and Windsor
Williston	Chittenden and Lamoille

Data Source: VT State Police 2017

Local Police Agencies and Constables Participating in Sustained Occupant Protection Enforcement for FFY 2018 (2010 Census)

County	Law Enforcement Agency	Town/City Population
Addison	Bristol Police Dept.	3,894
	Middlebury Police Dept.	8,496
	Vergennes Police Dept.	2,588
Bennington	Bennington Police Dept.	15,764
	Manchester Police Dept.	4,391
	Winhall Police Dept.	769
Caledonia	Hardwick Police Dept.	3,010
	St. Johnsbury Police Dept.	7,603
Chittenden	Burlington Police Dept.	42,417
	Colchester Police Dept.	17,067
	Essex Police Dept.	19,587
	Hinesburg Police Dept.	4,396
	Milton Police Dept.	10,352
	Richmond Police Dept.	4,081
	Shelburne Police Dept.	7,144
	South Burlington Police Dept.	17,904
	Williston Police Dept.	8,698
Winooski Police Dept.	7,267	
Franklin	St. Albans Police Dept.	12,917
	Swanton Police Dept.	6,487
Lamoille	Morristown Police Dept.	5,227

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County	Law Enforcement Agency	Town/City Population
Orange	Bradford Police Dept.	2,766
	Randolph Police Dept.	4,853
	Thetford Police Dept.	2,601
Orleans	Newport police Dept.	6,183
Rutland	Brandon Police Dept.	3,966
	Castleton Police Dept.	4,717
	Fair Haven Police Dept.	2,734
	Killington Police Dept.	811
	Mendon Constable	1,033
	Pittsford Police Dept.	3,432
	Rutland City Police Dept.	16,495
Washington	Barre Town Police Dept.	7,924
	Berlin Police Dept.	2,887
	Montpelier Police Dept.	7,855
	Northfield Police Dept.	6,207
Windham	Brattleboro Police Dept.	12,046
	Dover Police Dept.	1,100
	Wilmington Police Dept.	1,876
Windsor	Bethel Constable	2,030
	Hartford Police Dept.	9,952
	Ludlow Police Dept.	1,963
	Norwich Police Dept.	3,414
	Rochester Constable	1,139
	Royalton Police Dept.	2,773
	Springfield Police Dept.	9,373
	Weathersfield Police Dept.	2,825
Windsor Police Dept.	3,553	
	Woodstock Police Dept.	3,048

County Sheriff’s Departments Participating in Sustained Occupant Protection Enforcement for FFY 2018 (2010 Census)

County	Law Enforcement Agency	Town/City Population
Addison	Addison County Sheriff’s Dept.	36,821
Bennington	Bennington County Sheriff’s Dept.	37,125
Caledonia	Caledonia County Sheriff’s Dept.	31,227
Chittenden	Chittenden County Sheriff’s Dept.	156,545
Essex	Essex County Sheriff’s Dept.	6,306
Franklin	Franklin County Sheriff’s Dept.	47,746
Grand Isle	Grand Isle County Sheriff’s Dept.	2,067
Lamoille	Lamoille County Sheriff’s Dept.	24,475
Orange	Orange County Sheriff’s Dept.	28,936
Orleans	Orleans County Sheriff’s Dept.	27,231
Rutland	Rutland County Sheriff’s Dept.	61,642
Washington	Washington County Sheriff’s Dept.	59,534
Windham	Windham County Sheriff’s Dept.	44,513
Windsor	Windsor County Sheriff’s Dept.	56,670

Data Source: U.S Census

Vermont’s High-Risk Population Countermeasure Program

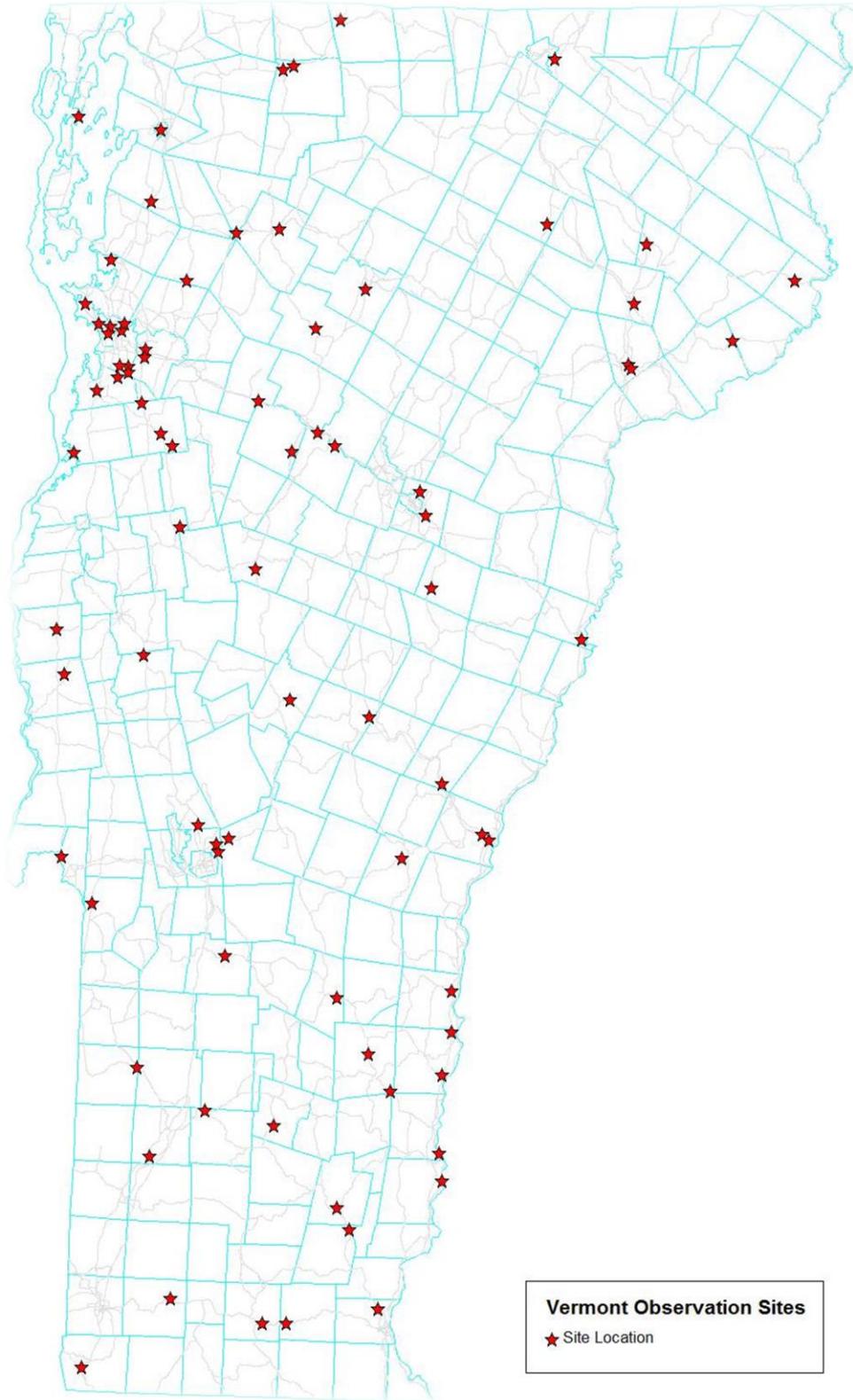
The University of Vermont (UVM) 2016 Seat Belt Use Survey illustrates varying use rates throughout Vermont communities and regions. The following chart demonstrates use rates by town and cities.

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Vermont 2016 Safety Belt Use Survey by Sites

City or Town	Raw Use Rate (driver)	Raw Use Rate (passenger)	City or Town	Raw Use Rate (driver)	Raw Use Rate (passenger)
BURLINGTON	86%	82%	SHARON	88%	100%
BURLINGTON	91%	93%	N HERO	93%	100%
BURLINGTON	91%	87%	St Albans Town	82%	80%
SO. BURLINGTON	90%	84%	SWANTON	84%	92%
SO. BURLINGTON	95%	100%	ENOSBURG	69%	60%
SO. BURLINGTON	95%	95%	FAIR HAVEN	93%	91%
SO. BURLINGTON	89%	93%	RUTLAND TOWN	84%	93%
CAMBRIDGE	87%	93%	POULTNEY	88%	95%
CAMBRIDGE	87%	83%	RUTLAND TOWN	87%	83%
HIGHGATE	78%	63%	MENDON	87%	90%
BARRE TOWN	75%	89%	PITTSFORD	91%	85%
BARRE TOWN	80%	80%	WALLINGFORD	85%	88%
BOLTON	97%	98%	RUPERT	84%	92%
DUXBURY	88%	85%	WINHALL	90%	91%
MIDDLESEX	95%	96%	MANCHESTER	91%	74%
MIDDLESEX	89%	84%	WOODFORD	93%	100%
STOWE	87%	87%	POWNAI	77%	88%
COLCHESTER	88%	88%	ROCHESTER	87%	91%
COLCHESTER	86%	88%	WOODSTOCK	85%	80%
COLCHESTER	90%	92%	LUDLOW	83%	79%
WILLISTON	93%	85%	CHESTER	91%	100%
SHELBURNE	93%	93%	CHESTER	91%	75%
HINESBURG	94%	84%	LONDONDERRY	70%	57%
HINESBURG	81%	85%	SPRINGFIELD	86%	93%
SHELBURNE	91%	95%	BELLOWS FALLS	68%	65%
HINESBURG	88%	100%	WESTMINSTER	77%	84%
CHARLOTTE	96%	92%	TOWNSHEND	86%	88%
BRISTOL	100%	100%	NEWFANE	85%	82%
MORRISTOWN	82%	87%	WILMINGTON	89%	95%
WESTFORD	95%	100%	MARLBORO	82%	83%
GEORGIA	78%	89%	BRATTLEBORO	90%	85%
BRIDPORT	87%	91%	WEATHERSFIELD	88%	85%
SHOREHAM	83%	90%	DERBY	86%	82%
SALISBURY	86%	80%	GLOVER	79%	73%
WARREN	82%	91%	BURKE	84%	86%
FAIRLEE	82%	88%	LYNDON	77%	72%
HARTFORD	87%	94%	ST JOHNSBURY	80%	78%
RANDOLPH	90%	96%	ST JOHNSBURY	75%	82%
WEATHERSFIELD	86%	90%	WASHINGTON	82%	100%
HARTFORD	88%	90%	CONCORD	91%	77%

Data Source: UVM, 2016



Goal 1: To maintain the observed seat belt use of front seat outboard occupants in passenger vehicles at the five-year average of 85% Seat Belt Use Rate from 2011 - 2015 through December 31, 2018.

Goal 2: To decrease unrestrained passenger vehicle occupant fatalities 20 percent from the five-year average of 23.0 in 2011 - 2015 to a five-year average of 18.4 by December

1. Project Title: Click It or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement and Support Equipment

Problem Statement: During calendar year 2016, 46% of all traffic fatalities were improperly restrained. Currently, 20% of Vermonters are not properly restrained on a regular basis and this equates to nearly 100,000 people per day. Additionally, 81% of Vermont's motor vehicle traffic fatalities happen in rural areas. With many small rural police agencies in Vermont, there are limited resources for supplemental short-term, high visibility enforcement and costly law enforcement equipment to achieve increased restraint use and maintain use at acceptable levels. This program supports agencies with an opportunity to purchase new or upgrade their equipment used in HVE campaigns and ongoing sustained enforcement.

The GHSP believes it is imperative to ensure that law enforcement agencies are properly equipped with the necessary tools needed to conduct Highway Safety Enforcement Operations. The GHSP will provide funding to purchase equipment that is required to perform successful high visibility traffic enforcement mobilizations and sustained enforcement during NHTSA national mobilizations, to enforce Vermont's Traffic Safety Laws. Equipment will be purchased under the federal requirements of 23 CFR 1300 and 2 CFR 200. When equipment purchases are made under NHTSA sub-awards, agencies are certifying that the equipment will be used for ongoing support for speed and aggressive driving, check points and enforcement of all highway safety laws that are in compliance with the performance measures associated with the respective project.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Section 2.1.

Strategies: Using statewide and local data, conduct sustained occupant protection enforcement, high visibility enforcement, activate the Click It or Ticket Task Force and support the national CIOT campaign efforts in selected areas throughout the state. Enforcement activity will be supported with equipment directly related to occupant protection enforcement efforts.

Goals: To increase the statewide use of proper occupant restraints, including properly installed child passenger safety seats.

Assigned Staff: GHSP LELs

Project Description: Vermont law enforcement agencies have participated in the annual CIOT (Day and Night) campaigns since 2002. During the past 15 years, all available resources have been deployed and supported by use of data to determine areas of low seat belt usage and high, unrestrained crash locations.

The number of agencies participating in the HVE campaigns has leveled off to approximately

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80% of all Vermont law enforcement agencies. During 2016-2017 the seat belt use rate has decreased from 86% in 2015 to 80% in 2016. It is hoped that the Law Enforcement Partnership Forum planned for the fall of 2017 will help improve the seatbelt compliance rate. The national CIOT enforcement campaigns are a key to Vermont's Occupant Protection (OP) Program. Funding is provided to partnering agencies to engage in OP enforcement, including child passenger safety seats and education throughout each year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

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

In order to supplement regular patrols and enforcement efforts, the CIOT Task Force was created. The Vermont CIOT Task Force is divided into groups of officers from agencies throughout the state. Nine teams are comprised of 3 to 6 officers per team. The teams are deployed to separate geographic areas with a low belt use rate. Vermont's statewide law enforcement authority allows officers from municipal, state, and county agencies to conduct saturation patrols in a focused, collaborative and highly visible manner. Due to the flexibility of the Task Force team concept, officers frequently work into the evening and nighttime hours when seatbelt compliance declines and more severe crashes occur. Guided by data and motivation, these teams are a highly productive resource.

In addition to the CIOT Task Force, the LELs recruit individual law enforcement agencies for participation in the agency's own jurisdiction. The Vermont State Police, 44 municipal agencies, all 14 sheriff departments, the Vermont DMV Commercial Vehicle Enforcement Unit, and local constables participate in the CIOT campaigns.

In response to Vermont's OP Assessment in 2013, the OP Task Force named OP802 was created within VHSA. OP802 is a committee of experts from media outreach, data analysis, infrastructure, law enforcement and education. OP802's collaborative approach has provided leadership for a variety of occupant protection efforts. GHSP Program Coordinator James Baraw has coordinated the activities of the O/P Task Force committee for the last two years.

In May 2017, Vermont participated in the NHTSA Border to Border initiative along the New York boundary from the Massachusetts line to Canada. This operation included both day and nighttime seatbelt enforcement events with New York, Vermont and Canadian law enforcement agencies.

During the enforcement hours, agencies are required to participate in safety checkpoints as well as roving patrols. By successfully participating in these campaigns, agencies have the opportunity to qualify for traffic safety equipment items. Equipment is an essential component in improving the effectiveness of the occupant protection project. This equipment includes but is not limited to: radar and laser speed monitoring equipment, safety checkpoint lighting and sign packages, scene lighting, and crash reconstruction equipment. Equipment with a cost per unit exceeding \$5,000 requires prior approval from GHSP and NHTSA.

Budget:

Project #	Project Title	Amount	Match	MOE	Estimated Indirect	Share to Local	Source
NH18402-	Click It or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement	869,200	217,300	0	25,000	764,000	\$402
NH18402-	Support Equipment	500,000	125,000	0	0	375,000	\$402

2. Project Title: County-Wide S.H.A.R.P. Projects

Rutland County Safe Highway Accident Reduction Program (SHARP)

Problem Statement: The need for focused and unified county participation in the occupant protection program for Rutland County, with additional resources for a dedicated coordinator to provide leadership and direction to the participating agencies.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 – 2.5; Chapter 2, Section 2.1 and 5.1, Chapter 3, Section 2.2 and Chapter 4, Section 1.3.

Strategies: Address the ongoing highway traffic safety mission through implementation of a countywide project to consolidate Rutland County law enforcement agencies into an umbrella sub-award (a unified SHARP team) as a single grant project with sub-awardees. The project includes a countywide Program Coordinator who will organize, supervise, and promote enforcement as well as plan and implement educational activities. In addition, the coordinator will facilitate and supervise OP enforcement activities and funding for combined countywide sub-awards.

Goals: To identify and prioritize critical targeted areas countywide so that officers can be deployed and resources directed to the area’s most in need of enforcement, with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement. To increase educational outreach and activities in Rutland County.

Assigned Staff: James Baraw

Project Description: Rutland County data from 2011 to 2015 demonstrates that the county had 42 total fatalities, 1059 serious crashes, and 5122 total reported crashes. Rutland County Law Enforcement Agencies understand that accurate traffic/crash data is the foundation of problem identification. The data guides development of achievable goals and implementation of countermeasures to increase safety by reducing crashes, injuries, and fatalities on Vermont’s roadways. The CEAs as identified by the data are seatbelt compliance, impaired driving, speeding, aggressive driving, and distracted driving. The Rutland Countywide SHARP program will provide continual leadership and direction to participating agencies in an effort to address problems effectively and efficiently with localized strategies and countermeasures. The project will include a project director as a fully funded position. The project director will collect and monitor officer activity and data sheets, plan and promote enforcement details to include the high visibility NHTSA campaigns, and engage in community outreach and earned media efforts. The project director will set goals based on state and local data to attack traffic safety issues and use *Countermeasures That Work*, Eighth Edition (2015) as a resource to continually implement evidence-based Traffic Safety Enforcement Programs. The project director will also

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act as a representative voice and community figure for promoting common traffic safety issues using earned media messaging and public outreach to increase impact and improve effectiveness of enforcement. Statewide and local data analysis will identify the appropriate target audience and demographics. The project director will focus education efforts and activities with the goal to strengthen relationships with the community. Equipment with a cost per unit exceeding \$5,000 is required to have prior approval of both GHSP and NHTSA.

Participating law enforcement agencies include: Brandon PD, Castleton PD, Fair Haven PD, Killington PD, Mendon Constable, Pittsford PD, Poultney Constable, Rutland City PD, Rutland Town PD, and the Rutland County Sheriff's Dept.

The project budget consists of the project director's salary, supplies, educational materials, mileage, indirect cost rate (upon approval) and sub-awards to agencies in the county. A county sheriff's department (CSD) budget is based on contracts with the towns they serve, small federal and state grants and a very minimal state funded general operating budget. The costs associated with this project include the project director's salary, benefits, training, supplies, equipment etc. for this SHARP project.

Chittenden County Safe Highway Accident Reduction Program (SHARP)

Problem Statement: The need for coordinated and focused efforts countywide for the occupant protection program for Chittenden County.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 – 2.5; Chapter 2, Section 2.1 and 5.1, Chapter 3, Section 2.2 and Chapter 4, Section 1.3.

Strategies: In an effort to strengthen the ongoing highway traffic safety mission for occupant protection enforcement, GSHP has implemented this project consolidating Chittenden County Law Enforcements Agencies into an umbrella grant (a unified SHARP team) as a single project with Shelburne Police Department. The SHARP unified model allows the flexibility for small and large agencies alike to form multi-jurisdictional Task Force teams for saturation patrols and ongoing sustained enforcement. It also facilitates maximum participation in NHTSA high visibility enforcement campaigns. Use of grant funds collectively allows for a more efficient allocation of funding across a broader jurisdiction, thus focusing on the target areas in greatest need as identified by the crash data maps.

Goals: To identify and prioritize critical targeted areas countywide so that officers can be deployed and resources directed to the area's most in need of enforcement with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement.

Assigned Staff: James Baraw

Project Description: The Chittenden County SHARP team is coordinated by a project director from Shelburne PD who provides leadership and direction to participating agencies. The OP and DUI grants focus on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The project director provides the team of agencies with a cohesive approach and consistent oversight to address local problems effectively and efficiently with localized strategies and countermeasures. The project director sets goals based on state and local data to confront traffic safety issues and continually implement evidence based enforcement. The project director also tracks and assesses productivity and progress through monitoring of activity sheets and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals.

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The project director for this project is not a federally funded position. An allowance of 13% is included in the grant for administration costs.

Agencies who are currently participating in the Chittenden County SHARP project include: Burlington PD, Chittenden County Sheriff's Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Williston PD, and Winooski PD. The VT Department of Motor Vehicles was previously a participating agency of the Chittenden County SHARP project; however, VT DMV has applied for its own stand-alone sub-award for FFY 2018 to allow them to work state-wide rather than only in Chittenden County.

The budget consists of supplies, educational/outreach materials, mileage and sub-awards to agencies in the county.

Budget: Please see budget under Project 1: Click It or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement and Support Equipment as these projects are directly related.

3. Project Title: Road Users Program (Occupant Protection and Drowsy Driving for EMS)

Problem Statement:

Emergency medical personnel are at a higher crash risk than other first responders including law enforcement officers and firefighters. The volunteer nature of the workforce, inadequate screening of vehicle operators, inadequate & variable vehicle operator training, fatigue and distraction, poor knowledge of driving laws, poor vehicle design, improper safety restraint use, and inadequate policies and procedures have been linked to the increased crash rates.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Section 3; and Chapter 4, Sections 2 and 7.

Strategies: Deliver occupant protection education to Vermont EMS providers to reduce the number and severity of motor vehicle crashes involving emergency vehicles (ambulances). Implement Evidence-Based Fatigue Risk Management Guidelines for Emergency Medical Services.

Goals: To reduce the number of EMS providers injured in ambulance related traffic crashes.

Assigned Staff: Betsy Ross

Project Description: The Vermont EMS system is supported by 173 EMS agencies, including 83 transporting ambulance services staffed by over 2,900 EMS providers. In 2015, over 68,000 patients were transported by ambulance. The GHSP is committed to ensuring that patients and EMS personnel arrive safely to the nearest emergency care facility. This project was supposed to start in FFY 2017, however due to administrative issues did not get started until later in the grant cycle.

The majority of EMS worker deaths result from motor vehicle related incidents. These statistics do not take into account civilian or patient deaths that result from EMS crashes or other incidents. The volunteer nature of the workforce, inadequate screening of vehicle operators, inadequate and variable vehicle operator training, fatigue and distraction, poor

Vermont Governor’s Highway Safety Program

knowledge of driving laws, poor vehicle design, improper safety restraint use and inadequate policies and procedures have been linked to increased crash rates.

Ambulance rate of crashes, per NHTSA’s Fatality Analysis Reporting System (FARS) data, is 3,200 per 100 million miles-eight times the rate of cars and light trucks. Other calculations range over 5,000. According to a study conducted last year, ambulance crashes are 27% more likely to be fatal than police equivalents, and 33% more likely than fire crashes. Overall, EMS workers’ on-the-job fatality rate is more than twice the national average, and nearly three-quarters of those deaths are transportation-related.” (EMS World, September 2010). Vermont does not currently track EMS personnel and/or ambulance crashes. One of the objectives of the Road Users grant is implement an ambulance crash reporting system to better track crashes within the state and lead to strategies to reduce injury and fatality. The injury prevention office sits with EMS at the state level and has access to the data to create the tracking system with management by a coordinator. The work done with EMS will inform other high risk occupational groups like law enforcement and fire personnel.

The program will increase the formal training and knowledge of EMS providers by utilizing national and state training programs, enhancing agency policies and training programs and funding agencies to obtain appropriate restraint equipment to ensure protection for all ambulance occupants.

Key activities will include:

1. Develop OP training for emergency services staff in Vermont
2. Host a “train-the-trainer” course statewide taught by regional OP instructors who are committed to conducting trainings at the EMS district level
3. Support EMS agencies in the development of agency level ambulance driver training programs
4. Develop a toolkit for emergency vehicle driver training at the agency level
5. Create a framework for expanding the program to other occupational groups, including law enforcement agencies
6. To begin collecting ambulance crash data using the SIREN system over the next 3 years

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-424	Vermont Department of Health	115,000	28,750	0	28,750	75,000	\$402

4. Project Title: Child Passenger Safety (CPS) Statewide Program and Data Collection (Support of Child Passenger Safety Questions in the VDH PRAMS)

Problem Statement: Lack of knowledge about age-appropriate child restraint use; lack of awareness of access to affordable seats for income-eligible families.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Sections 6.2 and 7.1 – 7.3.

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

Goals: To promote proper and regular use of child safety seats and access to seats for low- income families.

Assigned Staff: Betsy Ross

Project Description: The overarching goal of Vermont's Child Passenger Safety (CPS) Program operated by the VDH EMS office is to decrease the number of deaths and injuries due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program will maintain the following objectives for FFY 2018 increasing community knowledge of the proper use of child restraints through the efforts of the state's fitting stations, inspection events, *BeSeatSmart* website, a telephone helpline, and distribution of educational materials; reducing the cost barrier of car seats to parents, caregivers and other child-guardians by providing seats at no or reduced cost to low-income families; and offering basic certification education and recertification training for car seat technicians to carry out these services statewide. The activities to carry out these objectives include:

- › Organize and manage regional system of district VDH Offices for voucher distribution to income-eligible families to access seats, including a log of each site's annual distribution data
- › Support regional organization of local inspection events statewide and promotion of inspection events calendar
- › Support roster of fitting stations and hospital newborn safety check programs
- › Collect inspection and installation data from fitting stations and inspection events
- › Maintain a roster of 100+ certified technicians and instructors statewide
- › Conduct and evaluate:
 - one or two national standardized basic certification courses as needed
 - three regionally sited Tech Update with CEUs
 - recertification training as needed and other trainings as funding allows

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

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

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Planned Activities:

Conduct three (3) four-day CPS Technician courses for new CPS Technicians FY2018. Locations will be chosen based on the number of techs per capita around the state.

Maintain a core minimum of 140-180 certified Technicians (mostly volunteers employed as EMTs, fire fighters, and allied professionals at local fitting station sites statewide). While these people are not paid with grant funding for their time, they are to be monitored by the CPS staff and provided with training and materials necessary to provide service to the public.

Host a CPS Tech Update Spring FY2018 that offer continuing education credits to Technicians.

Increase the number of sites offering the one-day CPS Awareness course as requested by hospitals, law enforcement agencies, and other community based organizations.

Implement the CPS for law enforcement curriculum in coordination with the state police academy.

Continue to develop culturally-competent materials to target minorities and recent immigrant populations in FFY2018.

Baseline Data:

Number of fitting stations

- 59, 40% completing inspections on average each month

List of CPS Partners

- EMS, Fire, Hospitals, Pediatrician offices, day care facilities, DMV, law enforcement

Number of car seats checked at hospitals: 518

Percent misuse: 51%

Number of seats distributed: 492

Number and type of hotline calls: 96

Website/usage: 38,958

Number of technicians trained and recertified: 171, recertification rate of 62.5%

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Type of calls	Number of calls	Percentage of calls
Voucher	34	35%
Education Materials	12	14%
Booster Seat	7	7%
Low Income Program	6	6%
Special Needs	4	4%
Inspection or Event Assistance	4	4%
Head Start	3	3%
Next Steps	3	3%
Seat Expiration or Recall	2	2%
Use of Seat in a Taxi	2	2%
Foster Care	2	2%
Installation	2	2%
Fitting Station Info	2	2%
Is it legal for the child to be in the front	2	2%
Emergency Planning	2	2%
Training	1	1%
Rear Facing in front of airbag	1	1%
Traffic Court	1	1%
Does the seat need to be replaced	1	1%
Law	1	1%
How should the child fit	1	1%
Where to purchase seat	1	1%
Use a seat after an accident	1	1%
Total	96	

Data Collection

The VDH approved an application from the CPS program to include four additional questions in the 2017 Vermont administration of the Pregnancy Risk Assessment Monitoring System, a population based survey which collects data on maternal attitudes and experiences before, during and shortly after pregnancy. Data will be collected at all hospitals statewide. The four CPS questions address new mothers' preparedness to safely transport their infants in a car. The funds directly support the cost of including those questions in the survey instrument. This data, which comes from a sample of Vermont women that give birth each year, solicits data around how new mothers are informed about proper car seat use, the laws, and best practices. This data will allow the health department to better target information to obstetricians, new mothers, and hospital staff about car seat safety and best practices. We hope by targeting new mothers we will set families up with the information they need to practice safe car seat and safety belt use throughout life. It is anticipated that this opportunity will be continued for a minimum of several cycles of the survey and provide useful information for the CPS program to improve outreach and education strategies. The cost for the four questions is \$8,000 annually for 3 years.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405B-000	Vermont Department of Health	285,000		0		0	\$405(b)
NH18405B-000	VDH Safety Seats (5%)	15,000	77,000	0	67,000	0	\$405(b)
NH18405B-000	Vermont Department of Health Office of EMS (PRAMS)	8,000		0		0	\$405(b)
Total		308,000	77,000		67,000	0	

5. Project Title: Vermont Highway Safety Alliance (VHSA)

Problem Statement: Vermont had 62 fatalities in 2016, a 12 percent increase from 57 in 2015. The seatbelt use rate decreased from 86 to 80 percent, and is now below the national average of 90 percent. Fatalities for improperly restrained occupants is close to 45 percent for both 2016 and 2017. Distracted driving and impairment due to drug use is trending upwards. Data for driver inattention due to the use of electronic handheld devices is difficult to accurately capture, and to enforce. Speed and aggressive driving is the cause of over 100 major crashes a year and often combined with alcohol consumption and/or drug use. Young drivers are at risk and those under the age of 25 account for more than 1 in 4 of fatal and incapacitating injury crashes statewide. Behavior choice continues to be a critical and difficult area to change.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 5, Chapter 2, Section 6, Chapter 3, Section 4 and Chapter 4, Section 2.

Strategies: Community education and outreach activities to include public messaging, education campaigns, event attendance and training. Providing of resources for local/regional safety education collaborators, including EMS and law enforcement.

Goals: To address four of the seven Vermont SHSP CEA’s that involve driver behavior to promote safe choices, with educational and outreach.

Assigned Staff: Betsy Ross.

Project Description: Five years ago, Vermont convened highway safety stakeholders from around the state to work together, combining energy, ideas, time, and talent to reduce the number of major crashes to zero. Approximately 40 organizations, from public to private, from state agencies to two person startups, have met and formed new partnerships. This collaboration, the VHSA, was originally created to implement the Vermont SHSP which contained 124 action items involving all four E’s of highway safety: Education, Engineering, Enforcement, and EMS. Data from 2011 to 2015 illustrates a decreasing trend in the five-year rolling average in the areas of major crashes and six of the seven critical emphasis areas. The remaining critical area, impaired driving, has decreased slightly. The seat belt use rate decreases in 2016, and the percentage of fatal crashes involving no seat belt use remains higher than expected. The task of lowering the percentage of Vermont drivers who continue to ride unbuckled has been a challenge. The effort of the VHSA is proving successful and the number of willing participants

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continues to grow. With these partnerships, VHSA looks to grow and foster education and community outreach. This will be accomplished by:

- > Increasing VHSA partnerships through exhibits at fairs, professional conferences and coordinating with other marketing efforts of the GHSP.
- > Provide opportunities for VHSA members to further their education, training, and motivation by participating in regional and national highway safety conferences.
- > Increasing public knowledge of the VHSA through social media and through VHSA partnerships.
- > Provide educational and training opportunities for VHSA members while recognizing those who serve the public by continuing and growing the VHSA Annual Meeting and Conference attendance and program.

The budget consists of rental fees for in-state hosting of conference, supplies, travel expenses for out of state highway safety national conference, social media and other activities.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-426	Vermont Highway Safety Alliance	35,000	8,750	0	0	35,000	\$402
NH18405D-035		35,000	8,750	0	0	0	\$405(d)
Total		70,000	17,500	0	0	35,000	

6. Project Title: Annual Safety Belt Survey

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

Countermeasures: NHTSA required design.

Strategies: Post *Click-It-or-Ticket* NHTSA compliant observational study and analysis.

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

Assigned Staff: Susan McAvoy

Project Description: The GHSP will conduct the 2017 annual observational survey. Observers will conduct the survey in accordance with NHTSA standards. The survey will correspond with NHTSA’s revised uniform criteria, approved for implementation in 2013.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405B-014	Preusser Research Group, Inc.	74,000	18,600	0	0	0	\$405(b)

Vermont Governor’s Highway Safety Program
Occupant Protection Budget Summary

Project Title	Budget	Source
1. Click It or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement and Support Equipment	1,369,200	\$402
2. County Wide SHARP Projects (totals are included in HVE total)	380,000	\$402
3. Road Users Program	115,000	\$402
4. CPS Program and Data Collections (PRAMS)	308,000	\$402
5. Vermont Highway Safety Alliance	35,000	\$402
	35,000	\$405(d)
6. Annual Safety Belt Survey	74,000	\$405(b)
\$402 Total	1,899,200	
\$405(b) Total	382,000	
\$405(d) Total	35,000	
Total All Funds	2,316,200	



Impaired Driving

Photo Credit: Variable Message Board
VTrans, 2017

Impaired Driving

Recent History

Vermont is committed to the application of GHSP's evidence-based Traffic Safety Enforcement Program (TSEP) design to all components of Vermont's impaired driving programs. A review of impaired driving fatalities (provided by the VTrans FARS analyst) reveals additional concerning information. Of the 62 roadway fatalities in 2016, 37 involved a driver impaired by alcohol, drugs or a combination of both.

GHSP will continue to evaluate the need for additional officer trainings, including Standard Field Sobriety Testing (SFST) and will integrate the Drug Recognition Expert Program with the Vermont Criminal Justice Training Council for maximum outreach.

GHSP staff continues to work with each of the program's sub-awardees to highlight impaired driving issues for each agency. To help analyze these issues, agencies are provided with data. This includes: (a) statewide data; (b) countywide data; and (c) local area of responsibility data. GHSP's enforcement design strategies are based on recommendations cited in the NHTSA publication, *Countermeasures That Work*, 8th edition, published in 2015. Checkpoints, saturation patrols and DUI taskforce activities are all component measures of the program's year-round strategies. In addition to active participation in all of the NHTSA national *Drive Sober or Get Pulled Over* campaigns, statewide enforcement of impaired driving laws will continue on a sustained, year-round basis. On any given day or night, impaired driving enforcement may be in progress in one or more Vermont communities. The patrol coverage provided by the Vermont State Police as a statewide function is interlocked with the countywide coverage provided by each of the 14 county sheriff's departments. This layered coverage is delivered at the local level by local municipal agencies and in some locations, by constables. This multi-tiered design is further enhanced by each officer holding statewide jurisdiction and the authority to enforce DUI laws in any part of the state. The GHSP staff, working with the program's contracted media company, continues to develop messaging targeting Vermont populations. The GHSP worked with a media contractor to develop and distribute an *Impaired Driving, Drive Sober or get Pulled Over* message (<https://www.youtube.com/watch?v=B5IT0vOjIVg>). This message emphasizes that Vermont law enforcement will detect and prosecute those who use marijuana/drugs and drive. The messaging supports the year-round high visibility enforcement efforts conducted in those areas which are identified using the timeliest data. All of Vermont's impaired driving messaging is directed to those who are most likely to offend. The production settings and actors will be clearly portrayed as Vermonters in the targeted demographics. These messages are broadcast on local television, radio and also delivered via social networking through many on-line message providers. The results are measured by Arbitron ratings and evaluated for continuation, redesign or cancellation.

In FFY 2017, GHSP continued a contractual relationship with a sports messaging vendor. These services were present at live sporting events throughout the state and were delivered periodically during the entire year. These events involved recruitment of designated drivers, information about impaired driving and visually effective impaired driving warnings. GHSP's commitment to this type of live messaging will continue during FFY 2018.

GHSP participation in the VHSA provides GHSP with a platform to promote strategies to address impaired driving. VHSA partners include representatives from the "4 Es"; enforcement,

education, engineering, and EMS. Connection and collaboration with these partners strengthens the GHSP's programs. Education and outreach activities continue to expand and the VHSA connection allows access to the younger and older driver communities. GHSP's relationship with VDH creates outreach opportunities into local communities.

Vermont's first DUI Court is fully operational in Windsor County. The GHSP staff eagerly anticipates the expansion of the DUI Court to at least one other county in the immediate future. The state coordinator for the expansion will work cooperatively with the TSRP and the NHTSA Region 1 JOL to provide information and training on the role of the DUI Court in the state's judiciary system.

The number of certified DREs has decreased to thirty-nine, however, with promotions and transfers a new DRE class is expected to take place in 2017 to fill any vacancies. The DRE program will move from VTrans to the Vermont Policy Academy in FFY 2018 with training provided by the Vermont Criminal Justice Training Council. The DRE program will be based on local needs and will offer coverage in those targeted problem areas where DRE services are most needed.

The ARIDE trainings are becoming increasingly popular and will be offered with greater frequency. In FFY 2016, ARIDE was accepted as standard training by the Vermont Criminal Justice Training Council, thus making this training mandatory for all full-time Vermont Police Academy graduates. The on-line ARIDE training is supported by the state's DRE Oversight Committee and will be aggressively promoted by the LELs.

Conducting specimen analysis for DRE evaluations continues to be a priority for our state. As in previous years, a number of specimen samples are shipped out-of-state for laboratory analysis which is costly. Funds are also necessary for the costly travel of the out-of-state chemists/experts to testify during judicial proceedings in Vermont. The in-state testing of all specimen samples will prove more efficient to the DRE program operations and the Vermont Forensic Lab has begun the renovation process. The GHSP staff are prepared to offer assistance in reaching these goals.

The GHSP staff will continue to use data, science and technology to manage the program's impaired driving strategies and projects. The staff will continue to work with the Vermont Dept. of Health, Dept. of Motor Vehicles and Dept. of Liquor Control, in addition to VTrans and Vermont Agency of Education to monitor new or emerging impaired driving trends.

Data Analysis

Each year, the GHSP uses the following crash data to prioritize allocation of resources during the grant application process. Law enforcement agency performance and DUI activity data are reviewed and analyzed.

Vermont Governor's Highway Safety Program

Vermont Highway Crashes: All Crash Types

Driver Counts, where BAC =>0.08

County:	2012	2013	2014	2015	2016
Addison	13	26	12	16	24
Bennington	28	32	27	25	27
Caledonia	20	11	11	10	14
Chittenden	79	85	67	88	72
Essex	3	2	3	1	4
Franklin	15	27	21	32	19
Grand Isle	5	6	4	7	3
Lamoille	16	17	18	19	24
Orange	16	19	13	17	18
Orleans	15	15	10	9	5
Rutland	37	38	26	34	37
Washington	24	26	11	18	32
Windham	39	39	31	44	38
Windsor	42	33	31	39	30
Total:	352	376	285	359	347

Sex:	2012	2013	2014	2015	2016
Male	244	264	201	233	248
Female	107	110	82	126	98
Unknown or Not Reported	1	2	2	0	1
Total:	352	376	285	359	347

Month:	2012	2013	2014	2015	2016
January	35	26	21	38	36
February	22	30	22	21	24
March	28	40	24	33	37
April	25	21	24	22	26
May	34	29	23	26	33
June	34	369	27	29	32
July	42	32	28	21	27
August	39	41	22	36	24
September	26	34	29	23	21
October	23	20	22	37	33
November	22	31	26	33	26
December	22	36	17	40	28
Total:	352	376	285	359	347

Residents:	2012	2013	2014	2015	2016
Vermont	306	333	253	315	304
Other	46	43	32	44	43
Total:	352	376	285	359	347

Data Source: VTrans, 2017

Vermont Governor's Highway Safety Program
Vermont Highway Crashes: All Fatal Crashes Only
 Driver Counts, where BAC =>0.08

County:	2012	2013	2014	2015	2016
Addison	1	0	0	2	0
Bennington	2	0	1	1	3
Caledonia	3	0	0	1	2
Chittenden	2	2	1	2	1
Essex	0	1	0	0	0
Franklin	1	2	1	4	4
Grand Isle	0	0	0	0	1
Lamoille	1	1	0	0	2
Orange	0	3	0	1	0
Orleans	4	2	2	0	0
Rutland	2	2	1	2	3
Washington	3	1	0	1	1
Windham	1	0	0	0	4
Windsor	1	1	0	0	2
Total:	21	15	6	14	23

Sex:	2012	2013	2014	2015	2016
Male	18	12	5	10	19
Female	3	3	0	4	4
Unknown or	0	0	1	0	0
Total:	21	15	6	14	23

Month:	2012	2013	2014	2015	2016
January	5	0	0	2	1
February	0	1	0	0	1
March	0	0	0	0	3
April	0	3	0	1	2
May	4	2	0	2	3
June	4	1	1	2	1
July	2	1	1	1	2
August	2	2	0	1	4
September	3	3	1	1	3
October	0	0	0	1	1
November	0	1	3	2	2
December	1	1	0	1	0
Total:	21	15	6	14	23

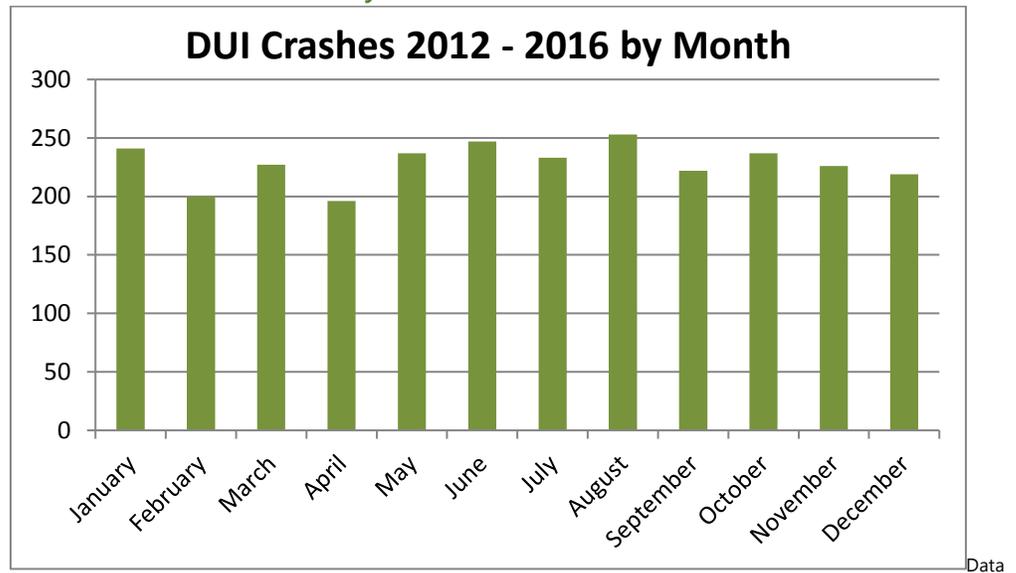
Residents:	2012	2013	2014	2015	2016
Vermont	18	14	4	13	19
Other	3	1	2	1	4
Total:	21	15	6	14	23

Data Source: VTrans, 2017

Vermont Governor's Highway Safety Program

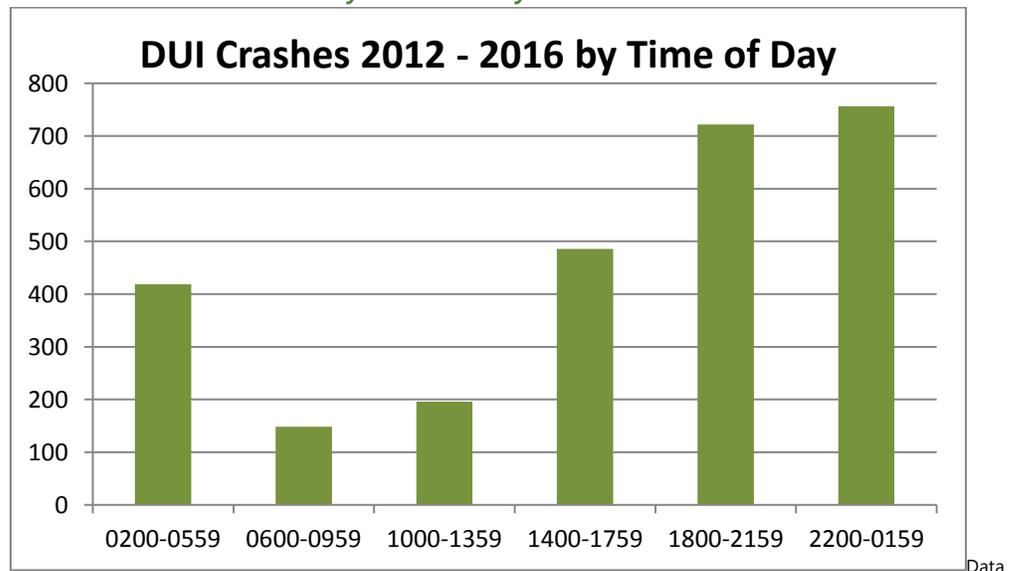
The next four graphs show that while there is no consistent sequence of months when driving under the influence is more predominant, it is clear that impaired driving crashes occur during evening hour beginning between the hours of 6pm and 2am. Males are two to three times more likely to be involved in an alcohol related crash and four to five times more likely to be involved in a fatal crash. These crashes are happening predominantly during the weekend, Friday thru Sunday. Chittenden County has the greatest population in Vermont with a large number of licensed alcohol establishments. Chittenden County is a vacation destination as well as home to a number of colleges and universities. Chittenden County makes up 25% of the state's population and 23% of the DUI crashes.

DUI Crashes 2012 – 2016 by Month



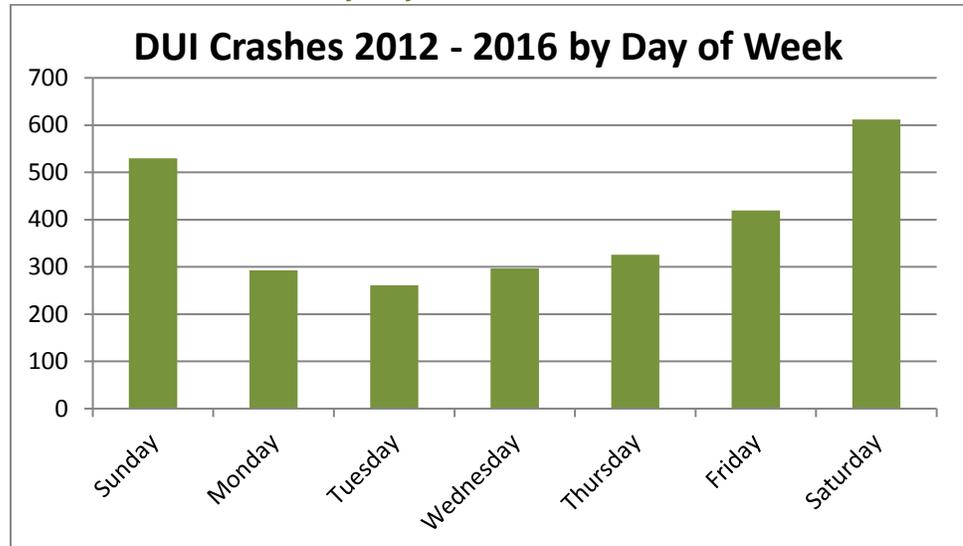
Source: VTrans, 2017

DUI Crashes 2012-2016 by Time of Day



Source: VTrans, 2017

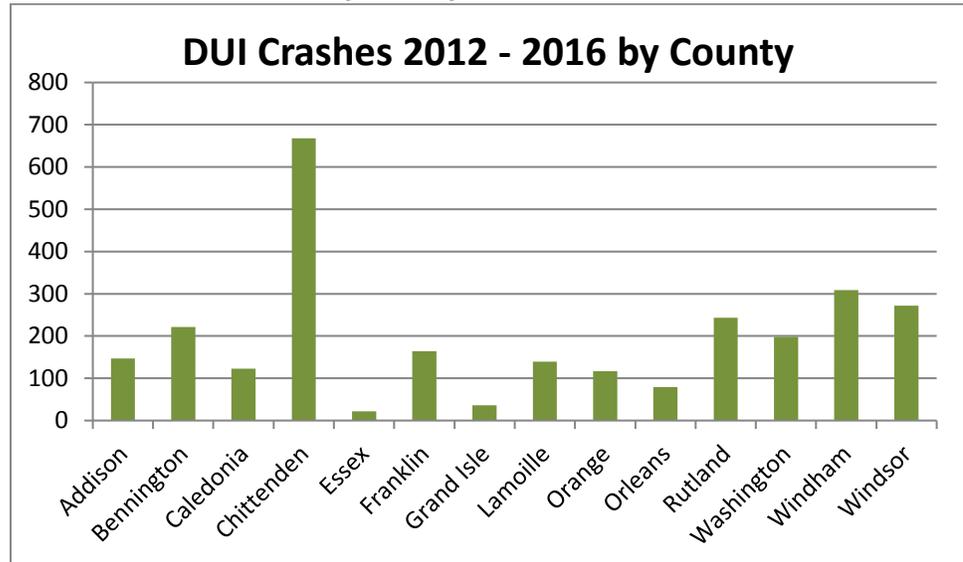
DUI Crashes 2012-2016 by Day of Week



Data

Source: VTrans, 2017

DUI Crashes 2012-2016 by County



Data

Source: VTrans, 2017

Goal: To maintain the five-year average of 16.8 Alcohol-Impaired Driving Fatalities from 2011 - 2015 through December 31, 2018.

1. Project Title: High Visibility Alcohol Enforcement and Support Equipment

Problem Statement: Driving under the influence of alcohol remains a major contributing factor in many of the state's fatal crashes. Between 2003 and 2012, 212 people were killed in crashes involving a drunk driver. Vermont follows the national trends; nearly 8 in 10 (77.9%) operators taken into custody for driving under the influence are male, and 70 percent of those are first-time offenders. With many small rural law enforcement agencies in Vermont, there are limited resources for costly law enforcement activity and the equipment necessary to assist officers engaged in impaired driving enforcement. This program supports agencies with the opportunity to increase enforcement on the roadways and to qualify for equipment that is used in HVE campaigns and ongoing sustained enforcement.

The GHSP believes it is imperative to ensure that law enforcement agencies are properly equipped with the necessary tools needed to conduct Highway Safety Enforcement Operations. The GHSP will provide funding to purchase equipment that is required to perform successful high visibility traffic enforcement mobilizations and sustained enforcement during NHTSA national mobilizations, to enforce Vermont's Traffic Safety Laws. Equipment will be purchased under the federal requirements of 23 CFR 1300 and 2 CFR 200. When equipment purchases are made under NHTSA sub-awards, agencies are certifying that the equipment will be used for impaired driving checkpoints and enforcement in compliance with the performance measures associated with the respective project.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 - 2.5.

Strategies: Conduct high visibility impaired driving enforcement details, supported by effective equipment and a strong and direct media outreach program.

Goals: Reduce the number of impaired driving fatalities.

Assigned Staff: Susan McAvoy/GHSP LELs

Project Description: More than 70 law enforcement agencies (LEAs), including 58 municipal police departments, 14 sheriff's departments, the Vermont State Police, DMV Commercial Vehicle Enforcement Unit, and the Department of Liquor Control (DLC) serve the approximately 626,000 residents of the state. The enforcement of alcohol impaired driving is a high priority for the law enforcement agencies throughout the state. There are significant levels of communication and coordination between law enforcement agencies. Many factors contribute to these high levels of cooperation. As all officers attend the same law enforcement training academy, a sense of camaraderie is developed early in officers' careers. Additionally, all certified officers have statewide law enforcement authority which eliminates jurisdictional boundary issues. Nearly 83 percent of all agencies in the state participated in national alcohol impaired driving mobilizations during the past year and this participation is reflective of the commitment of law enforcement in support of traffic safety initiatives.

However, approximately 80 percent of agencies employ fewer than 24 full time officers. Low staffing

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levels frequently impact an agency’s ability to participate in traffic safety mobilizations and monthly sustained enforcement.

The enforcement model consists of a three-pronged approach. During national mobilizations, participating agencies must agree to work cooperatively with nearby agencies to conduct a minimum of one joint sobriety checkpoint. Frequently, two to three checkpoints are utilized during mobilizations of longer duration. In addition, DUI grantee agencies use their funds for routine DUI enforcement and directed patrols within their respective areas of responsibility. Once again, they use their crash and DUI arrest data to determine locations for increased enforcement. Finally, there is a DUI Task Force, modeled after the Click It or Ticket Task Force, in which smaller teams of specially selected officers work together. These teams use crash data and DUI arrest data to target geographic areas throughout the state. This increased enforcement model is especially useful during holidays such as St. Patrick’s Day, Super Bowl Sunday and local high-profile community events.

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

Equipment with a cost per unit exceeding \$5,000 must have prior approval of both GHSP and NHTSA. The equipment support that is earned from participating in impaired driving mobilizations will be funded with §402 funds. Please see OP budget on page 84.

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

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-032	Vermont State Police	250,000	62,500	0	62,500	0	§405(d)
NH18164-	Local Police Departments and County Sheriff’s	891,900	0	0	0	885,700	§164AL
Total		1,141,900	62,500	0	62,500	885,700	

2. Project Title: County-wide S.H.A.R.P. Projects

Rutland County Safe Highway Accident Reduction Program (SHARP)

Problem Statement: The need for focused and unified county participation in the impaired driving program for Rutland County, with additional resources for a dedicated Project Director to provide leadership and direction to the participating agencies.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 – 2.5; Chapter 2, Section 2.1 and 5.1, Chapter 3, Section 2.2 and Chapter 4, Section 1.3.

Strategies: Address the ongoing highway traffic safety mission through implementation of a countywide project to consolidate Rutland County law enforcement agencies into an umbrella sub-award (a unified SHARP team) as a single grant project with sub-awardees. The project will include a countywide Project Director who will organize, supervise, and promote enforcement

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as well as plan and implement educational activities. In addition, the Project Director will facilitate and supervise DUI enforcement activities and funding for combined countywide sub-awards.

Goals: To identify and prioritize critical targeted areas countywide so that officers can be deployed and resources directed to the area's most in need of enforcement, with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement. To increase educational outreach and activities in Rutland County.

Assigned Staff: James Baraw

Project Description: Rutland County data from 2011 to 2015 demonstrates that the county had 42 total fatalities, 1059 serious crashes, and 5122 total reported crashes. Rutland County Law Enforcement Agencies understand that accurate traffic/crash data is the foundation of problem identification. The data guides development of achievable goals and implementation of countermeasures to increase safety by reducing crashes, injuries, and fatalities on Vermont's roadways. The CEAs as identified by the data are seatbelt compliance, impaired driving, speeding, aggressive driving, and distracted driving. The Rutland Countywide SHARP program will provide continual leadership and direction to participating agencies in an effort to address problems effectively and efficiently with localized strategies and countermeasures. The project will include a Project Director as a fully funded position. The Project Director will collect and monitor officer activity and data sheets, plan and promote enforcement details to include the high visibility NHTSA campaigns, community outreach, and earned media efforts.

The Project Director will set goals based on state and local data to attack traffic safety issues and use *Countermeasures That Work*, Eighth Edition (2015) as a resource to continually implement evidence-based Traffic Safety Enforcement Programs. The Project Director will also act as a representative voice and community figure for promoting common traffic safety issues using earned media messaging and public outreach to increase impact and improve effectiveness of enforcement. Statewide and local data analysis will identify the appropriate target audience and demographics. The Project Director will focus education efforts and activities with the goal to strengthen relationships with the community. Equipment with a cost per unit exceeding \$5,000 must have prior approval of both GHSP and NHTSA.

The project budget consists of the Project Director's salary, supplies, educational materials, mileage, indirect cost rate (upon approval) and sub-awards to agencies in the county. A county sheriff department (CSD) budget is based on contracts with the towns they serve, small federal and state grants and a very minimal state funded general operating budget. This SHARP Project Director will continue this project with limited in-kind services such as a work station and general building services provided by the CSD. The Sheriff does not have an operational budget to pay for the cost associated with this Project Director position. The costs associated with this project include Project Director's salary, benefits, training, supplies, equipment etc. for this SHARP project.

In order for the Rutland County SHARP project to remain operational, they are relying on GHSP grant funding. Participant law enforcement agencies include: Brandon PD, Castleton PD, Fair Haven PD, Killington PD, Mendon Constable, Pittsford PD, Poultney Constable, Rutland City PD, Rutland Town PD, and the Rutland County Sheriff's Dept.

Chittenden County Safe Highway Accident Reduction Program (SHARP)

Problem Statement: The need for coordinated and focused efforts countywide for the impaired driving and occupant protection program for Chittenden County.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.1 – 2.5; Chapter 2, Section 2.1 and 5.1, Chapter 3, Section 2.2 and Chapter 4, Section 1.3.

Strategies: In an effort to strengthen the ongoing highway traffic safety mission for impaired driving enforcement, this project consolidates Chittenden County Law Enforcements Agencies into an umbrella grant (a unified SHARP team) as a single project with Shelburne PD. The SHARP unified model allows the flexibility for small and large agencies alike to form multi-jurisdictional Task Force teams for saturation patrols and ongoing sustained enforcement. It also facilitates maximum participation in NHTSA high visibility enforcement campaigns. Use of grant funds collectively allows for a more efficient allocation of funding across a broader jurisdiction, thus focusing on the target areas in greatest need as identified by the crash data maps.

Goals: To identify and prioritize critical targeted areas countywide so that officers can be deployed and resources directed to the area's most in need of enforcement with a cohesive strategy and consistent oversight. To form multi-jurisdictional Task Force teams for saturation patrols and high visibility enforcement.

Assigned Staff: James Baraw

Project Description: The Chittenden County SHARP team is coordinated by a project director from Shelburne PD who provides leadership and direction to participating agencies. The DUI grant focuses on sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed and distracted driving. The Project director provides the team of agencies with a cohesive approach and consistent oversight to address local problems effectively and efficiently with localized strategies and countermeasures. The Project Director sets goals based on state and local data to confront traffic safety issues and continually implement evidence based enforcement. The project director also tracks and assesses productivity and progress through monitoring of activity sheets and may initiate modifications in the strategies that are appropriate and necessary to achieve target goals.

The project director for this project is not a federally funded position. An allowance of 13% is included in the grant for administration costs.

Agencies that are currently participating the Chittenden County SHARP project include: Burlington PD, Chittenden County Sheriff's Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Williston PD, and Winooski PD. The VT Department of Motor Vehicles was previously a participating agency of the Chittenden County SHARP project; however, VT DMV has applied for its own stand-alone sub-award for FFY2018 to allow them to work state-wide rather than only in Chittenden County.

Budget: Please see budget under Project 1, High Visibility Alcohol Enforcement and Support Equipment as these projects are related.

3. Project Title: DUI Mobile Task Force

Problem Statement: As a tourist destination state, law enforcement officers must plan their use of available resources in order to preserve funds for peak travel when data indicates emerging trends.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.2.

Strategies: Quick deployment of a multi-agency Task Force to conduct high visibility enforcement in locations exhibiting existing or emerging DUI patterns.

Goals: To reduce the number of alcohol related fatal crashes in areas identified using real time data.

Assigned Staff: Susan McAvoy/GHSP LELs

Project Description: The GHSP LELs developed a DUI Task Force based on the Click It or Ticket Task Force model. The team members were recruited from law enforcement agencies throughout the state. Prior to becoming appointed as a team member, the selected officers were required to demonstrate proficiencies in all phases of DUI enforcement, to submit a résumé to the LELs, participate in an oral interview and provide a history of their DUI arrests. This team of four or five officers is charged with using crash data and DUI arrests to conduct enhanced enforcement in the areas of highest demonstrated need.

The DUI Task Force developed an enforcement plan for the upcoming months. This plan includes an enforcement presence for events such as Super Bowl Sunday, St. Patrick’s Day, the City of Burlington’s Mardi-Gras celebrations, Cinco de Mayo, antique car shows, festivals, fishing derbies, fairs and expositions in various locations throughout the state. DUI Task Forces are utilized and deployed in two of the four geographic areas of the state. These Task Forces consist of four officers and a team captain who monitors activity to ensure high levels of performance by all participants.

Deployment of resources for checkpoints and saturation patrols is driven by the use of both arrest and crash data that is routinely provided to all law enforcement by the state’s crash data analysts.

The Task Force will be deployed at those times and days of the week when incidents of impaired driving are most prevalent. The teams will conduct saturation patrols during the same time frames as national *Drive Sober or Get Pulled Over* campaigns and used in conjunction with the Vermont’s *Drive Hammered and Get Nailed* public service announcement.

The VTrans analyst will support the GHSP DUI Task Force by providing maps, data, and information. In addition, other geo-mapped locations indicating high rates of DUI related crashes or potentially dangerous locations are tracked. The mobility of the DUI Task Force allows for a rapid response to DUI issues in Vermont.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18164-140	The budget allocated to the DUI mobile Task Force for this federal fiscal year, was created using proven data driven countermeasures and review of past performance. Once the breakdown in funding is known a list of participating agencies will be provided a list to NHTSA.	150,000	0	0	0	150,000	\$164

4. Project Title: Impaired Driving Project Manager

Problem Statement: This position serves as the point of contact for Vermont's Governor's Highway Safety Program (GHSP) as it relates to impaired driving. Duties include the development and facilitation of a comprehensive impaired driving plan that incorporates current and emerging projects, maximizing the efficiency and effectiveness of the GHSP's impaired driving projects and works towards its implantation.

Countermeasures: Recommendation in *Technical Assessment of the Impaired Driving Program 2012*, State of Vermont and *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.2.

Strategies: The Impaired Driving Project Manager is a dedicated contractor/ vendor.

Goals: Reduce impaired driving related deaths, crashes and injuries. Improve the overall efficiency and effectiveness of the Highway Safety Plan (HSP) with regard to Impaired Driving.

Assigned Staff: Susan McAvoy

Project Description: The Impaired Driving Project Manager will provide continuity and oversight to the many current state-wide impaired driving projects. Through a collaborative process utilizing the VHSA, this manager has developed an impaired driving plan that maximizes the effectiveness of current programs, identifying the gaps and initiating new projects based on emerging data. Currently, Vermont has a vibrant DRE program directed by a state DRE Coordinator. All indicators demonstrate the clear need for a continued increase in the number of certified DREs in the state.

SFST and the more detailed ARIDE are two basic level trainings offered to improve the law enforcement community's performance in apprehending impaired drivers. SFST skills initially obtained during an officer's early training will degrade if not continually utilized and updated as required. Organizing training records and tracking updates as well as understanding new developments in technology and science are daunting tasks when not approached with a unified management strategy.

Enforcement at all levels must be aggressively supported by powerful and effective media messaging, public outreach and education for all those who travel Vermont's roadways. A media campaign utilizing evidence based enforcement to direct the messaging in an effective and efficient format is essential. In addition, impaired driving messaging will be designed to influence the behavior of those segments of the population, identified by data, who present an increased risk of driving while impaired.

Supported by effective media and outreach plan, law enforcement resources will be deployed utilizing Vermont's data based approach to impaired driving. Data helps guide when, where and how impaired driving enforcement is most efficiently conducted. The Impaired Driving Project Manager will work with the state's crash data analyst team to apply the latest data to the planning of all enforcement efforts. The Impaired Driving Project Manager will serve as the state's repository for overall enforcement information regarding all aspects of statewide enforcement efforts and will play a key role in Vermont's increased participation in national impaired driving enforcement campaigns, such as *Drive Sober or Get Pulled Over* and other national endeavors as they develop.

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The Impaired Driving Project Manager brings independent components of the state’s impaired driving efforts into a format which will connect and coordinate all current efforts into a cohesive state-wide plan. Impaired driving enforcement training (primary and advanced) will be assessed, coordinated and updated using data and technology. Media messaging and public outreach will be designed to ensure maximum benefit. Impaired driving enforcement efforts will be strengthened by the consolidation of efforts and careful analysis of data and results. The GHSP program delivery has been strengthened overall, as well as the program’s contracted resources.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-012	Impaired Driving Project Manager	90,000	22,500	0	0	0	\$405(d)

5. Project Title: Traffic Safety Resource Prosecutors

Problem Statement: The need for additional resources to promote the impaired driving program and assist in the prosecution of impaired operators.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 3.1.

Strategies: Utilize the TSRPs for the support of the state’s impaired driving programs.

Goals: Maintenance of progress to date in improving and enhancing enforcement of impaired driving laws in Vermont. Adaptation of existing enforcement tools and capabilities to meet the changing landscape of DUI enforcement.

Assigned Staff: Susan McAvoy

Project Description: The TSRP worked with the State Attorneys and their deputies in every Vermont county. Already experienced in the prosecution of impaired driving cases, the TSRP provided an additional asset and support for those impaired driving cases which may have posed some extenuating challenges or which could have influenced the creation of new law. The TSRP is fully engaged with the state’s DRE program, attends the Vermont sponsored DRE school, and participates extensively in the screening process for new DRE school candidates. The TSRP also strives to promote awareness of the DECP protocol to deputy prosecutors working impaired driving cases in their counties and routinely assists or leads prosecution in drugged driving cases across the state. Further, the TSRP litigates nearly all Vermont DUI appeals before the Supreme Court. In addition, the TSRP provides an advisory role to interagency workgroups and also serves as the primary contact between prosecutors and the legislature on matters relating to highway safety. The TSRP was closely involved with the development, introduction and stabilization of Vermont’s recently passed drugged driving law.

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

The TSRP has worked closely with Vermont Forensic Laboratory (VFL) staff during FFY 2016 and 2017 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program. In FFY2017 the VFL at the Department of Public Safety has begun their state funded capital improvement renovation. More information on this project is noted under the VFL.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-015	Traffic Safety Resource Prosecutors (North and South)	250,000	62,500	0	0	0	\$405(d)

6. Project Title: Judicial Outreach Liaison (JOL)

Problem Statement: Historic ineffective communication between traditional traffic safety advocates and members of the judicial community.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 3.1 and recommendations/provisions in the NHTSA/American Bar Association cooperative agreement.

Strategies: Engage a retired or active judge to perform liaison functions with current members of the judicial community.

Goals: Continued improvement in communication and understanding between the state’s traffic safety community and Vermont’s judicial community.

Assigned Staff: Susan McAvoy

Project Description: The JOL was an integral part of Vermont’s traffic safety team, providing guidance and counsel not previously available to members of the GHSP staff. The JOL will work collaboratively with the state’s two LELs, Impaired Driving Coordinator and the TSRP. Together, their mission will be to measurably improve the state’s DUI programs by providing training, guidance and assistance to all of GHSP’s partners.

The JOL will continue to provide assistance to the statewide DUI Courts expansion project. The JOL’s work will also include partnering with the TSRP to network with judges, prosecutors, defense attorneys, court administrators, legislators, law enforcement executives, state agencies, community leaders and other traffic safety advocates to promote the campaign against impaired driving. In particular, they will focus on the developing concern of marijuana as a factor in impaired driving in the context of possible legislative action on legalization. As a DUI resource to the law enforcement community, the JOL will assist the Criminal Justice Training Council and other training organizations to develop or improve DUI training curriculum. They will identify issues of concern to judges and other judiciary officials relating to impaired driving. Vermont has embraced Data-Driven Approaches to Crime and Traffic Safety (DDACTS) and the JOL will provide guidance and information to the judiciary as needed and incorporate those elements as DDACTS resources.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-017	Judicial Outreach Liaison (JOL)	50,000	12,500	0	0	0	\$405(d)

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7. Project Title: DUI Court – Windsor County

Problem Statement: Persistent number of repeat DUI offenders.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Section 3.1.

Strategies: Regular court team meetings for continuous review, planning and implementation of all phases of the DUI Court process, evaluation and specialized training opportunities.

Goals: The goal of the DUI Court is to protect public safety by using the highly successful Drug Court model that uses accountability and long-term treatment to change offenders’ behavior.

Assigned Staff: Susan McAvoy

Project Description: The Windsor DUI Court, a drug treatment court dedicated to changing the behavior of hardcore DUI offenders, completed its fourth full year of operation in January 2017. Presently, there are approximately 19 people enrolled in the program and sixteen graduates. Following the national DUI Court model, the multidisciplinary team has continued to refine their protocols and practices, review and revise the policies and procedures manual for the court team process, update the participant handbook and refine the database for analysis of all aspects of the court’s process and participants’ progress. An outcome evaluation is underway, directed by Crime Research Group of Vermont.

The DUI Court team schedules regular training opportunities with specialized trainers and also sends members to national DUI Court trainings. One of the “Priority Recommendations” of the *Vermont Technical Assessment of the Impaired Driving Program* is to establish DUI courts throughout the state. The Windsor DUI Court is the first such court in the State of Vermont and serves as a model for future program development.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-026	DUI Court – Windsor County	233,618	58,405	0	0	0	\$405(d)

8. Project Title: Vermont Law School – Statewide

Problem Statement: Impaired driving, particularly impaired driving by repeat offenders, remains one of society’s dangerous problems. One proven strategy is the development of DUI Treatment Courts. Both NHTSA and GHSP have recognized the importance of the treatment court approach as a way to reduce recidivism, lower overall criminal justice costs, and most importantly, save lives. Although Vermont has made progress in understanding the value of this approach more outreach and educational efforts are needed. Moreover, finding a way to ensure more rapid and widespread access to the treatment court approach has resulted in a proposal contained in this application to create a new treatment model with the Department of Corrections working with an offender-reentry population rather than, or in addition to, the current probation-based court approach. This new model could greatly accelerate the spread of the DUI Treatment model and a mobile team approach.

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Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Section 3.1 and p. 1-29 bestows 4 stars to DUI Treatment Courts as a proven method for addressing repeat offense impaired driving by reducing recidivism.

Strategies: Statewide education, outreach and training with states attorneys, courts personnel, policymakers and allied stakeholders.

Goals: To reduce recidivism by expansion of availability of DUI Courts statewide through educating students, criminal justice professionals and policy-makers about the value of the treatment court approach.

Assigned Staff: Susan McAvoy

Project Description: The project manager helped start Vermont's only DUI Treatment Court, serves on the board of the New England Association of Drug Court Professionals, teaches for the National Center for DUI courts, presents at regional conferences, and educates lawmakers and others about the value and importance of DUI treatment courts.

Under the Project Manager's direction, the proposed FFY2018 project consists of two core components: 1) hosting an annual statewide conference about DUI and other Treatment Courts to educate policy-makers and others about the value of the approach; and, 2) engaging the services of, and working closely with, a treatment court expert to develop a new model to work with offenders as they are released from incarceration.

While the current treatment court approach is solid, exploring a new reentry-based model within the Department of Corrections may significantly broaden the reach of this approach and would not be dependent on a roll-out schedule dictated by the judicial branch. Moreover, housing a treatment model within the DOC may allow for a more rapid utilization of a mobile team approach to cover multiple counties -- a useful model for rural jurisdictions. The project manager will work as a full-time law professor at the Vermont Law School. The grant award will provide the necessary funds to host a statewide Treatment Court Conference, and permit a treatment court legal expert to develop a new model within the DOC utilizing a mobile-team approach. The project manager is not seeking a salary under the grant but will still provide supervision.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-025	Vermont Law School – DUI Court	27,000	6,750	0	0	0	\$40d(d)

9. Project Title: Judicial Education Relating to Highway Safety Strategies (New Project)

Problem Statement: Currently there is no curriculum to provide judges with training relating to recognized countermeasures against Driving Under the Influence of Drugs (DUID) or Alcohol (DUIA) and the technologies in support of the countermeasures. As a result, state funded judges responsible for deciding civil traffic violations and disputes arising from prevention, detection, apprehension and correction of impaired driving may have no familiarity with the science, best technical practices and related constitutional and evidentiary issues raised in court before trial. Some training is offered by the National Judicial College in Reno, NV, but not often regionally. When traffic safety-related training opportunities do occur in the region, the Court Administrator's Office may afford to send a few judicial officers. Traffic safety judicial education deserves the same opportunities as are typically offered judges in DNA science, abuse, accounting, statistics, elemental psychology and pathology and evidentiary issues.

Countermeasures: Countermeasures That Work, Eighth Edition, 2015 Chapter 1 Section 3.

Strategies: Design, organize and promote specific in-state traffic safety judicial educational programs that include judge moderators on defense-prosecution panel presentations addressing best-practices, and evidentiary, procedural and constitutional issues arising from traffic safety enforcement prosecutions. Provide dedicated funding to the Court Administrator's Office to pay for travel expenses for participants and for such presenters and, when public salaries do not pay for their time, to compensate the presenters; to provide funding for a venue, mileage, supplies, materials, equipment, food and beverages during the program. Provide dedicated funding to the Court Administrator's Office to support attendance at out of state programs (to include tuition, reimbursement for travel expenses and miscellaneous expenses such as meals, baggage fees, taxis, shuttles, etc.) for 4-6 judges on the same topics.

Goals: Provide training relating to recognized countermeasures against DUI to judicial officers at annual Criminal Law Day. Send 4-6 judicial officers to out of state training offered by the National Judicial College relating to recognized countermeasures against DUI.

Assigned Staff: Susan McAvoy

Project Description: Establish funding for judicial education on topics relevant to highway safety enforcement, particularly in connection with the NHTSA publication "Countermeasures that Work," Eighth Edition, 2015. Some faculty presenters have been tentatively identified. Publicly employed forensic scientists and DREs from Massachusetts, Rhode Island and New Hampshire, and two Vermont judges are willing to act as faculty. It is expected that defense attorneys will be similarly recruited. Based on conversations with Region 1, NE State Highway Safety Offices and some TSRPs it is anticipated that other prosecutors, judges and forensic experts from neighboring states will be available to teach as well, if their travel expenses are covered. There are also DWI/Drugged Driving/alternative sentencing experts, RJOLS from other regions across the country, available if their airfare or mileage and travel expenses can be covered. Additionally, the National Judicial College indicates that, with sufficient advance planning, it can supply, at its expense, a DRE teaching team including a DRE specialist, prosecuting and defense attorney experts and a judge-moderator for a state or regional presentation. The Vermont Court Administrator's Judicial Education Office provides an annual criminal law day as part of its ongoing judicial education program. If this funding was to be made available, the 2018 program would focus on highway safety topics. Out of state education is a part of our ongoing program. If this funding was to be made available, it would allow judicial officers the opportunity to participate in national programs, such as "Impaired Driving Case Essentials," "Drugs in America

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Today: “What Every Judge Needs to Know” and “Behind the Wheel: Today’s Traffic Offender” provided by the National Judicial College in Reno, NV.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-034	Judicial Education Relating to Highway Safety Strategies	26,236	6,559	0	0	0	\$405(d)

10. Project Title: Forensic Laboratory Support Program

Problem Statement: Inability of Vermont’s State Forensic Laboratory to perform full range of blood testing relating to drugged driving.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 7.

Strategies: Provide the Vermont Forensic Laboratory necessary resources to operate the blood and breath alcohol testing program and expand the scope of testing to other impairing drugs according to ISO 17025 accreditation standards.

Goals: To strengthen Vermont drugged driving blood sample testing capacity and expertise and reduce the costs of out-of-state laboratory services.

Assigned Staff: Susan McAvoy

Project Description: In 2016, approximately 200 samples were sent out of state for testing in DUI-Drugs (DUI-D) cases. While federal funds cover the testing for cases involving a DRE, significant costs come from expert testimony needed for prosecution. The groundwork for expanded scope of testing has begun. In the summer of 2017 renovations to the laboratory will begin with a projected Fall move-in date. Instrumentation is currently being purchased in the FFY2017 grant year. The project is on track with renovations, outfitting the lab, hiring staff to be up and running in FFY2018. Access to high quality training opportunities and state of the art technical laboratory equipment and supplies is essential to allow the VFL to continue providing the highest level of technical support to DUI cases in Vermont, and to expand its ability to provide support in DUI-D cases.

During FFY-2018 the implementation activities will include:

- › Completion of building renovations
- › Validation of instrumentation for drug analysis
- › Continue purchasing equipment and supplies
- › Establishment of initial scope of testing and updates to laboratory administrative policies and procedures.

The budget includes salaries for two laboratory employees, a projected list of new supplies, various contracts (accreditation, proficiency testing, calibration service, equipment protection, etc.), equipment (one item will likely exceed the \$5000 limit and require NHTSA review), travel, training and other fees. Everything included in the Laboratory Support will be solely used for DUI (highway safety related) testing. The equipment/items cannot be used for other program areas in the lab and is dedicated 100% for traffic safety purposes.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-027	Vermont Forensic Laboratory Standard Supplies, Equipment licensing/proficiency testing and training	560,557	140,144	0	140,144	0	\$405(d)

11. Project Title: Vermont Police Academy Impaired Driving Training Coordinator

Problem Statement: Impairment by alcohol, drugs or both was a contributing factor in almost half of last year’s fatal crashes in Vermont. The state has a need for an impaired driving training coordinator to ensure Vermont law enforcement is equipped to successfully detect, process and ultimately prosecute DUI offenders.

Countermeasures: Recommendation in *Technical Assessment of the Impaired Driving Program 2012*, State of Vermont and *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Section 2.2.

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

Goals: To hire a full time Impaired Driving Training Coordinator in FFY 2017 to enhance the quality and the number of training opportunities offered for basic DUI enforcement courses, ARIDE, SFST and to provide oversight of the state’s DRE Program.

Assigned Staff: Susan McAvoy

Project Description: In 2016, our nation lost over 30,000 lives on our roadways; 62 of those were in Vermont. Drivers impaired by alcohol, drugs or both were a contributing factor in almost half of last year’s fatal crashes in Vermont. As a result, impaired driving is a top priority with the GHSP. Vermont is not unlike other states in the northeast in that it has been experiencing an increase in “drugged” driving. Drivers impaired by prescription drugs, as well as other over-the-counter and illicit impairing substances, continue as a growing concern. Nationally, NHTSA’s FARS reported that drugs were present in 40% of the fatally-injured drivers with a known test result, almost at the same level as alcohol. According to GHSA, the trend is that while drug use is increasing, alcohol consumption is decreasing. Vermont GHSP is striving to address this growing trend. In response to impaired driving, Vermont will continue to evaluate current and emerging trends based on solid data in order to deliver the most efficient and effective countermeasures to combat impaired driving.

There are approximately 1,100 full-time and 800 part-time certified police officers in Vermont. Of these officers, 39 are DREs and 450 officers have been trained in ARIDE. Most officers have been trained in SFST but many have not received SFST refresher training since the beginning of their careers.

The VCJTC now mandates all officers graduating from a basic recruit class receive ARIDE

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training within three-years of graduation. Only two basic recruit classes of approximately 70 officers per class graduate each year from the Vermont Police Academy.

There are not enough instructors in the state to provide ARIDE and SFST training. All training in ARIDE and SFST is provided on a part-time basis by officers that have full-time police jobs at their parent agency. There are only six ARIDE classes offered this year through the Vermont Police Academy. Each class accommodates approximately 20 students.

A position does not currently exist to coordinate impaired driving enforcement training and related issues. The proposed full-time position would be based at the Vermont Police Academy, which provides training to all state, county and municipal officers.

Besides its training function, this position will monitor and schedule DRE, ARIDE and SFST training statewide, bolstering and bringing continuity to all of the programs. It would serve as the coordinator of the DRE steering committee and maintain all related DRE records.

Additionally, it would administer impaired driving grants to local, county and state agencies.

We believe creating this full-time position will be a major step in assuring Vermont law enforcement officers are adequately trained in the detection of impaired drivers.

Vermont's DRE program began in 2005 and continues to expand its coverage throughout the state. Data, intelligence and information will dictate the future strategies for geographic deployment of DREs within the state. The DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. The GHSP provides funding for equipment, call out pay, laboratory testing and training for members. One DRE certification training is held each year and all members of the DRE team are required to re-certify every two years under International Association of Chiefs of Police (IACP) standards. The GHSP, Vermont State Police and the Vermont Association of Chiefs of Police were partners in developing Vermont's DRE program and the GHSP continues to strongly support it.

This past year, the VCJTC incorporated ARIDE training into its mandatory curriculum. ARIDE training is becoming a highly desirable skill for the officer on patrol in Vermont. The training, a bridge between SFST and DRE training, prepares the officer to recognize certain signs of impairment by substances other than alcohol. The growth of ARIDE-trained officers increases the growing number of evaluations performed by Vermont DREs. ARIDE is a valuable tool in aiding Vermont law enforcement officers to detect impaired drivers and develops potential DRE candidates. Currently, of the 1,900 law enforcement officers in Vermont, 255 are ARIDE trained.

The Vermont Police Academy is responsible for all basic training and mandatory in-service training for all Vermont law enforcement officers, estimated at approximately 1,900 officers certified at either Level II or Level III (both levels are authorized to handle all impaired driving offenses).

In FFY17, it was planned for responsibility of the DRE Program to be transferred to the VCJTC. This project has experienced minor delays, however in FFY2018 it will be synchronized with the basic DUI enforcement courses, SFST and ARIDE. The impaired driving coordinator will provide administrative support to the DRE program and will enhance and coordinate all impaired driving related training programs.

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The Vermont Police Academy is responsible for all basic training and mandatory in-service training for all Vermont law enforcement officers, estimated at approximately 1,900 officers certified at either Level II or Level III (both levels are authorized to handle all impaired driving offenses).

In FFY17, it was planned for responsibility of the DRE Program to be transferred to the VCJTC. This project has experienced minor delays, however in FFY2018 it will be synchronized with the basic DUI enforcement courses, SFST and ARIDE. The impaired driving coordinator will provide administrative support to the DRE program and will enhance and coordinate all impaired driving related training programs.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-013	Vermont Police Academy Impaired Driving Training Coordinator Funds	194,000	48,500	0	0	0	\$405(d)

12. Project Title: Impaired Driving Training Programs (DRE, ARIDE, SFST etc.)

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

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 2.1 and 7.1.

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

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

Assigned Staff: Susan McAvoy

Project Description: Impairment by alcohol, drugs or both was a contributing factor in almost half of last year's fatal crashes in Vermont. As a result, impaired driving is a top priority with the GHSP. Vermont is not unlike other states in the northeast in that it has been experiencing an increase in drug impaired driving. Driving impaired under prescription drugs, as well as other over the counter and illicit impairing substances, continues as a growing concern. Nationally, NHTSA's FARS reported that drugs were present in nearly 50% of the fatally-injured drivers with a known test result, almost the same level as alcohol. According to the GHSA, the trend is that drug use is increasing. The Vermont GHSP is striving to address this growing problem.

Vermont's DRE program began in 2005 and continues to expand its coverage throughout the state. Currently, the program has 39 active certified DREs with plans to expand further to those areas of

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the state with emerging or reoccurring impaired driving incidents. Data, intelligence and information will serve as a foundation of future strategies for geographic deployment of DREs within the state.

The DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. The GHSP provides funding for equipment, call out pay, laboratory testing and training for members. One DRE certification training is held each year and all members of the DRE team are required to re-certify every two years under IACP standards. The GHSP, Vermont State Police and the Vermont Association of Chiefs of Police were partners in developing Vermont's DRE program and the GHSP continues to strongly support it.

This past year, the VCJTC incorporated ARIDE training into their mandatory curriculum. ARIDE training is becoming a highly desirable skill for the officer on patrol in Vermont. The training, a bridge between SFST and DRE training, prepares the officer to recognize certain signs of impairment by substances other than alcohol. The growth of ARIDE-trained officers increases the number of evaluations performed by Vermont DREs. ARIDE is a valuable tool in aiding Vermont law enforcement officers to detect impaired drivers and develop potential DRE candidates. Currently, of the 1,900 law enforcement officers in Vermont, 255 are ARIDE trained.

The VCJTC is responsible for all basic training and mandatory in-service training for all Vermont law enforcement officers, estimated at approximately 1,900 officers certified at either Level II or Level III (both levels are authorized to handle all impaired driving offenses).

In FFY 2018, responsibility for the DRE Program will be transferred to the VCJTC where it will be synchronized with the basic DUI enforcement courses, SFST and ARIDE. The impaired driving coordinator will provide administrative support to the DRE program and will enhance and coordinate all impaired driving related training programs.

Preliminary Breath Testing (PBTs) devices play an integral role in evaluating motor vehicle operators during roadside investigations. Improvements in accuracy, stability, and dependability are part of evolving technology which supports stronger prosecution of suspected offenders. A portion of funds will be used to purchase the VCJTC Alco-Sensor FST's for DUI training. Also included is a funding source for the maintenance of such equipment.

The budget for the Drug Recognition Program includes the following:

- > Call-out pay for overtime and mileage for DREs to respond to LE agency requests for evaluations statewide as needed;
- > DRE training/conferences/supplies for requests for specific training opportunities for current DREs as approved by GHSP and requests for DRE specific supplies as needed;
- > DRE Regional Training sponsored by VT includes funds for an in-state training for new DREs;
- > DUI Expert Witnesses covers the cost of bringing in subject matter expert witnesses from NMS Labs out of Pennsylvania, to provide supporting court testimony at the request of prosecutors;
- > NMS Lab Tests for the contract costs associated with testing drug panels not able to be processed in-state;
- > Outside Lab Tests (Non-NMS) for costs of DRE alcohol or other panels processed at in-state hospital labs.
- > When a DRE is not available and a test needs to be completed, the purchase costs of blood kit(s).

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-013	Vermont Police Academy Impaired Driving Training Programs	127,000	31,750	0	0	0	\$405(d)

13. Project Title: Impaired Driving Summit

Problem Statement: Impairment by alcohol, drugs or both was a contributing factor in 56% of the 2016 fatal crashes.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 5.0 and 7.0.

Strategies: Communications and outreach focusing on informing the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

Goals: Reduce the number of major crashes related to impairment by 10% in 2016-2020(VT SHSP).

Assigned Staff: Susan McAvoy

Project Description: On December 7, 2016, the Vermont Governor's Highway Safety Program (GHSP) hosted the 2016 Vermont Impaired Driving Summit at the Doubletree Hotel and Conference Center in South Burlington.

Over 150 people attended the Summit to discuss a coordinated approach to tackling the issue of impaired driving in Vermont. Attendees included legislators, judges, prosecutors, defense attorneys, law enforcement officers, driver educators, engineers, chemists, healthcare providers and other traffic safety professionals who discussed collaborative solutions to combat impaired driving.

Distinguished speakers shared their expertise on topics of impaired driving that included: Chris Halsor, a former Colorado prosecutor made a presentation on "Colorado What We Have Learned," Dr. Barry Logan of NMS Labs discussed "Oral Fluid Testing," Dr. Jack Richman spoke on "Cannabis and Public Safety," and Jack Nelson, of the American Automobile Association, discussed "Traffic Safety Research on Cannabis Impaired Driving."

This event attracted a lot of media coverage. The feedback on the quality of information presented at the Summit was extremely positive and it helped advance collaboration amongst the attendees.

The GHSP will host another summit in FFY2019 to update our partners on issues involving impaired driving. During the planning phase for this conference expenditures will take place in FFY2018.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-029	Impaired Driving Summit	25,000	6,250	0	0	0	\$405(d)

14. Project Title: Statewide 24/7 Sobriety Project

Problem Statement: Driving under the influence of alcohol and drugs is a serious public health and safety problem in the United States. National statistics reported by NHTSA indicate that approximately one-third of all first time DUI offenders will have a second DUI offense. DUI offenders are more likely to be involved in future fatal car crashes than non-DUI offenders.

Strategies: The program seeks to reduce the recidivism of offenders previously convicted of driving while under the influence of alcohol (DUI) through intensive testing and monitoring of drug and alcohol consumption. The main goal is to encourage sobriety of offenders 24 hours per day and 7 days per week.

Goals: The 24/7 Sobriety Project is a nontraditional approach to reduce the recidivism of repeat offenders convicted of driving while under the influence of alcohol (DUI). The program seeks to reduce recidivism through intensive testing and monitoring of alcohol consumption. The main goal is to encourage sobriety of offenders 24 hours per day and 7 days per week. Offenders can avoid incarceration as long as they abstain from alcohol and drug use. Swift and certain sanctions are imposed on offenders who test positive for substance use.

NHTSA has determined in order for Vermont to receive funding for 24/7 Program they must correct the following deficiencies: Does not have a law or program that authorizes a 24-7 sobriety program to operate on a statewide basis (e.g., county or pilot programs are not eligible). [23 CFR 1300.23(h)(2); 23 USC 405(d)(6)(B) & (7)(A)]

Does not have a law or program that authorizes a 24-7 sobriety program that meets the Federal definition (e.g., DUI courts, optional transdermal monitoring, etc. are not eligible). [23 CFR 1300.23(h)(2); 23 USC 405(d)(6)(B) & (7)(A)]

It is hoped that the Vermont Chiefs and Sheriffs Associations and the Vermont Department of Corrections will take leading roles in getting appropriate legislation in place for a 24/7 Program and assume operational lead for the Program. This will be coordinated through the Impaired Driving Manager.

Assigned Staff: Susan McAvoy

Project Description: DUI offenders are placed in the 24/7 Sobriety Project as a condition of bail, sentencing, probation, parole, or child custody or visitation orders. The program monitors abstinence from alcohol and drug use through a variety of tests, including: 1) twice-a-day breathalyzer tests, 2) alcohol monitoring ankle bracelets, 3) Ignition Interlock, and 4) drug patch and urine testing. Breathalyzer tests are administered every 12-hours (once in the morning and once in the evening). The electronic ankle bracelets (Secure Continuous Alcohol Remote Monitor or SCRAM bracelets) allow for continuous monitoring of alcohol consumption by law enforcement with daily remote electronic reporting. Participants may also be required to wear drug patches to monitor drug use (patches are worn for 7–10 days and then mailed in) or provide random urine samples twice a week. Program participants may be placed on one or more types of tests at the same time. In addition, participants are required to cover the costs of their tests.

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If program participants test positive for substance use, they are immediately subject to a short jail term (usually 1 or 2 days). Failure to show for a scheduled test may result in an arrest warrant for the participant. Further, offenders’ bond, parole, or probation may be revoked if they fail or skip tests.

Potential Outcomes: The following outcomes are based on an evaluation of the South Dakota 24/7 Sobriety Project. Vermont compares with South Dakota in its rural nature and small population and may experience similar results.

› **First-Time DUI Arrests:**

Kilmer and colleagues (2013) found that South Dakota’s 24/7 Sobriety Project did not significantly affect first-time driving while under the influence of alcohol (DUI) arrests.

› **Repeat DUI Arrests:**

The program significantly impacted repeat DUI arrests. The analysis suggested that the program led to a 12 percent reduction in repeat arrests for DUI.

› **Traffic Crashes:**

The program did not significantly affect overall measures of traffic crashes (although study results showed a significant reduction in traffic crashes involving males aged 18 to 40 years).

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-033	Ignition Interlock	100,000	25,000	0	0	0	\$405(d)
	Salaries & Benefits for Statewide Coordinator	95,000	23,750	0	0	0	\$405(d)
	Travel & Training	20,000	5,000	0	0	0	\$405(d)
Total		215,000	53,750	0	0	0	

Impaired Driving Budget Summary

Project Title	Budget	Source
1. High Visibility DUI Enforcement	891,900	\$164 AL
	250,000	\$405(d)
2. County Wide SHARP Projects (totals are included in HVE total)	Total included in Project 1	\$164AL
3. DUI Mobile Task Force	150,000	\$164 AL
4. Impaired Driving Project Manager	90,000	\$405(d)
5. Traffic Safety Resource Prosecutor's	250,000	\$405(d)
6. Judicial Outreach Liaison	50,000	\$405(d)
7. DUI Court – Windsor County	233,618	\$405(d)
8. DUI Court Coordinator – VT Law School	27,000	\$405(d)
9. DUI Court Judicial Education	26,236	\$405(d)
10. Vermont Forensic Laboratory Support	560,557	\$405(d)
11. VPA Impaired Driving Coordinator	197,000	\$405(d)
12. Impaired Driving Training Programs	127,000	\$405(d)
13. Impaired Driving Summit	25,000	\$405(d)
14. 24/7 Sobriety Program	215,000	\$405(d)
\$405(d) Total	2,048,411	
\$164 AL Total	1,041,900	
Total All Funds	3,090,311	



Law Enforcement Support

Photo: VSP, Crash Reconstruction Team

Law Enforcement Support

Introduction

The Vermont Governor's Highway Safety Program (GHSP) provides support to all law enforcement agencies in the state with tools and programs to further the goals of highway safety.

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

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

Speed, distracted/aggressive driving and impaired driving are almost always at the core of a crash. The Vermont State Police Speed Enforcement grant allows for additional troopers to monitor traffic and enforce speed laws statewide. In reviewing our FFY 2017 data, we are seeing an upward trend in our fatalities and incapacitating injury crashes being directly related to the causation of speed. The GHSP and VHSA are working with our state, federal and local partners to continue to get the word out about this problem. In reviewing two weeks of speed cart data from Interstate 89, between Exits 12-17 (Chittenden County), an average of 96.7% of the South Bound traffic was exceeding the posted speed limit by 10 mph. The state has instituted a Safety Corridor in this section, with increased enforcement, speed carts, and media to get the message out to slow down. This area is currently under the review of a Regional Planning Commission to send out information about safety corridors.

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

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

Additional information for each of these areas of law enforcement support is listed in the project descriptions below.

2016 Driver Attitude Survey Results

GHSP Contracts with the Centers for Public Policy and Research to conduct an annual survey to provide resident input on law enforcement, personal driving behavior and awareness of the Governor's Highway Safety Program messages. With respect to Vermonters' views of enforcement activities:

- › Nearly three-quarters of all respondents, 70.8% (down somewhat from 74.4% in 2014), indicated they thought it was very (22.2%) or somewhat likely (48.6%) someone driving while impaired by alcohol or other drugs would be arrested. Another 25.8% indicated they felt an arrest would be somewhat unlikely or not at all likely.

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- > Just under half of all respondents, 46.6% (up slightly from 45.8% in 2014), believe the chances of getting a ticket for not wearing a seat belt was very (12.6%) or somewhat likely (34.0%). A larger percent, 49.8%, suggested getting a ticket was somewhat unlikely or not at all likely.
- > Further, two-thirds, 65.4% (down from 69.2% in 2014), considered it very (18.8%) or somewhat likely (50.4%) someone would get a ticket for driving over the posted speed limit.

Goal 1: To decrease unrestrained passenger vehicle occupant fatalities 20 percent from the five-year average of 23.0 in 2011 - 2015 to a five-year average of 18.4 by December 31, 2018.

Goal 2: To maintain the five-year average of 16.8 Alcohol-Impaired Driving Fatalities from 2011 - 2015 through December 31, 2018.

Goal 3: To maintain the five-year average of 21 Speeding-Related Fatalities from 2011 - 2015 through December 31, 2018.

1. Project Title Law Enforcement Liaisons

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

Countermeasures: N/A

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

Goals: Continue to increase interest in the support of GHSPs priority initiatives. Increase LEAs participation in national enforcement campaigns to 90% by the completion of FFY 2018.

Assigned Staff: Susan McAvoy

Project Description: Vermont contracts with LELs who are responsible to provide law enforcement expertise, encourage involvement in traffic safety initiatives and act as a conduit between the law enforcement community and the GHSP staff. This coordination facilitates statewide mobilizations of impaired driving, occupant protection, and all national enforcement campaigns, such as the *Click It or Ticket* and *Drive Sober or Get Pulled Over* campaigns. Coordinating these activities requires collaboration with law enforcement agencies, VTrans, the Departments of Motor Vehicles, Liquor Control, Health, Education, and other state, county and municipal agencies and organizations.

GHSP's LEL(s) provide leadership and guidance for the Impaired Driving Enforcement Task Force, the CIOT Task Force and the Occupant Protection Task Force. It should be noted these are in-state Task Forces which operate during the national campaign time frames and at other periods during the year. The LEL(s) will work collaboratively with the VHSA, Vermont Association of Chiefs of Police, the Vermont Sheriffs' Association, and the Vermont State Police, to achieve sustained, efficient and coordinated enforcement of all the state's traffic safety priorities. All enforcement strategies are designed using Vermont's TSEP.

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During the calendar year 2016 GHSP struggled to maintain its cadre of two LELs due to retirements and changes in the state’s administrative rules governing independent contractors. In 2017 however, these hurdles were cleared and GHSP stands to enter FFY2018 with its normal compliment of two LELs.

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

DRE: The LEL(s) actively promote the state’s DRE program, and encourage and promote the Advanced Roadside Impaired Driving Enforcement (ARIDE) program.

Media: Creative media (radio/television/internet) projects such as the *Drugged/Impaired Driving, Stay Independent* (occupant protection) as a well as NHTSA calendar seasonal press releases are the responsibility of the LELs. LELs guide the Alliance Sport Marketing, Internet based media and other major traditional New England media to maximize exposure to traffic safety priorities at large gatherings of semi-pro baseball, soccer, stock car racing and college basketball and hockey.

PBTs: New preliminary breath testing units continue to be distributed appropriately to those Vermont LEAs that have a need and who have demonstrated active participation in the state’s data driven enforcement programs.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-010	LEL #1	45,000	11,250	0	0	0	\$405(d)
NH18402-202		45,000	11,250	0	0	0	\$402
NH18405D-011	LEL #2	45,000	11,250	0	0	0	\$405(d)
NH18402-203		45,000	11,250	0	0	0	\$402
NH18405D-018	LEL #3	20,000	5,000	0	0	0	\$405(d)
NH18402-204		16,000	4,000	0	0	0	\$402
Total		216,000	54,000	0	0	0	

2. Crash Reconstruction Support

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

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015. Crash Investigations include all the countermeasures. Alcohol and drug impaired driving, seat belts and child restraints, speeding and speed management, distracted and drowsy driving, motorcycle safety, young drivers, older drivers, pedestrians, and bicycles.

Strategies: Provide crash reconstruction training and equipment to the Vermont State Police.

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

Assigned Staff: Betsy Ross

Project Description: The Vermont State Police Crash Reconstruction Team is the primary investigation unit for serious bodily injury and fatality crashes within the State of Vermont. The team responds to more than 50 motor vehicle crashes in Vermont annually. Approximately 45% of these calls generate requests for support to local and county law enforcement agencies. The team utilizes four Sockia total stations deployed throughout the state. In addition, the team utilizes complex diagramming software. As more vehicles are equipped with Event Data Recording systems, the team is receiving more frequent calls to perform the downloads on these vehicles to capture speed, braking, seat belt usage and engine throttle.

There are 14 fully certified crash reconstructionist on the team who each have over 280 hours of classroom training. Troopers are selected to attend three levels of nationally-recognized trainings to become certified crash reconstructionist. This technical support in these serious crashes has improved overall traffic reporting in determining more accurate contributing circumstances. It is estimated that as much as thirty-three percent (33.2%) of all serious crashes involve alcohol/impaired driving. Complete and extensive investigation of traffic crashes is the first step toward successful determination of causation factors and subsequent adjudication, when appropriate. Budget funds are dedicated to the training of troopers and for purchase of software updates for reconstruction equipment, Total Stations, the Airbag Control Modules (ACM), and Crash Data Retrieval (CDR) cables.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-201	Vermont State Police	18,000	5,000	0	4,500	8,000	\$402

3. Project Title: Vermont State Police Speed, Aggressive, and Distracted Driving Enforcement

Problem Statement: One of the major causes of crashes on Vermont roads is excessive speed, to include driving too fast for road and weather conditions. In 2016, 29 of Vermont's 57 fatal crashes (greater than 50%) were found to be speed related. The five-year total (2012-2016) of all speed related crashes was 8,375. Vermont law requires drivers to drive at a reasonable and prudent rate of speed for roadway conditions, in addition to adhering to the posted speed limit. In Vermont, dangers associated with driving over the speed limit are compounded by winter driving and roadway conditions. In 2016, Vermont law enforcement agencies collectively issued 93,369 traffic tickets, representing an increase of nearly 10% over the previous year. Of those tickets, nearly one-half (45,056) were issued for speeding violations.

Since 2009 when Vermont first began regulating the use of portable/handheld electronic devices while driving, the number of tickets issued by law enforcement for these violations increased slowly for the first several years but increased more significantly in 2015 and 2016. In 2016 Vermont law enforcement officers issued a total of 4,383 tickets for these violations, representing nearly 5% of all tickets issued, and representing an increase of more than 600% over the 2014 numbers.

Reducing crashes that are the result of excessive speed, aggressive driving and distracted driving, is a priority for the Vermont Governor's Highway Safety Program.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 3, Sections 2.2, 2.3 and 4.1.

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

Goal: To maintain the five-year average of 21 Speeding-Related Fatalities from 2011 - 2015 through December 31, 2018.

Assigned Staff: James Baraw

Project Description: The Vermont State Police (VSP) provides primary law enforcement services to approximately 200 towns, representing approximately 90 percent of the land mass and 50 percent of the population in Vermont. In addition, VSP has primary responsibility for Vermont's three (3) interstate highways (I-89, I-91, and I-93). For most small, rural towns in Vermont that do not have their own municipal police department, the VSP is the default law enforcement agency. As a result of this wide-spread area of responsibility, VSP troopers investigate a majority (64% in 2016) of the fatal crashes that occur in Vermont. VSP is also in a position to have a statewide impact on speed, aggressive, and distracted driving behaviors regardless of municipality or county lines.

Vermont State Police will be allocated funds to increase speed, aggressive and distracted driving enforcement on Vermont's high-speed roadways. The overtime enforcement will be managed by the Vermont State Police Traffic Safety Unit and performed in areas where data shows a high incidence of speed/aggressive driving related crashes.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-207	Vermont State Police – Speed	100,000	25,000	0	25,000	0	\$402
NH18405E-003	Vermont State Police – Distracted	15,000	3,750	0	3,750	0	\$405(e)
Total		115,000	28,750	0	28,750	0	

4. Project Title: Work Zone Safety

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

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 4, Section 1.3, and Chapter 3, Section 2.2.

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

Goals: To decrease speed-related crashes in highway work zones by 5 percent, from the five year (2011- 2015) moving average of 251 in 2015 to a five-year moving average of 238, by December 31, 2018.

Assigned Staff: James Baraw

Project Description: Highway work zones introduce unexpected and often challenging environments for motorists. The purpose of this grant is to allocate funding to The Vermont Sheriff’s Association for implementation of speed and distracted driving enforcement in selected highway work zones. Funding will be determined by data, with counties being analyzed and receiving pro-rated funding amounts based on major crashes. It has been shown that the appropriate placement of existing speed limit signs coupled with the presence of active law enforcement results in the highest compliance with the posted speed limits. The Sheriff’s Association will coordinate the review and analysis of data from VTrans speed collection devices. VTrans district offices will provide speed crash data in the areas where planned state highway construction projects are scheduled. The project director from the Sheriff’s Association will plan and allocate for overtime speed enforcement details in the vicinity of approach corridors for the areas in need.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-205	VT Sherriff's Association	100,000	25,000	0	0	100,000	\$402

5. Project Title: Law Enforcement Program Coordinators

Problem Statement: The need for program development, coordination, monitoring, evaluation and training for grant programs. Continual oversight for compliance, timeliness and completeness of program deliverables and financial accountability.

Countermeasures: See all countermeasures related to law enforcement projects/activities as indicated throughout this document.

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

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

Assigned Staff: James Baraw and Susan McAvoy

Project Description: Program coordination is provided by two staff members who ensure GHSP policies are followed, enforcement strategies are effective and awardees are compliant with best practices. The coordinators review grant documents, and ensure that financial transactions are properly filed, documented and accurately reported. In FFY2018 the coordinators will continue to use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards. 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.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-290	Law Enforcement Program Coordinator #1	80,000	20,000	0	0	0	\$402
NH18402-290	Law Enforcement Program Coordinator #2	40,000	10,000	0	0	0	\$402
Total		120,000	30,000	0	0	0	

Vermont Governor’s Highway Safety Program
Law Enforcement Support Budget Summary

Project Title	Budget	Source
1. Law Enforcement Liaisons	106,000	\$402
	110,000	\$405(d)
2. Crash Reconstruction	18,000	\$402
3. VSP Speed, Aggressive, and Distracted Driving Enforcement	100,000	\$402
4. Work Zone Safety	100,000	\$402
5. Law Enforcement Program Coordinators	120,000	\$402
\$402 Total	444,000	
\$405(d) Total	110,000	
Total All Funds	554,000	



Safe Communities Educational Programs

Photo: Milton Police Department, Safety Day

Safe Communities Educational Programs

Introduction

The Safe Communities Educational Programs provide a necessary link between the Vermont Governor's Highway Safety Program (GHSP) and local communities. Vermont's demographics and local diversity, as well as distance between locations make it difficult to administer a centralized program. The GHSP establishes Community Educational Projects under this program area to provide coverage to all 14 counties and in areas of greatest need. The programs have defined tasks, such as participation in NHTSA national safety campaigns. The projects are required to provide and manage education and outreach activities that address all of the CEAs based on local data and need as established and included in the Strategic Highway Safety Plan (SHSP). Projects must address critical safety needs by analysis of crash data as the principle basis for programs. Data analysis and problem identification are the foundation for each project and will determine the structure and accuracy of the goals, activities, measures, and evaluation efforts for the duration of the project. Analysis might include years of crash, injury, and fatality data; license, registration, and conviction data; and other data from various sources. Data included in agreements will identify safety problems and support the subsequent development of goals and activities. Broad program area goals must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs targeted to all age groups raise awareness of traffic safety laws, available resources and training, and general driver instruction. Outreach programs to schools, community groups, businesses, police departments, EMS providers, and the judicial community increase knowledge of traffic safety campaigns throughout the year and provide opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners. The collaborative process of developing and implementing the Strategic Highway Safety Plan (SHSP) brings together and draws on the strengths and resources of Vermont's highway safety partners. The SHSP helps coordinate goals and highway safety programs across the state as a guiding document for the emphasis groups. Of the CEAs identified, six of the seven in the SHSP are behavioral safety goals and are consistent with performance measures and goals.

In the State Fiscal Year 2017, the House of Representatives introduced bill H.107 that addressed changes to the adult seat belt law. The bill did not make it through the senate and therefore the state will not see a primary law in the near future. When reviewing the attitude survey results nearly 63% of those surveyed would support a primary law. Nearly 20% of respondents thought that the primary law already existed. The GHSP will continue to work with our Highway Safety Partners to get the message out to change risky highway safety behaviors.

In the 2016 Attitude Survey the following results were provided to the GHSP:

ON PEDESTRIAN BEHAVIOR...

- While 23.2% of respondents mentioned they never walk across, walk adjacent to or near active highway traffic during summer months, the remainder reported they did in frequency that ranged from daily to under 10 days monthly.
- Of those that do, in-fact, walk near active highway traffic, 78.4%, noted they were very or somewhat concerned about their personal safety.
- Further, while 70.4% suggested they never walk while talking or texting on a handheld device, the remainder, 29.4%, indicated they did.

ON CHILD SEAT AWARENESS...

- The largest group of survey respondents with an opinion, 25.1% noted that age eight was the appropriate age to move a child out of an approved child restraint. Many, 45.8% were unsure while the remainder offered ages that ranged from one to 18.
- Most, 84.2% noted it was not advised to place a rear-facing infant seat in front of a working airbag. However, 3.4% suggested they felt it was advised to do so.

ON PERSONAL BEHAVIOR...

- Two-thirds of all respondents, 67.2% (down from 67.6% in 2015 and up slightly from 66.4% in 2014), indicated they have never driven a motor vehicle within two hours after drinking alcoholic beverages over the last year. Another 0.8% were unsure or refused and the remainder (32.0%) suggested they had done so once or as many as more than 10 times.
- Those suggesting they "always" wear their seat belt during the day was recorded at 90.8% (down from 93.2% in 2015 and 91.6% in 2014) while those indicating they "always" wear their seat belt at night was 91.6% (down from 94.6% in 2015 and 92.4% in 2014).
- In a new question for 2015 and 2016, researchers asked respondents how strongly they would support or oppose a new "primary seat belt law" in Vermont allowing law enforcement to stop motorists for not wearing a seat belt. Two-thirds, 63.6% (down from 74.2% in 2015), suggested they strongly (49.6%) or somewhat (14.0%) supported such a law for Vermont. Some respondents believed the law already existed while others were unsure – 20.2% and 1.6% respectively. When those believing the law already exists and those unsure are removed from the data, 81.3% (down from 85.7% in 2015) are in support of such a new law.
- Just 15.6% (up from 15.4% in 2015 and down from 19.4% in 2014) of all respondents could offer that they "never" drive faster than 35 miles per hour on a local road with a posted speed limit of 30 miles per hour.
- Over one-half, 54.0% (down from 59.0% in 2015 and up from 50.8% in 2014), suggested they "never" drive faster than 75 miles per hour on a road with a posted speed limit of 65 miles per hour.
- On driving while using an electronic communication device such as a cell phone, tablet or

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pad, nearly three-quarters, 72.4% (down from 74.4% in 2015 and up significantly from 45.2% in 2014), were able to tell researchers they "never" use such a device while driving. Fewer, 11.2% (up from 10.2% in 2015 and down significantly from 29.8% in 2014), suggested they do so frequently or occasionally. The remainder, 16.0%, said they "rarely" use a device while driving.

- On the use of hands-free cell phones, researchers asked respondents to use a scale of one to ten to indicate how dangerous they considered hands-free device usage to be while driving. One meant very safe while ten meant very dangerous. The cumulative total for those offering one through four (very safe) was 27.6% (down from 30.4% in 2015 and down significantly from 39.0 in 2014) while those offering ratings of seven through ten (very dangerous) was 46.6% (up from 41.4 in 2015 and up significantly from 29.0% in 2014).
- Relatively small, but important percentages of respondents said they had (over the last 30 days) driven a car or other vehicle while having had perhaps too much to drink, or when they had been using marijuana or hashish – 2.0% and 1.6% respectively.
- Within the last 12 months, 4.2%, suggested they had driven a car or other vehicle after taking prescription pain relievers (such as Percocet) or anxiety prescription medications (such as Valium).

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GOAL 1: To decrease drivers age 20 or younger involved in fatal crashes 45.94 percent from the five- year average of 7.4 in 2011 - 2015 to a five-year average of 4.0 by December 31, 2018.

Goal 2: To maintain the number of Pedestrian Fatalities at the five-year average of 5.6 in 2011 - 2015 through December 31, 2018.

Goal 3: To maintain the five-year average 85% Seat Belt Use Rate from 2011 - 2015 through December 31, 2018.

1. Project Title: Vermont Driver Educators Summit

Problem Statement: The need to provide up-to-date traffic safety data and information to teen driver educators.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 6, Sections 2 and 3; Chapter 4, Sections 1.1, 2.1 and 2.2; and Outreach Program recommendation in *VT Occupant Protection Program Assessment*, 2016.

Strategies: Presentations, workshops and demonstrations available to enhance teen driver education instruction statewide.

Goals: To provide continuing education for Vermont’s school-based and driving school instructors.

Assigned Staff: Betsy Ross.

Project Description: The sixth annual day-long summer institute is a collaboration between GHSP and the DMV designed to provide a full day of professional development for driver educators (private and school-based). The course provides instruction on methods to fully engage teen drivers and their parents on reducing/preventing distracted driving. The day includes plenary sessions of current engineering, enforcement, education, emergency services, and evaluation information from state and national sources; workshops to introduce and share tested curricula and other tools; and interactive time to connect with some of the community-based programs and resources available to supplement driver education offerings. Each year’s planning includes a review of the past year’s data and traffic safety issues to identify a central theme. Participants receive personal development credit towards their driver educator required certification.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-417	Teen Driver Educator Education Summit	4,000	1,000	0	0	4,000	\$402

2. Project Title: Youth Safety Council – Turn Off Texting Course

Problem Statement: Young drivers remain statistically likely to text while driving.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 4, Section 2.2 and Chapter 6, Section 2.

Strategies: Utilize DMV golf-cart “Turn off Texting” curriculum/course and accompanying film conducted for driver education classes at schools statewide.

Goals: To increase knowledge and awareness of the hazards of texting while driving.

Assigned Staff: Betsy Ross

Project Description: The Youth Safety Council (YSC) of Vermont was formed in 2005 to promote and support youth safety programs, education, initiatives and studies. The YSC partners with youth safety experts and advocates to sustain and improve existing programs, increases public awareness of youth safety issues, supports and conducts educational and informational activities and increases public awareness of youth safety issues. The GHSP funds the YSC educational project of interactive presentations at teen drivers’ education classes around Vermont with the Vermont DMV curriculum” Turn off Texting” utilizing a golf cart course

The “Turn Off Texting” program sponsored by the Youth Safety Council of Vermont conducts pre-course and post-course surveys. The survey is designed to measure the effectiveness of the program in changing students’ awareness and behavior. The analysis for 2015 and 2016 have indicated a positive response in student’s behaviors around distracted driving in all section of the survey.

As a passenger, tell the driver to stop texting while driving – A 22.5% increase in was noted in the TOT program, reporting that they are more likely to ask the driver to stop, compared to their responses before the demonstration.

Texting while driving is acceptable driving – 2.1% increase in was noted in the TOT program, reporting that they considered Texting while driving was “unacceptable” and were more likely to ask the driver to stop, compared to their responses before the demonstration.

More likely to crash if texting while driving - 13.0% increase in was noted in the TOT program, reporting that a driver is “definitely” more likely to be in a crash if he/she is texting or emailing while driving compared to their responses before the demonstration.

How likely to text and drive in future – 12.4% increase in was noted in the TOT program, reporting that they would “never” text or email while driving in the future, compared to their responses before the demonstration. Also, an increase of 10.5% of drivers reported they would “not very likely” to text or email while driving in the future.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405E-000	Youth Safety Council	70,000	17,500	0	0	0	\$405(e)

3. Project Title: Local Law Enforcement Community Education Programs

Problem Statement: Reaching localized communities with highway safety messaging consistent with the critical and significant emphasis areas as outlined in the SHSP.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015 and Law Enforcement recommendation in Section 3C of the *VT Occupant Protection Program Assessment*, 2016.

Strategies: Local police to provide an education effort focused on the critical and significant emphasis areas outlined in the Vermont SHSP. Administer interactive presentations at schools (age and audience specific) and at community events to reach broader public audience. The interactive presentation are built by the respective agency, they include a PowerPoint, rollover demo, mock crashes, impaired vision goggles, and other highway safety presentations. Evaluation tools such as pre and post surveys are used. FFY2018 includes seven to nine agencies.

Goals: To increase driver knowledge and awareness of occupant protection, impaired, distracted, drowsy and aggressive driving and locally identified highway safety issues for bicyclists and pedestrians.

Assigned Staff: Betsy Ross

Project Description: Several law enforcement agencies will implement to local education programs focused on community traffic safety awareness. Agencies will work with youth and adults to both reduce distracted, aggressive, impaired driving and increase occupant protection use. These educational components include PowerPoint and demonstrations.

Although an education component is now required in the OP and DUI enforcement grants, this funding is applied to local education efforts focused on the critical and significant emphasis areas. These projects are not considered as part of the match for OP and DUI enforcement grants.

Grantee departments will participate in many community-based events. These events include, but are not limited to, education in local schools, high school driver's education classes, university events, summer fairs, safety programs, and other community events. Participating agencies will employ peer reviewed curriculums on distracted, aggressive, impaired, and drowsy driving as well as occupant protection use. Some departments will address issues with local children and adults around pedestrian and bicycle safety, as well as child seat inspections in compliance with the Vermont Department of Health, Child Passenger Safety Program. Funds for this project are used to pay overtime, mileage reimbursement and education supplies.

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

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-410	Essex County Sheriff’s Department	5,000	1,250	0	0	5,000	\$402
NH18402-412	Orange County Sheriff’s Department	6,000	1,500	0	0	6,000	\$402
NH18402-413	Milton Police Department	4,000	1,000	0	0	4,000	\$402
NH18402-415	Shelburne Police Department	8,000	2,000	0	0	8,000	\$402
NH18402-427	Windham CSD	17,000	4,250	0	0	17,000	\$402
Total		40,000	10,000	0	0	40,000	

4. Project Title: Vermont State Police Traffic Safety Education Program

Problem Statement: Traffic injuries and fatalities continue to be a problem across Vermont. Based on recent crash data, Vermont is experiencing most of the problems with impaired driving, speed/aggressive driving, distracted driving and occupant protection. The Educational Program facilitated by the Vermont State Police will focus on these areas.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapters 1-4 and Law Enforcement recommendation in Section 3C of *the VT Occupant Protection Program Assessment*, 2016.

Strategies: Vermont State Police will continue to prioritize education in four of the critical emphasis areas: impaired driving, speed and aggressive driving, distracted driving, and occupant protection including compliance with motorcycle helmet laws. These topics will be included in the educational programs around the state. Troopers will give presentations at high schools at the direction of the VSP project director. Printed handouts identifying safe driving will be distributed at various public events. VSP will also engage in an active social media campaigns, including Twitter, Facebook and a website regarding highway safety issues.

Goals: To increase driver knowledge and awareness of occupant protection, impaired and distracted driving and locally identified highway safety issues.

Assigned Staff: Betsy Ross

Project Description: This project allows the Vermont State Police to meet public demand for highway safety presentations in teen driver education classes, businesses, and other community groups, particularly in jurisdictions of primary local coverage. Educational areas include alcohol and impaired driving, speeding, distracted driving, occupant protection (including child restraints) and motorcycle safety. A primary focus is teen driver education classes with an emphasis on alcohol impairment. Pre-test and post-test surveys are administered for evaluation. In partnership with the VHSA, VSP has an active educational presence at the Champlain Valley Exposition, the larger of Vermont’s two statewide summer fairs and a prime opportunity for distribution of educational materials and public presentations about highway safety. An overall goal is to provide education to the general public in conjunction with the enforcement campaigns, in particular *Drive Sober or Get Pulled Over* and *Click It or Ticket*. All materials are peer reviewed and pre-approved by GHSP. Allowable expenses include overtime, supplies and printed educational handouts.

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Members of the Vermont State Police will conduct regular presentations to Vermont law enforcement, schools, business communities and support community events throughout the grant year. Most of the salary hours to accomplish this will come from regular duty times (in-kind) and some will be done on a needed basis under grant overtime. Existing members are knowledgeable on motor vehicle laws and crash causation and many have experience presenting to large groups in an effective manner.

During these events members will give detailed presentations with the most recent data and research on these areas, as well as distribute supporting approved materials. Members currently receive many requests to conduct these types of events and are unable to do so during regular work hours. Presentations will occur throughout the state and not be limited to one specific group or organization, but on a needed basis and upon request.

Fatal motor vehicle crashes are not specifically tied to one geographic location but are scattered throughout Vermont. We will continue to use a statewide message to combat this problem.

It is difficult to effectively evaluate education programs. State Police receive many requests for public speaking engagements during the year. We will continue to use Traffic Safety Analysts (FARS) to evaluate our crash data and trends. The State Police is committed to a data driven approach to traffic safety. There are opportunities to distribute critique evaluations to certain groups to continue to develop the message and materials presented.

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The State Police program manager will provide quarterly progress reports on the grant to the Governors Highway Safety Office. These reports will provide information about the various public speaking events participated in. The reports will also highlight the material purchased.

There are opportunities to distribute critique evaluations to certain groups to continue to develop the message and materials presented.

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

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-418		10,000	2,500	0	2,500	0	\$402
NH18405D-028	Vermont State Police	10,000	2,500	0	2,500	0	\$405(d)
NH18405E-004		10,000	2,500	0	2,500	0	\$405(e)
Total		30,000	7,500	0	7,500	0	

5. Project Title Community Justice Network of Vermont (CJNVT) Safe Driving Program

Problem Statement: Safe Driving habits require a level of responsibility for both the occupants and the vehicle and for those around them. When we enter Vermont public highways, we assume others are properly licensed, insured and competent to operate a motor vehicle. We also have an expectation that others on the road are well rested, sober and aware of their responsibilities. Between 2013 and August of 2016, 212 lives were lost due to unsafe driving practices with tens of thousands of injuries and property damage. If the goal is to reach 0 traffic deaths as a result of preventable conditions, such as; impaired driving, distracted driving, lack seat belt use education must accompany enforcement so that avenues for remedy are exhausted.

Countermeasures: Countermeasures That Work, Eighth Edition, 2015, Chapter 1 Section 5.

Strategies: Use of a six-hour behavior-change curriculum (including live/video presentations by those harmed as a result of DUI or Distracted Driving crashes) provided to community supervised DUI offenders (required).

Goals: To increase knowledge and awareness of the lifelong impact of impaired driving fatalities and injuries.

Assigned Staff: Betsy Ross

Project Description: Safe Driving Programs are available at all community justice centers throughout Vermont. This will include more expansion and growth of sites to host Safe Driving classes locally we will improve accessibility because many have suspended licenses and transportation challenges. This increase in access supports the Governor’s Highway Safety Program’s objective to improve the quality of driving in Vermont by lowering the rates of fatal crashes due to impaired or distracted driving, to raise awareness of those charged with driving offenses about their responsibility to engage in safe driving habits and to help participants recognize the decision points involved in deciding to drive to inform their Safe Driving Plans.

Also, included in the project is the goal to improve and assess the quality and consistency of delivery of the program statewide. Work has been undertaken to revise the curriculum, the

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Facilitator’s Manual, the Participant’s Manual and the evaluation. A training structure has been developed to assist in the 2-day, six-hour program deliver. A packet of materials has been developed so that new facilitators will enter the training program and leave with the materials necessary for program delivery. Two coordinators have been identified to assist with the training of facilitators, the collection of materials and the evaluation of Safe Driving classes. By September 30, 2018, CJNVT will expand to three new community justice centers, will train staff and volunteer facilitators, oversee the operation and assessment of Safe Driving Programs, coordinate with Victim Services unit for impact panels and ensure the success of the Red Ribbon Tree Ceremony in December of 2018.

This project is evidence-based. Restorative justice practices that are rooted in individuals' reflection on harm done to community, to loved ones and to self with activities that lead the participant to recognize personal motivations for self-change which has been determined to be a key component for success, i.e., to lower recidivism. This self-assessment is captured in our evaluations and are reflected in the attached report. We utilize these statistics to guide our work - along with updating our practices based on current research.

The curriculum was initially created by the group M.A.D.D. with professionals and has been adapted over the years (here in Vermont) by the Victims Services Unit of the Department of Corrections. The Community Justice Network of Vermont revised the curriculum in 2016 so that restorative justice principles could be more fully incorporated and to include best practice recommendations from facilitators that have been delivering the program for several years.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-425	Community Justice Network of Vermont (CJNVT)	17,000	4,250	0	0	17,000	\$402

6. Project Title: Local Motion Safe Streets Coalition

Problem Statement: Lack of knowledge and awareness by bicyclists, pedestrians and motorists of traffic safety regulations for safely sharing streets and roadways.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 8, Sections 2 – 4 and Chapter 9, Sections 1.1., 1.3, 2 (all), 3.2 and 3.4 and 4 (all).

Strategies: Bringing bike safety resources and training to schools statewide: schedule “Bike Smart” trainings, provide logistical support to schools, maintain bikes and trailers, help schools promote bike safety, and expand programming statewide. Assist schools to become community hubs for safe walking and biking: help SRTS school maintain and strengthen their walk-bike programming, assist schools with developing and implementing School Travel Plans, and organize SRTS annual meeting and other training opportunities. Supporting and empowering local walk-bike groups and partners, help local groups and committees develop and implement three-year plans for promoting safe walking and biking, support local partners across Vermont in deploying effective walk-bike safety outreach strategies, engage in stateside walk-bike safety policy and outreach efforts, and play a leading role in the 2018 Vermont Walk-Bike Summit.

Goals: To increase awareness of traffic safety laws and local ordinances regarding pedestrians, bicyclists and motorists and to improve bicyclist, pedestrian and motorist behavior.

Assigned Staff: Betsy Ross

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Project Description: The Vermont Safe Streets Network will continue its work to bring walk-bike safety outreach and education to a broad cross-section of Vermont communities. Our approach is designed to leverage our existing and emerging partnerships at the local level.

First, Local Motion's Bike Smart program will expand with the goal of making instruction in safe and confident biking a standard part of the physical education curriculum and/or afterschool programming in schools across Vermont. The program already reaches about 6,000 children every year, with an average of nearly four hours of on-bike instructional time per child. In FY18, we will double the size of the program to reach about 12,000 children per year.

Second, leverage our leadership role in the Vermont Safe Routes to School program, with the goal of helping schools across Vermont become community hubs for safe walking and biking. From 2012 to 2016, Vtrans built a large and highly effective network of school "champions" to promote safe walking and biking at 100 schools across Vermont. In May 2016, dedicated federal funding for SRTS ended. Using GHSP funding, Local Motion stepped up in 2016 to support the SRTS network. In FY18 they will work with 200+ SRTS champions to ensure their continued impact.

Third, support local walk-bike committees and partners across Vermont, with the goal of increasing rates of safe walking and biking. One of Local Motion's core goals is to give direction and momentum to the growing interest in walking and biking across Vermont by supporting and guiding the small, largely informal groups focused on walking and biking, active living, and related issues that are springing up statewide. With GHSP support, we enhance the effectiveness of local groups and other partners by providing them with proven strategies and tools. In FY18, will work intensively with at least five communities to promote safety and increase rates of walking and biking.

Local Motion evaluates the impact of our work on our target audience by using:

- Spreadsheets for each of our problem statements. Each spreadsheet tracks every one of our outputs, deliverables, goals, and objectives. For example, we count people who participate in our educational programs, people we've reached through our outreach and advertising, the number of hours people spend in our training programs, the numbers of educational documents we send out, the number of safety materials of each type distributed, numbers of TV and radio shows on bike/walk/drive safety, and towns/counties reached. Local Motion tracks over 40 separate outputs and objectives for the goals outlined in this project.
- Outcomes are evaluated by using measures such as the rate of helmet use recorded on the Vermont Youth Risk Behavior Survey, the rate of pedestrian/bicyclist injury/fatalities and Walk/Bike Mode Share from census data and other counts.
- Surveys are done of helmet use with young adults and track their behavior a year later with a follow-up survey.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-416	Local Motion	90,000	22,500	0	22,500	90,000	\$402

7. Project Title: Workplace Safety Project Road Safe

Problem Statement: Crashes, injuries and risky/hazardous driving behavior in the driving workforce.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015: Chapter 1, Section 5; Chapter 2, Sections 3 and 6 and Chapter 4, Sections 2 and 3; and Law Enforcement recommendation #3 in Section 3C of the *VT Occupant Protection Program Assessment*, 2016.

Strategies:

1. Regular schedule of NSC Alive@25 curriculum at trade schools, NSC Defensive Driving course offerings at grantees’ offices in Central Vermont or on-site for employers statewide and customized traffic safety presentations for employers.
2. Regular schedule of Our Driving Concern, providing driver safety training for appropriate business personnel to conduct employee training sessions.
3. Annual participation in professional conferences and safety days for a variety of professional groups and trade associations via presentations and distribution of educational materials, e-newsletter and website.

Goals: To improve knowledge and awareness of safe driving through employer/workplace education.

Assigned Staff: Betsy Ross

Project Description: *Project RoadSafe* is a workplace drivers’ safety program housed at the Associated General Contractors of Vermont, a statewide construction trades training organization. The mission of *Project RoadSafe* is to help Vermont businesses create a safe workplace for their drivers, decrease distracted driving, reduce impaired driving and increase the use of seat belts.

Programming in 2018 will continue to: 1) engage Vermont companies with high numbers of crashes (based on Department of Labor data), 2) support participation in a series of annual statewide workforce safety forums and conferences to present and distribute materials, 3) provide businesses with education/training and materials at worksites on request. The project director will distribute a monthly e-newsletter and maintain a program website.

Project RoadSafe continues to expand the successful young driving workforce education initiative through Vermont’s trade schools, with a particular focus on distracted and impaired driving and seat belt use targeting the low seat belt usage 18-24 male driver cohort. Presentations, printed materials, and newsletters will incorporate the CIOT and Drive Sober or Get Pulled Over campaign messaging.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-419	Associated General Contractors of VT	90,000	22,500	0	22,500	90,000	\$402

8. Project Title: Lifesaver “Highway Heroes” Awards

Problem Statement: Highway safety efforts, performed by individuals and organizations sometimes go unnoticed and unrewarded.

Countermeasures: State event of NHTSA National Lifesavers’ Recognition Program.

Strategies: The GHSP partners receive the opportunity to engage, network and learn about ongoing and new programs and to hear motivational speakers on topics of pertinent highway safety issues.

Goals: The awards ceremony provides a networking opportunity for participants and allows GHSP to display model programs and reward outstanding achievement.

Assigned Staff: Betsy Ross

Project Description: The Lifesaver “Highway Heroes” Award Luncheon is an annual event that provides GHSP the opportunity to thank the education, enforcement, EMS and engineering partners who are responsible for the successes achieved in highway safety. These committed individuals have contributed to GHSP reaching its goals and mission. The budget funds the award plaques at VHSA conference luncheon.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-421	Lifesaver “Highway Heroes”	5,000	1,250	0	0	5,000	\$402

9. Project Title: Safe Communities Program Coordinator

Problem Statement: Continuous need of monitoring for compliance with timeliness and completeness of program deliverables.

Countermeasures: In *Countermeasures That Work*, Eighth Edition, 2015, see all countermeasures applicable to community-based education projects and related contracts (i.e. annual seat belt survey, attitude survey).

Strategies: Regular document review, site visits and technical assistance with grantees and contractors; attend trainings for professional development and collaborative meetings with highway safety partners as needed, including the VHSA Education and Outreach Focus Group.

Goals: To ensure quality and consistency with grant and contract deliverables which are designed to address the critical emphasis areas in the SHSP and the HSP.

Assigned Staff: Betsy Ross

Project Description: A GHSP oversees the educational grants and some contracts, and may oversee required assessments. This staff member also provides support with program evaluation for all education grants and GHSP projects, including site visits.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-400	Safe Communities Program Coordinator	80,000	20,000	0	0	0	\$402

10. Project Title: Law Enforcement and State & Local Partners Highway Safety Training Programs

Problem Statement: Special traffic safety training not readily available to law enforcement officers and state and local partners within the state of Vermont.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015.

Strategies: Provide support to law enforcement and state and local partners to attend specific traffic safety related trainings which support state priorities.

Goals: Maintain the capacity to sponsor selected law enforcement and state and local partners to attend in-state and out-of-state trainings which will promote NHTSA’s traffic safety priorities.

Assigned Staff: Allison Laflamme

Project Description: Traffic safety technology, science and information are under constant development and revision. Training to enhance current procedures and processes continually appears in the traffic safety world. It is a dynamic industry inspired by existing priorities and influenced by the efforts of traffic safety advocates to improve performance. These types of highway safety trainings will focus on new information and investigative techniques that will benefit our priority program areas.

Every year, training opportunities for law enforcement officers and supporting personnel (some sponsored by NHTSA and other federal agencies) become available during the grant year including: topical training relating to issues such as advanced crash investigation, enforcement

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strategies, equipment development, technical training and assistance, informational workshops, data and mapping proficiency, and other traffic safety related training, some of which is sponsored by NHTSA and other federal agencies. GHSP encourages traffic safety partners to participate in these types of trainings and to bring skills learned, information and new ideas back to Vermont and share them with the state’s traffic safety community. Funds will be utilized to provide support for training registration costs, travel expenditures and other costs pre-approved by GHSP. An example would be to select one agency to attend the IACP annual conference based on exemplary participation in enforcement activities.

Training programs for non-law enforcement personnel will be provided for our critical emphasis areas for the purpose of enhancing highway safety skills. Trainings selected will focus on new information and best practices that will benefit our safety program areas. In past years, these funds have been used to send the Governor’s Representative to the GHSA Leadership.

Training and the GHSA Annual Conference. We have also funded NHTSA Managing Federal Finances Training for VTrans Grants Management and Accounting personnel.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-422	Highway Safety Training Programs	5,000	1,250	0	0	5,000	\$402
NH18405D-030		7,500	1,875	0	0	0	\$405(d)
Total		12,500	3,125	0	0	5,000	

11. Project Title: Road Users Program – Pedestrian Safety

Problem Statement: During the period of 2011-2015, Vermont reported a total of 30 pedestrian fatalities. Pedestrian fatalities comprise 10% of total crash fatalities. This percentage is below the national average of 15% (NHTSA, Traffic Safety Facts 2016, based on 2014 and earlier data).

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 8, Sections 2.1, 2.2, 3.1 and 4.7.

Strategies:

1. Deliver community education to the walking and motoring public on shared roadways about the importance of pedestrian safety.
2. Utilize the Safe Routes to School initiative.

Goals: To reduce the number of pedestrians killed in traffic crashes from the five year (2011-2015) moving average of 5.6 in 2015 by 1.8 percent to a five-year moving average of (2012-2016) of 5.5 in 2017.

Assigned Staff: Betsy Ross

Project Description: Pedestrian related crashes continue to be a concern for highway safety professionals and citizens of the State. The pedestrian related crashes impact the age group from birth to 18 years, who comprise 10 percent of total pedestrians involved in motor vehicle crashes. Pedestrian safety education is an important component for all age groups. The data shows that pedestrians in the birth to 18 age group experience the highest numbers of crashes

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with motor vehicles. Pedestrian safety is also a concern for the elderly population.

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

The Centers for Disease Control and Prevention (CDC) has identified pedestrians as among the most vulnerable users of the road. In the United States (US) in 2013, 4,735 pedestrians were killed and more than 156,000 were treated in emergency departments for non-fatal injuries^[1]. In 2010, pedestrian injuries resulting in an emergency department visit in the US cost over \$1.1 billion^[2]. According to the National Household Travel Survey in 2013, there are 127 million walking trips taken in the US every day^[3]. From 2014 to 2016 there were 302 injuries among Vermont resident pedestrians that resulted in an EMS call. This represents a rate of 16.1 injuries per 100,000 people during this 3-year time. 80.9% of these injuries resulted in transport by EMS. There was a statistically significant difference in rate of pedestrian injuries by gender in Vermont from 2014 to 2016. The male rate (20.1 per 100,000) was almost twice as high as the female rate (12.2 per 100,000). The lowest rate of pedestrian injury was seen among Vermonters under the age of 15 (8.4 per 100,000). The highest rate (25.0 per 100,000) was seen among Vermonters ages 25 to 44. However, the differences in rate between age categories were not statistically significant. The rate of pedestrian injuries in Vermont is higher during the fall and winter months (September through February) than during the spring and summer months (March through August); however, these seasonal differences in rate are not statistically significant. The variation may be due to decreased visibility of pedestrians during times of the year when there is decreased daylight. There were no statistically significant differences in rate of pedestrian injuries in Vermont from county to county.

Additionally, the program will complement public health approaches to pedestrian safety and injury prevention. This will be accomplished by promoting policy that supports pedestrian safety, implementing a statewide pedestrian education program for school-aged children, creating safe walking routes for senior citizens and conducting law enforcement training for crosswalk enforcement activities. By utilizing the VDH physical activity division networks, we will promote safe walking and biking activity in Vermont and produce a pedestrian safety toolkit with partners.

The program staff will collaborate with existing and new partners raising awareness of education, resources, communication and outreach expertise to support parents in teaching children about safe walking. We will coordinate with Local Motion and regional *Safe Routes to School* (SRTS) designated representative activities, provide on-going training to SRTS representatives around walking and biking safety and develop resources for the SRTS website.

The budget consists of one full time staff salary/benefits/fringe, supplies, travel, mileage, CAP %, education materials and mailings. The Coordinator will be tasked with the following:

- **Needs Assessment:** Examine the current state of pedestrian injury and fatality in Vermont. Inventory existing efforts and programs. Conduct and set up data analysis systems. Make recommendations for program activities based on research on evidence based strategies that will fit in with current needs.
- **Program Implementation:** Establish relationships with key partners, implement programming as recommended. Provide on-going technical support for partners, create training materials, fact sheets, and presentation materials.
- **Evaluation:** Conduct constant outcome and process evaluation. Adjust programming as indicated by evaluation results. Share data and programmatic outcomes with stakeholders.

^[1] CDC, Pedestrian Safety, <https://www.cdc.gov/features/pedestriansafety/>

^[2] CDC WISQARS, https://wisqars.cdc.gov:8443/costT/cost_Part1_Finished.jsp

^[3] Pedestrian and Bicycle Information Center, http://www.pedbikeinfo.org/data/factsheet_general.cfm

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- Communications: Develop strategies to inform and influence individual and community decisions to enhance health. This could include PSA’s, posters, media spots, web site and social media presence.
- Policy Development: Work with partners to advance policy that supports safe walking and biking.

The skills of the coordinator require relevant education and training in order to create an efficient, results oriented, data driven program that will reach our desired outcomes of reduction of injury and fatality.

The implementation of a cohesive program most likely to reach desired outcomes will require a full-time staff person.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-424	Vermont Department of Health	115,000	28,750	0	28,750	75,000	\$402

12. Project Title: Attitude Survey

Problem Statement: Limited ability to measure public traffic safety opinions and behavior.

Countermeasures: NHTSA recommended design.

Strategies: Survey and analysis.

Goals: To sample public self-reported media message awareness, attitudes and behavior about traffic safety topics.

Assigned Staff: Susan McAvoy

Project Description: In FFY 2018, the annual August 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. For FFY 2018 the survey tool will remain with the NHTSA recommended design, but will be conducted via a web based survey.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-301	Attitude Survey	8,000	2,000	0	0	0	\$402
NH18405D-031		8,000	2,000	0	0	0	\$405(d)
Total		16,000	4,000	0	0	0	

Community Educational Programs Budget Summary

Project Title	Budget	Source
1. Vermont Teen Driver Summit	4,000	\$402
2. Youth Safety Council	70,000	\$405(e)
3. Local Law Enforcement Programs	40,000	\$402
4. VSP Community Education	10,000	\$402
	10,000	\$405(b)
	10,000	\$405(d)
5. Safe Driving Program	17,000	\$405(d)
6. Local Motion	90,000	\$402
7. Project RoadSafe	90,000	\$402
8. Lifesaver Awards	5,000	\$402
9. Community Programs Coordinator	80,000	\$402
10. Highway Safety Training Programs	5,000	\$402
	7,500	\$405(d)
12. Pedestrian Safety	115,000	\$402
13. Attitude Survey	8,000	\$402
	8,000	\$405(d)
\$402 Total	332,000	
\$405(b) Total	10,000	
\$405(d) Total	34,500	
\$405(e) Total	70,000	
Total All Funds	446,500	



Motorcycle Safety

Motorcycle Safety

Goal 1: To maintain the five-year average of 8.8 Motorcyclist Fatalities from 2011 - 2015 through December 31, 2018.

GOAL 2: To maintain the number of un-helmeted motorcyclist fatalities at the five-year average of 1.2 in 2011 - 2015 through December 31, 2018.

1. Project Title: State Motorcycle Rider Education Program

Problem Statement: Motorcycles are vehicles with the same rights and privileges as any other motor vehicle on the roadway. Vermonters who ride motorcycles do so for many reasons, some ride for economic reasons and others for recreational use. Motorcycle riders are more vulnerable to injury in a crash due to their exposure. Occurrences of helmeted and un-helmeted motorcycle fatalities continue to be a problem in Vermont. In 2015, there were 11 motorcycle fatalities with 14 motorcycle crashes involving alcohol.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 5, Sections 1.2, 3.2, 4.1 and 4.2.

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

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

Registered Motorcycles Statistics

Calendar Years:	2013	2014	2015
Vermont:	28,777	30,106	27,294

Assigned Staff: Betsy Ross

Project Description: The purpose of the *Motorcycle Rider Education Program* is to provide motorcycle safety training for at least 1,400 individuals during the motorcycle training season. Courses are designed to train individuals interested in obtaining a first-time motorcycle endorsement and individuals already holding a motorcycle endorsement interested in honing their motorcycle skills. Training includes exercises designed to teach the basics of motorcycle operation while enhancing skill levels. It also includes instruction on wearing proper riding gear (DOT helmet, eye protection, full fingered gloves, motorcycle riding jacket and pants, and over the ankle footwear), the risks associated with using drugs or alcohol while riding, and how to be visible to other motorists. Courses are provided at eight training facilities located in Berlin, Rutland, Pittsford, Dummerston, Highgate, St. Johnsbury, and two sites in Colchester.

The program administrator will attend a national RiderCoach train-the-trainer course to have an adequate number of trainers available to keep Vermont's roster of trainers up-to-date with the curriculum and qualified for certification.

Motorcycle awareness advertising will run on radio stations in Vermont during the month of May (Motorcycle Awareness Month) and continue a rotating basis throughout the motorcycle riding season. In addition, the program utilizes rider safety social media messaging during the riding season. In 2017, GHSP and VTrans will include a performance review of motorcycle awareness messaging during the media planning process.

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Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405F-000		40,000	10,000	0	0	0	\$405(f)
NH18402-500	Vermont Department of Motor Vehicles	20,000	5,000	0	0	20,000	\$402
Total		60,000	15,000	0	0	20,000	

Motorcycle Safety Budget Summary

Project Title	Budget	Source
	40,000	\$405(f)
1. Vermont Department of Motor Vehicles	20,000	\$402
Total	60,000	

Ranked Impaired Motorcycle Crashes for 2015

County:	Fatal Crashes	Injury Crashes	Property Damage Only Crashes	All
Chittenden	1	3	0	4
Rutland	0	3	0	3
Franklin	1	1	0	2
Windham	1	1	0	2
Orange	1	0	0	1
Washington	0	1	0	1
Windsor	0	1	0	1
Addison	0	0	0	0
Bennington	0	0	0	0
Caledonia	0	0	0	0
Essex	0	0	0	0
Grand Isle	0	0	0	0
Lamoille	0	0	0	0
Orleans	0	0	0	0
Total:	4	10	0	14

Motorcycle Fatalities

Year	Motorcyclist Fatalities	5-Year Average
2009	8	9.2
2010	6	7.6
2011	8	7.2
2012	11	8.0
2013	7	8.0
2014	7	7.8
2015	11	8.8
2016	11	9.4



Traffic Records

Traffic Records

Vermont continues to work diligently to improve upon efficient and accurate traffic records systems. The Traffic Records Coordinating Committee (TRCC) is tasked with making improvements to timeliness, accuracy, completeness, and accessibility of the traffic records data to improve and enhance the six traffic records systems: Crash, roadway, vehicle, driver, citation/adjudication, and injury surveillance. The TRCC provides the guidance in developing, prioritizing and supporting the traffic records strategic plan developed to address recommendations noted during the 2016 Traffic Records assessment.

VTrans identifies highway safety problems, develops measures to address the problems, implements the measures, and evaluates the results. Each stage of this process depends on the availability of current, accurate highway safety data and analysis tools.

Planned performance measures for FFY 2018 include uniformity of paper vs. electronic citations. The target for citation uniformity as a percentage of electronic reports. The target for citation uniformity as a percentage of electronic reports would be 16% with 15 agencies reporting by March 31, 2018.

Another significant performance measure is SIREN Uniformity, to increase the target for EMS Uniformity as a percentage of NEMSIS V3 compliant reports to 40% by March 31, 2018. This will be achieved by continued use of the new statewide run form that is formatted to collect NEMSIS version 3 data available freely to all VT agencies.

See all related performance measure in "Appendix for 405" in GMSS.

The Vermont TRCC engages in programs to:

- › Demonstrate quantifiable, measureable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility and integration of data in the core highway safety database.
- › Improve the core data gathering capabilities of the highway safety database, and enhance the highway safety data gathering capabilities.
- › Identify and rank high crash locations, crash causation and roadway characteristics.
- › Identify safety corridors with data-driven support for infrastructure safety improvements on Vermont roadways.
- › Address recommendations noted in the 2016 Traffic Records Assessment to improve data in the traffic records systems for timeliness, completeness, accuracy, accessibility, uniformity and integration.
- › Increase the number of MMUCC (Model Minimum Uniform Crash Criteria) elements and attributes to comply and certify for Section 405c funding of Traffic Records Data Improvement.
- › Respond to user requests for changes within the WebCrash software and SOV Uniform Crash Reporting form.
- › Maintain the SIREN system NEMSIS 3.
- › Identifying current horizontal curve data for roadway accuracy
- › Identifying current Intersection data for roadway accuracy

Goal 1: Citation Uniformity: Improve the uniformity of paper vs. electronic citations. The target for citation uniformity as a percentage of electronic reports. The target for citation uniformity as a percentage of electronic reports would be 16% with 15 agencies reporting by March 31, 2018.

Goal 2: SIREN Uniformity: To increase the target for EMS Uniformity as a percentage of NEMSIS V3 compliant reports to 40% by March 31, 2018. This will be achieved by continued use of the new statewide run form that is formatted to collect NEMSIS version 3 data available freely to all VT agencies.

Traffic Records Performance Targets

Target for Citation Completeness – Agencies Deployed
The target for citation completeness for agencies deployed:

Start Date	End Date	Agencies	Percent of Total Agencies
April 1, 2017	March 31, 2018	15	16%

Target for Citation Uniformity – Paper vs Electronic
The target for citation uniformity as a percentage of electronic reports:

Start Date	End Date	Percent Electronic
April 1, 2017	March 31, 2018	5%

Target for Crash Integration
The target for crash integration as a percentage of reports in the crash database that are linked to driver/owner and vehicle information from NLETS and DMV data is:
(Note: Since crash reports can contain multiple vehicles and persons, the percentage linked can be greater than 100 percent.)

Start Date	End Date	Percentage Linked
April 1, 2017	March 31, 2018	280%

Target for EMS Uniformity
The target for EMS Uniformity as a percentage of NEMSIS V3 compliant reports is:

Start Date	End Date	NEMSIS V3 Percentage
April 1, 2017	March 31, 2018	40%

1. Project Title: AOT Crash Data Reporting System

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

Countermeasures: Data improvement recommendations contained in the 2016 Traffic Records Assessment.

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

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

Assigned Staff: James Baraw

Project Description: This is a project for ongoing enhancement to the crash data interface. The FFY2018 goal is to complete three components: 1) To review the new MMUCC standards recently released along with the Uniform Crash Report Form, implement any necessary changes. 2) To add three additional states to the auto population section in Web Crash. Currently, Web Crash currently has three states. This tool has proved useful to law enforcement in documenting driver and vehicle data, expediting traffic stop time and validating the data point of entry. 3) Build a Crash Collection Stand Alone Client Application. The client application will provide law enforcement with the ability to create and submit crash reports from the field. When connectivity is lost, law enforcement will be able to continue with crash reporting and submit at a time when connectivity is re-established. The Client App was a recommendation in both the Vermont 2012 Crash Data Improvement Program (CDIP) review as well as in the 2012 Traffic Records Assessment. This feature will provide for improved timeliness in reporting, per the CDIP and TR Assessment.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405C-700	Vermont Agency of Transportation	391,000	97,750	0	0	0	\$405(c)

2. Project Title: SIREN

Problem Statement: The run time data system for Emergency Medical Services requires further transition from the implementation phase to development of interface with both the crash system and hospital medical records databases.

Countermeasures: Data improvement recommendations contained in the 2016 Traffic Records Assessment.

Strategies: Software development and upgrades; continuous monitoring of EMS data reporting and analysis of data for completeness and accuracy.

Goals: To continue improvements to SIREN for the completeness, timeliness and accuracy of data submission from emergency medical service agencies and to develop initial testing of crash data and hospital linkages.

Assigned Staff: James Baraw

Project Description: The Statewide Incident Reporting Network (SIREN) is a web-based, statewide EMS incident reporting system. This system gives the Vermont Department of Health Emergency Medical Services division the capacity to collect patient care data on all EMS calls statewide, as well as injury and crash data. This report writing system collects many data points from EMS agencies statewide. The data points collected are defined in the NEMSIS version 3.0. Since implementation in 2010, SIREN has achieved 100% compliance with all Vermont EMS agencies and helps ensure accurate, complete, timely and uniform EMS incident reports by the Vermont Department of Health Emergency Medical Services. The completion of the SIREN run reporting data system implementation will involve training. All users and administrators will require additional targeted training to implement and fully utilize *SIREN Elite*. Precise planning and training will also be required with the contractor to continue developing SIREN hospital data linkage implementation.

Budget:

Project #	Sub-awardee	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405C-701	Vermont Department of Health Emergency Medical Services	253,143	63,286	0	63,286	0	\$405(c)

3. Project Title: TRCC Consultant

Problem Statement: The scope of facilitating the work of the TRCC, tracking the NHTSA application/project reporting and regular strategic planning of traffic records projects require expertise and dedicated time beyond the staffing capacity of the GHSP.

Countermeasures: Data improvement recommendations contained in the 2016 Traffic Records Assessment.

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

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

Assigned Staff: James Baraw

Project Description: LexisNexis® Coplogic™ Solutions serves as the TRCC Consultant for Vermont. The consultant services include providing administrative support to the TRCC, including preparation of the meeting agendas in consultation with the co-chairs of the TRCC, monitoring statewide data program compliance, coordinating shared data between agencies performing all record-keeping functions to assist in developing Vermont’s annual 405c application and general TRCC technical assistance. The consultant served as the technical assistants to the state coordinator (James Baraw) for the FFY 2017 Traffic Records Assessment and LexisNexis now assists in resolving the findings and recommendations.

Budget:

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405C-702	LexisNexis® Coplogic™	65,000	16,250	0	0	0	\$405(c)

4. Project Title: e-Citation

Problem Statement: The current traffic ticketing system used in Vermont is a manual, paper-based system. The number of traffic tickets has had a 40% decline from 138,058 tickets in 2006 to 81,960 tickets in 2015. In 2015 there were 8100 tickets (9.8%) that were dismissed due various process or data quality problems. These quality data problems included illegible tickets, missing data, wrong data, and tickets filed outside the statutory limits. In current practice, it takes an average of 30 days, or more, after the ticket is issued to the motor vehicle operator before the traffic ticket arrives at the Judicial Bureau.

Most police agencies will wait until they have several traffic tickets before mailing the ticket batches to the Judicial Bureau causing a cyclical backlog in the processing of tickets. The Judicial Bureau has stated that the number one problem with processing traffic tickets is illegibility. There is also no easy way to data mine information from the current paper based system.

Countermeasures: Data improvement recommendations contained in the 2016 Traffic Records

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Assessment.

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

Goals: To evaluate pilot II of the e-Citation initiative and begin pilot III implementation.

Assigned Staff: Jim Baraw

Project Description: This program involves the electronic transfer of highway traffic citations by law enforcement personnel in the field to the court’s case management system, improving timeliness, decreasing errors and virtually eliminating the need for paper. This project includes a contractor specific to the development of the e-Citation project. This contractor serves as a liaison with DPS IT to resolve law enforcement user access issues, including account changes and setup of security credentials for Spillman (legacy system) users of WebCrash.

To continue to build the electronic ticket platform and expand the test pilot program (test pilot #3) of the TraCS e-Ticket software in FFY 2018. This 3rd Pilot would build on the proof in concept and a learning experience from the previous test pilots for the improvements and fixes to the electronic traffic ticket system. The e-Ticket system will be tested at roadside by a sampling of all three branches of the Vermont Law Enforcement Community (VSP, County Sheriffs, Local (Municipal)). Valuable feedback from these law enforcement agencies will help improve and shape the application to be a better roadside data gathering solution. Lessons learned from this pilot would be evaluated and used to help shape the final state-wide roll out phase (FFY 2019).

Budget:

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405C-703	E-Citation Implementation	298,250	74,563	0	74,563	0	\$405(c)
NH18408-000		155,540	38,885	0	38,885	0	\$408
Total		453,790	113,448	0	113,448	0	

5. Project Title: Model Inventory of Roadway Elements Collection at Intersections

Problem Statement: The roadway inventory file maintained by VTrans contains information for about 10% of the intersections located on the federal aid road network (1,500 vs 14,711). VTrans does not have a comprehensive database of intersections, although there are personal spreadsheets and GIS data layers that contain a list of 1,500 State-to-State and State-to-Federal Aid Road intersections. These datasets contain some intersection data, but may not be complete and are not comprehensive to all the data needs. The full inventory of intersections, as determined by their locations on the road system, is incomplete. In addition, the roadway elements at the intersections for which location data is available are also incomplete as several of the elements are missing for particular intersections. The lack of data availability at intersections precludes the full use of state-of-the-art tools such as SafetyAnalyst while performing safety analyses or other systemic approaches.

Countermeasures: Data improvement recommendations contained in the 2016 Traffic Records Assessment. Improve the completeness of intersection data on the federal-aid road network

Strategies: MAP-21, and now FAST Act, specifically identify a subset of the Model Inventory Roadway Elements (MIRE) data elements, referred to as the Fundamental Data Elements (FDEs), that is critical to the performance of safety analyses. The intent of this project is to collect, at a minimum, the FDEs based on the MIRE, Version 1.0 guidance.

Goals: A consultant will be hired to perform data collection for an estimated number of 14,500 intersections. This work will be done in an office setting using tools such as Google Earth, video log and GIS. It is estimated that it will take five minutes per intersection and a total of 1,225 hours of work. The FDEs listed in the FAST Act will be the primary focus of this project. It is possible that other elements could also be collected based on the MIRE, Version 1.0 guidance.

Assigned Staff: James Baraw

Project Description: The project will measure the percentage of federal aid road intersection for which the FDE’s are collected and recorded on the intersection roadway inventory file. The base line is that data is partially available for approximately 1,500 intersections out of an estimated total of 14,500 intersections. Some data is available for about 10.2% of the intersections on the federal aid network. The performance measurement will be obtained tallying the number of intersections for which all FDE’s have been completed and comparing progress to the known number of intersections.

Budget:

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405C-704	Agency of Transportation	90,000	22,500	0	0	0	\$405(c)

6. Project Title: Program Coordination/Data Support

Problem Statement: GHSP and its highway safety partners need regular program evaluation and data analysis to facilitate annual prioritization of problems and resource allocation.

Countermeasures: In *Countermeasures that Work*, Eighth Edition, 2015, see countermeasures identified for each survey, education and traffic records project throughout the plan document.

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

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

Assigned Staff: James Baraw

Project Description: A GHSP staff member manages the Traffic Records Program as well as all education grants, contracts for the seatbelt, attitude and behavior surveys and other scheduled assessments/evaluations. This staff member provides support through program evaluation for all education grants and GHSP projects, including site visits. This staff member acts as the Occupant Protection Coordinator for the State of Vermont.

The individual tracks their time proportionally between traffic records and police traffic under the 405 fund programs.

Budget:

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-400	GHSP Program Coordinator	40,000	10,000	2,000	0	0	\$402

Traffic Records Budget Summary

Project Title	Budget	Source
1. AOT Crash Data Reporting System	391,000	\$405(c)
2. SIREN	253,143	\$405(c)
3. Consultant	65,000	\$405(c)
4. E-Citation	298,250	\$405(c)
5. Model Inventory of Roadway Elements Collection	155,540	\$408
6. Program Coordination/Data Support	90,000	\$405(c)
	40,000	\$402
	1,097,393	
	40,000	
	155,540	
Total All Funds	1,292,933	



Paid Media

Paid Media

Introduction

Marketing and Promotion

The Agency of Transportation (VTrans) seeks to retain qualified, strategic and innovative marketing firm(s) for the development and implementation of a variety of traffic safety-related advertising media campaigns and initiatives to the Governor Highway Safety Program (GHSP) on either a full-time or on-call basis to meet the goals of the VTrans Highway Safety Plan. Specifically, working toward the target of "Zero Deaths" by promoting highway safety awareness through education and enforcement, thereby reducing crashes, saving lives, and improving the overall quality of life for those using Vermont's roadways.

Work Authorizations. Once under contract, work authorizations may be assigned to one firm or may be solicited to all firms under contract. When a work authorization is solicited to two firms, selection will be based on such factors as the number of hours proposed for the work for the work authorization, the specific approach proposed for the work, the availability of key personnel to be assigned to the work and the proposed schedule and cost for completion of the work authorization.

The Vermont Highway Safety Alliance (VHSA), a collaboration of public and private sector organizations representing the 4 Es of traffic safety, is engaged in marketing and promotional activities and selecting pertinent outreach tools and evaluation strategies.

The 2016 VTrans annual survey captured the public's awareness of traffic safety messaging and revealed the following highlights:

- Just over one-half of all respondents, 84.0%, (up significantly from 62.2% in 2015 and 55.0% in 2014), indicated they have read, seen or heard messages about alcohol or drunk driving enforcement by police.
- In a separate question, over two-thirds, 68.6%, (up significantly from 48.0% in 2015) suggested they have recently read, heard or seen messaging about drug-impaired driving enforcement.
- Three-quarters, 74.8%, of those surveyed, (up significantly from 45.6% in 2015 and 43.8% in 2014), indicated they have read, heard or seen messages about seat belt enforcement by police.
- The primary sources among "aware respondents" for any messages on alcohol or drug-impaired driving, highway safety, impaired/distracted/drugged/aggressive driving, seatbelt use or speeding included, in declining order: television (72.5%), newspaper (37.6%), signs/banners (34.0%), radio (30.9%), personal observation (15.1%) and the internet (14.3%).
- Awareness of messaging on motorcycle safety among Vermont drivers was recorded at 48.0%.

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- The primary sources for the messages on motorcycle safety were reported as: television (27.4%), signs/banners (14.0%), radio (12.2%), newspaper (10.8%) and internet (6.0%). Many, 33.6%, suggested they had not seen any messaging on motorcycle safety.
- Researchers asked each how aware they were of a new Vermont law allowing police officers to give tickets to anyone using any hand-held electronic device while driving or sitting idle in a car that is on an active roadway. A large majority, 81.6% (down from 95.6% in 2015), suggested they were either very (60.0%) or somewhat aware (21.6%) of the new law that took effect on July 1, 2015.

GOAL 1: To decrease unrestrained passenger vehicle occupant fatalities 20 percent from the five-year average of 23.0 in 2011 - 2015 to a five-year average of 18.4 by December 31, 2018.

Goal 2: To maintain the five-year average of 16.8 Alcohol-Impaired Driving Fatalities from 2011 - 2015 through December 31, 2018.

Alcohol and Impaired Driving

1. Project Title: Sports Marketing Campaign

Problem Statement: The state's alcohol impaired driving messaging may not reach all target audiences through traditional media messaging.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 5 and 5.2.

Strategies: Provide educational information regarding the hazards of alcohol impaired driving at sporting events held across the state.

Goals: To educate a wider sector of the population with the *Drive Sober or Get Pulled Over* messaging and the *Choices Matter* messaging

Assigned Staff: Susan McAvoy

Project Description: The Sports Marketing Program will use the highway safety message *Drive Sober or Get Pulled Over* or *Choices Matter* in places where sports fans congregate. Spectators are reached audibly through public address announcements, visually through venue billboard signs and website banners and interactively by having an on-site presence at the venue to connect with fans in a personal way.

The campaign aggregates six sports seasons and includes university athletics, professional baseball and motorsports for a presence throughout the year. The highway safety campaign for sports will include a presence with the following sports programs in Vermont:

- > Vermont Lake Monsters Baseball in Burlington
- > University of Vermont Hockey in Burlington

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- > University of Vermont Basketball in Burlington
- > Bear Ridge Speedway in Bradford
- > Devils Bowl Speedway in Fair Haven
- > Thunder Road International Speedway in Barre

In addition, the *Designated Drivers Are Legendary* pledge program will be developed to complement the above sports campaigns and further reach sports fans and residents across the state. This program is designed to drive home the importance of using a designated driver and driving sober. Through the sports calendar year, fans will be challenged to take a pledge to always drive sober and to assign a designated driver when they have been drinking. Fans will have the opportunity to take the pledge at on-site activities conducted during the season at the sports venues and online at a website created specifically for this campaign.

Primary target:	18-34-year-old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Marketing:	PSA announcements, internet, social media, mobile media, and display booth at sporting events and fairs.
Measure:	Vendor to meet all expectations per contract

Budget:

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-606	Alliance Sports Marketing	82,500	0	0	0	0	\$402
NH18405D-204		82,500	0	0	0	0	\$405(d)
Total		165,000	0	0	0	0	

2. Project Title: Strike Out Drugged Driving Campaign

Problem Statement: The lack of public understanding and general knowledge regarding the dangers and consequences of "Drugged" Impaired Driving.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Educate Vermont residents on the dangers and consequences of "drugged" impaired driving through a multi-platform outreach and awareness campaign.

Goals:

- > Broadcast "drugged" impaired driving messaging to baseball fans throughout the state of Vermont with an estimated delivery of 2,500,000 impressions.
- > Deliver over 1,500,000 guaranteed online impressions through video and display marketing to Vermont over the course of the program.

Assigned Staff: Susan McAvoy

Project Description: Vermont is not unlike other states in the northeast in that it has been experiencing an increase in "drugged" impaired driving. Driving impaired under prescription drugs, narcotics, cannabis, depressants and other substances continues as a growing concern. In 2014, Vermont reported more operators in fatal crashes tested positive for THC than those with a BAC of over .08%.

The *Strike Out Drugged Driving* program will focus on creating awareness and educating Vermont motorists on the dangers and repercussions of "drugged" impaired driving. Media platforms for connecting these messages with the intended audience are as follows:

:30 Radio Spots on all Vermont based Red Sox Radio Network stations.

- > WWOD 93.9 FM Woodstock
- > WCPV 101.3FM Burlington
- > WSTJ 1340 AM St. Johnsbury
- > WSYB 1380 AM Rutland
- > WIKE 1490 AM Newport
- > WCVR 1320 AM Randolph
- > WDEV 550 AM Waterbury
- > WDEV 96.1 FM Waterbury
- > WLVB 93.9 FM Morrisville

:15 second online video pre-roll messaging featuring Vermont law enforcement.

Develop an online video featuring GHSP representatives and/or Vermont Law enforcement discussing the dangers and consequences of "drugged" impaired driving.

- > These videos will be delivered online specifically targeting those who have engaged with marijuana, drugged driving and other similar messaging.

Digital banner ads specifically targeting those who have engaged with "drugged" impaired driving content which utilizes contextual search marketing advertising or Smart Reach Digital.

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GHSP program leaders will participate in an on-radio interview during a half inning break on Vermont Day at Fenway Park.

Primary target:	Adults 25 – 54 (Skewing towards Men)
Secondary target:	Adults 18 – 35 (Skewing towards Men)
Geo Target:	Vermont statewide
Marketing:	Red Sox Radio, Targeted Online Banner Ads, Video Pre-Roll featuring Vermont law enforcement
Measure:	Vendor responsible for delivery of all items as promised in Summary Pages of proposal.

Budget:

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18405D-209	Entercom, Boston LLC	97,000	0	0	0	0	\$405(d)

3. Project Title: Impaired Driving Labor Day

Problem Statement: Increased traffic and activities on the roadways during these high crash time frames. The demographics of 18-34-year old (skewed slightly toward men) are generally over-represented in injury and fatal crashes.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Media messaging statewide to communicate Vermont’s impaired driving laws, increasing the public perception of the risks of detection, arrest, prosecution and sentencing due to impaired driving, especially during the back to school and Labor Day time frame.

Goals: Messaging for broadcast and cable television; broadcast and/or digital (Pandora) Radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Achieve a campaign reach of at least 75% with a frequency of six times, as measured through Nielsen and Arbitron Surveys.

Assigned Staff: Susan McAvoy

Project Description: Television and radio to run during the fall to cover Labor Day celebrations and back to school times. This creative will influence and deter Vermonters with a strong impactful message relating to the consequences of impaired driving. Enforcement efforts will run concurrently with the national *Drive Sober or Get Pulled Over* campaign and will continue during a longer concentrated period in the month of September. This extension will provide a type of sustained enforcement which may provide a bridge to and extend into the beginning stages of the holiday impaired driving enforcement national campaign.

Primary target:	21-34-year-old Adults (skewed slightly toward men)
Geo Target:	Vermont statewide with an emphasis on the Northeast Kingdom and Franklin County.
Media:	Television, radio, internet, social media (Google, YouTube, and Facebook)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook).
Measure:	Secure a campaign reach of at least 75% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

4. Project Title: Holiday – Impaired Driving

Problem Statement: Historical increase in impaired driving crashes, injury crashes and fatalities during the holiday time frames.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Re-tag the new driving impaired media message to educate the motoring public regarding the dangers of drinking and driving especially during the holidays when there are more celebrations. Media messaging will include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram.

Goals: Run :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook). Secure a campaign reach of at least 80% with a frequency of six times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Susan McAvoy

Project Description: Develop a media plan to warn Vermonters of the dangers of drinking and driving, especially around the holidays when there are more celebrations. Develop a media plan with messaging to educate the motoring public regarding the dangers of drinking and driving, especially around the holidays.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	Re-tag the new Driving Impaired Message for television, radio, internet, social media (PPC)
Measures:	Secure a campaign reach of at least 80% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

5. Project Title: Super Bowl Impaired Driving

Problem Statement: Historical increase in impaired driving crashes, injury crashes and fatalities during this time frame.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Will utilize *Fans Don’t Let Fans Drive Drunk* media message to educate the motoring public regarding the dangers of drinking and driving. Media messaging will include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram.

Goals: Re-tag *Fans Don’t Let Fans Drive Drunk* media spot (to be placed on Google, YouTube, and Facebook). Secure a campaign reach of at least 80% with a frequency of three times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Susan McAvoy

Project Description: Develop a media plan to educate Vermonters of the dangers of drinking and driving especially around this time frame when there are more celebrations.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	Re-tag the new Driving Impaired Message for television, radio, internet, social media (PPC)
Measures:	Secure a campaign reach of at least 80% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

6. Project Title: Drug Impaired Driving (Marijuana)

Problem Statement: There has been an increase in drug impaired driving crashes, injury crashes and fatalities.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Educate drivers on the dangers of Marijuana impaired driving.

Goals: Use hard-hitting persuasive messaging focused on drug and alcohol users to abstain from driving while using drugs and alcohol. We will devolpe new creative/and or use media messaging from other states (i.e. Colorado) media messaging to include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Secure a campaign reach of at least 70% with a frequency of six times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Susan McAvoy

Project Description: Media plan to educate Vermonters of the dangers of drug impaired driving.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	New Creative and or Re-tag Drug Driving Impaired message for television, radio, internet, social media
Measures:	Secure a campaign reach of at least 70% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

7. Project Title: Prescription Drugs Impaired Driving

Problem Statement: Increase of operators using prescription medications leading to impaired driving, crashes, injuries and fatalities.

Countermeasures: Countermeasures That Work, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Educate drivers on the dangers of prescription medication and drug impaired driving.

Goals: Inform Vermonters that being impaired while driving, even as result of taking prescription drugs, could have legal and harmful consequences. We will utilize 2016’s media messaging to include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Secure a campaign reach of at least 80% with a frequency of six times which are measured through Nielsen and Arbitron Surveys.

Assigned Staff: Susan McAvoy

Project Description: Media plan to educate Vermonters of the dangers of prescription drug impaired driving.

Primary target:	Adults 50+
Geo Target:	Vermont Statewide
Media:	Re-tag 2016’s Drug Driving Impaired message for television, radio, internet, social media
Measures:	Secure a campaign reach of at least 80% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

Occupant Protection

8. Project Title: National *Click It or Ticket* May Mobilization

Problem Statement: Vermont’s statewide seatbelt use rate for 2016 was 80%.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Sections 2.1 and 3.1.

Strategies: Analyze results from seatbelt surveys, review crash data and participate in the national enforcement mobilizations in the target areas.

Goals: Increase the seatbelt use rate in the three geographic locations with the lowest rate of use.

Assigned Staff: Susan McAvoy

Project Description: Create awareness and remind drivers and passengers of the importance of occupant protection, including using seat belts, during the end of the school year, proms, Memorial Day celebrations and during the national *Click It or Ticket* campaign. Utilize media messaging created in FFY16 to include broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Secure a campaign reach of at least 80% with a frequency of at least six times which are measured through Nielsen and Arbitron Surveys.

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34-year-old rural male Vermonters.
Secondary target:	Adults 18+
Geo Target:	Vermont statewide with an emphasis on the Northeast Kingdom, Connecticut River Valley, Franklin and Rutland counties.
Media:	Television, radio, internet, social media (Google, YouTube, and Facebook)
Creative:	Re-tag:30 television spot, :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Secure a campaign reach of at least 80% with a frequency of at least six times. Measured through Nielsen and Arbitron Surveys

9. Project Title: National *Click It or Ticket* Thanksgiving Holiday

Problem Statement: As a tourist destination state, Vermont experiences a measurable increase in motor vehicle travel during annual holiday periods. The increased volume of traffic correlates with the increased number of motor vehicle crashes and impaired driving arrests during these periods.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015, Chapter 2, Sections 2.1 and 3.1.

Strategies: Utilize data to conduct enforcement and outreach in those areas which will produce the greater return on investment.

Goals: Reduce the number of unbelted fatal crashes which occur during the specified holiday period.

Assigned Staff: Susan McAvoy

Project Description: Create awareness and remind drivers and passengers of the importance of occupant protection, including using seat belts, during the busiest travel time of the year. Media messaging using *Buckle Up. Every Trip. Every Time* on broadcast and cable television; broadcast and/or digital (Pandora) radio; online channels including but not limited to: Google/YouTube, Xfinity, Hulu, Facebook/Instagram. Secure a campaign reach of at least 80% with a frequency of six times which are measured through Nielsen and Arbitron Surveys. Targeted media spots will focus on the Northeast Kingdom counties of Vermont. These outreach efforts clearly identified the subpopulation with the highest risk for violation: or 18 to 34-year-old rural male Vermonters residing in this region.

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34-year-old rural male Vermonters.
Geo Target:	Vermont statewide with emphasis on the Northeast Kingdom, Connecticut River Valley, and Franklin Counties.
Media:	Create :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Secure a campaign reach of at least 80% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

10. Project Title: Speed and Aggressive Driving Media Buy

Problem Statement: During the summer months, data show an increase in injury and fatal crashes, many involving speed and aggressive driving. The demographic of 16-34-year olds (skewed slightly toward men) and the secondary target is adults 18 years of age and older are over-represented in these crashes.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5, 5.2 and 7.

Strategies: Develop a broadcast and/or digital (Pandora) radio spot campaign that will reach at least 60% with a frequency three times which is measured through Nielsen and Arbitron Surveys.

Goals: Develop new :30 radio spot (may run on Pandora).

Assigned Staff: Susan McAvoy

Project Description: Develop a radio media spot for speed and aggressive driving.

Primary target:	16-34-year-old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Media:	Radio, media combined to obtain at least a reach of 60% with a frequency of at least three times toward the primary target audience.
Creative:	Develop a :30 radio spot.
Measures:	Secure a campaign reach of at least 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

11. Project Title Distracted Driving Media Buy

Problem Statement: Drivers are increasingly distracted by mobile devices such as cell phones and associated texting, causing collisions, injuries, and fatalities. Distracted driving was a contributing factor in at least 17% of all major crashes in Vermont since 2010.

Countermeasures: *Countermeasures That Work*, Eighth Edition, Chapter 1, Sections 5.2 and Chapter 4, Section 2.

Strategies: Develop new creative for broadcast and cable television broadcast and/or Digital (Pandora) Radio, online channels including but not limited to: Goggle/YouTube, Xfinity, Hulu, Facebook/Instagram.

Goals:

- > Develop new creative for :30 television, a :30 radio spot (may run on Pandora) and on-line ads.

Assigned Staff: Susan McAvoy

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Project Description: Develop a radio media spot for distracted driving.

Primary target:	16-34-year-old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Media:	Radio, media combined to obtain at least a reach of 70% with a frequency of at least three times toward the primary target audience.
Creative:	Develop a :30 spot for television, :30 radio spot and on-line
Measures:	Secure a campaign reach of at least 70% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

Statewide Media Budget

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Source
NH18402-600/601/602	Speed/Aggressive Driving	347,000	0	0	0	\$402
NH18405D-200	Impaired Driving Messaging	363,000	0	0	0	\$405(d)
NH18405E-001	Distracted Driving Messaging	115,000	0	0	0	\$405(e)
NH18164-175	Alcohol Media Messaging	175,000	0	0	0	\$164AL
Total		1,000,000	0	0	0	

12. Project Title: Public Information Materials

Problem Statement: The motoring public will benefit from available printed materials with data and information relating to the promotion of traffic safety.

Countermeasures: *Countermeasures That Work*, Eighth Edition, 2015. Traffic safety countermeasures addressing traffic safety priorities in printed educational/outreach materials include those contained in Chapter 1, Section 5; Chapter 2, Section 3; Chapter 3, Section 4.1; Chapter 4, Section 2; Chapter 5, Section 4; Chapter 6, Sections 2 and 3; and Chapter 9 (all sections).

Strategies: Provide Vermont communities and individuals with printed materials containing information promoting NHTSA traffic safety priorities.

Goals: Increase the level of understanding and support for traffic safety priorities through information and data. Solicit feedback via public opinion surveys and personal interaction.

Assigned Staff: Allison Laflamme

Project Description: GHSP will design different brochures, posters and printed material with themes that include alcohol, speed, occupant protection, and distracted driving to distribute to the public at DUI and safety checkpoints, sports venues, fairs, schools and other events statewide. Some of these efforts will be coordinated in collaboration with the VHSA Education Focus Group. The cost of the materials will be charged to the funding source depending on the nature or theme of the materials.

Budget:

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-605	Department of Buildings and Services	3,000	750	0	0	0	\$402
NH18405D-208		5,000	1,250	0	0	0	\$405(d)
Total		8,000	2,000	0	0	0	

Media Budget Summary

Project Title	Budget	Source
1. Alliance Sports Marketing	82,500	\$402
2. Entercom, Boston LLC	97,000	\$405(d)
3. Speed/Aggressive Driving	347,000	\$402
4. Impaired Driving	363,000	\$405(d)
5. Distracted Driving Messaging	115,000	\$405(e)
6. Alcohol Media Messaging	175,000	\$164AL
7. Public Information Material	3,000	\$402
	5,000	\$405(d)
\$402	432,500	
\$405(d)	547,500	
\$405(e)	115,000	
\$164AL	175,000	
Total All Funds	1,270,000	



Planning and Administration

Planning and Administration

GOAL 1: To provide the management, supervision, and support services for activities necessary to operate the traffic safety program in the State of Vermont.

1. Project Title: GHSP Planning and Administration

Problem Statement: The need to comply with federal, state, agency and program policies, procedures, regulations and laws relating to the efficient and effective administration of a state’s highway safety program.

Countermeasures: Recommendations in NHTSA Region 1 Management Review of VTrans GHSP, October 2015.

Strategies: Conduct business guided by all applicable rules, regulations, laws and statutes. Provide highway safety guidance and assistance to all appropriate traffic safety partners in the state.

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

Assigned Staff: Allison Laflamme and Danielle Record

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

Personnel:	<ul style="list-style-type: none"> > Salaries and related expenses for: > GHSP Chief > Financial Manager II/Acting Chief > Grants Management Specialist
Operating Expenses	<ul style="list-style-type: none"> > Electronic Grants Management System > Advertising – Print > Fee for Space > Storage Unit > Office Supplies > Postage > Printing and Binding > Rental of Copier/Fax/Printer/Scanner > Other Purchased Services
Dues:	<ul style="list-style-type: none"> > GHSA dues
Indirect Costs:	<ul style="list-style-type: none"> > VTrans operates with a federally approved payroll load factor of 86.56% which is applied to all payroll costs. VTrans has also adopted the 10% de minimis rate which will be applied to allocable, approved expenses Modified Total Direct Cost (MTDC) methodology. In lieu of cash draws, these rates are applied and used as match. We will not draw and indirect amounts.

Budget:

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-000	GHSP Chief (Vacant)	100,000	100,000	0	0	0	\$402
	Grants Specialist	80,000	80,000	0	0	0	\$402
	Financial Manager II/Acting Chief	95,000	95,000	0	0	0	\$402
	GHSP Dues	5,000	5,000	0	0	0	\$402
	Operating Expenses	10,000	10,000	0	0	0	\$402
NH18164-000		22,600	0	0	0	0	\$164
Total		312,600	290,000	0	0	0	

2. Project Title: Electronic Grants Management System – Grant Electronic Application and Reporting System (GEARS)

Problem Statement: The GHSP Staff at VTrans currently utilizes multiple excel worksheets to track and monitor grants.

Countermeasures: N/A

Strategies: Continue with the implementation of the electronic grants management system.

Goals: To ensure adequate workplace tools and resources for the GHSP program staff.

Assigned Staff: Allison Laflamme and Danielle Record

Project Description: The GHSP staff currently utilizes multiple excel worksheets to track and monitor grants across multiple arenas. The current system is homegrown and does not offer an automated customer friendly application, approval, management and funding process. VTrans will be in year two of a hosted grants management solution for the GHSP. This GEARS system allows the GHSP staff to adopt an improved customer service model for internal and external customers. New service automation will improve access to information, service quality, turnaround times for payments and a more comprehensive tracking system. The application and grant agreement modules were built in FFY 2017 and the financial, equipment, and progress reporting modules will be built in FFY 2018.

Budget:

Project #	Consultant	Amount	Match	MOE	Indirect Amount	Share to Local	Source
NH18402-001	Electronic Grants Management System (GEARS)	150,000	100,000	0	0	0	\$402
NH18164-001		50,000	0	0	0	0	\$164PA
Total		200,000	100,000	0	0	0	

Vermont Governor’s Highway Safety Program

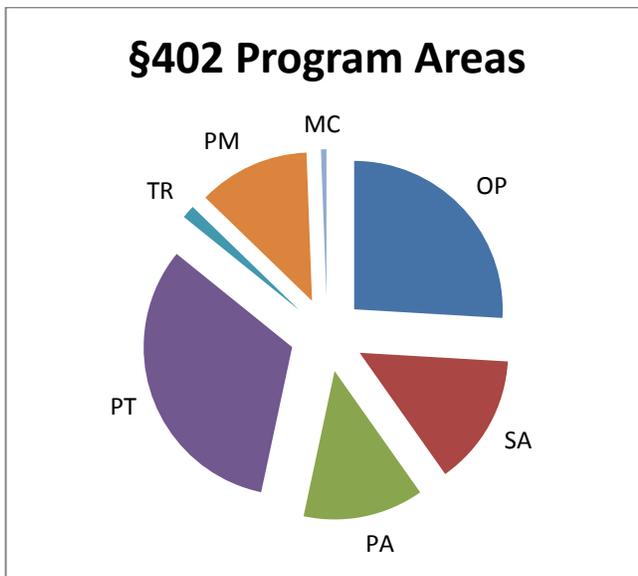
Planning and Administration Budget Summary

Project Name	Budget	Source
GHSP Chief	100,000	\$402PA
Grant Management Specialist	80,000	\$402PA
Financial Manager II/Acting Chief	95,000	\$402PA
Operating Expenses	10,000,	\$402PA
	22,600	\$164PA
GHSA Dues	5,000	\$402PA
Electronic Grants Management System(GEARS)	150,000	\$402PA
	50,000	\$164 PA
\$402 Total	440,000	
\$164 AL Total	72,600	
Total All Funds	512,600	

Financial Funding Charts

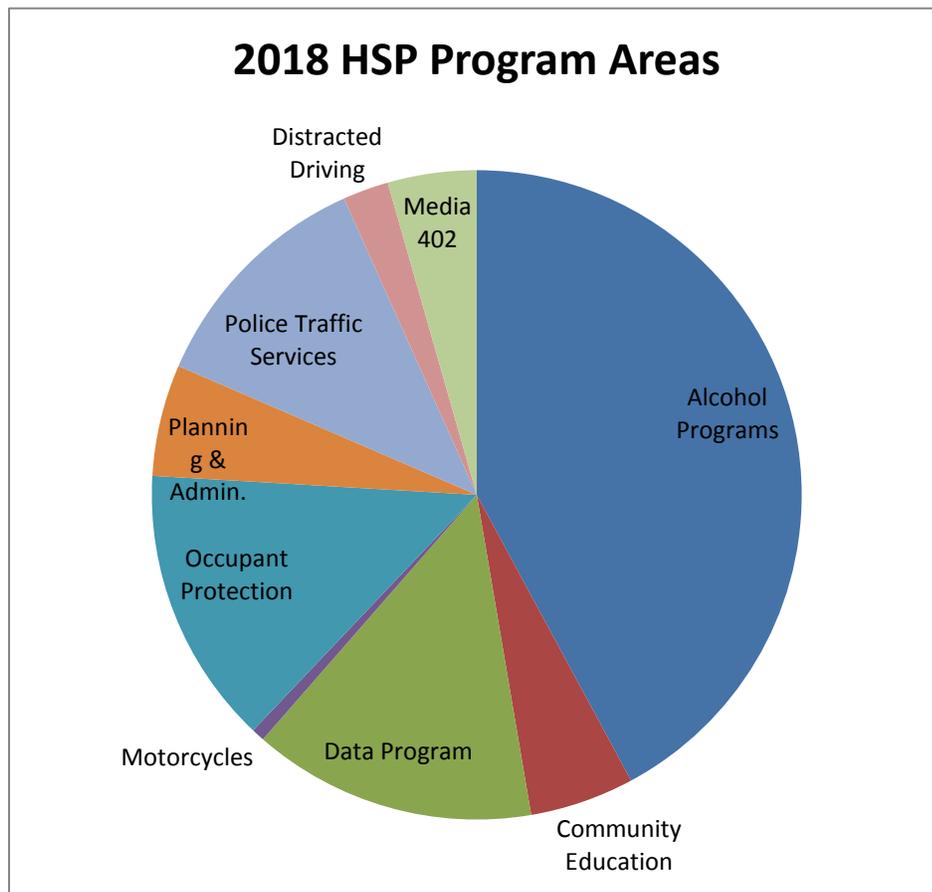
402 Program Areas

402 Program Areas	Program Costs
Planning and Administration	440,00
Occupant Protection	869,200
Police Traffic Services Projects	1,088,000
Traffic Records Projects	48,000
Safe Communities	479,000
Motorcycle	20,000
Paid Advertising	407,500
Total	3,351,700



Vermont Governor's Highway Safety Program
2018 HSP Program Areas

Program Areas	Approved Program Costs
Alcohol Programs	3,882,331
Community Education	479,000
Traffic Records/Data Collection	1,300,933
Motorcycles	60,000
Occupant Protection	1,276,600
Planning & Administration	512,600
Paid Media	407,500
Police Traffic Services	1,088,000
Distracted Driving	210,000
Total	9,216,964



Other Funding Sources

The following is a list of law enforcement entities and partners who contribute to the GHSP performance targets:

Performance Area	Partner(s)	Description	Budget
DUI, Belts, Speed, Distracted and Aggressive Driving Enforcement	Local Law Enforcement Agencies	20 LEAs participate in the four NHTSA national mobilizations at their department’s expense. 20 depts. x 28 hrs. x 4 mobs. x \$50/hr.	112,000
DUI Enforcement	Vermont State Police	The State of Vermont allocates Special DUI Funds to the VSP specifically, for DUI enforcement. These funds were formerly called Act 117 funds.	1,544,857
Belts, Speed, Distracted and Aggressive Driving Enforcement	Vermont State Police	The VSP operates a Traffic Safety Unit dedicated to this performance area.	1,672,769
Motorcycle Safety	Vermont Department of Motor Vehicles	DMV receives state funds to operate its motorcycle training program.	395,000
Child Passenger restraint	Vermont Dept. of Health Emergency Medical Services	VDH EMS receives contributions into a dedicated child seat fund providing support for low-income seat access.	10,000

FFY 2018 VTrans Match Plan for GHSP

The GHSP has researched, evaluated and created approved methodologies for calculating match for each fund source. These estimates are derived from a variety of resources throughout the state and from our partners. All estimated Carry Forward/New FFY2018 funding ("STARS Expenses") has been multiplied by the required match percentage. All match will be properly documented and tracked as match funds are reported to GHSP.

FFY2018 Vtrans Estimated Match Plan for GHSP									
	402PA	402 Other	408	405C	405D	405B	405E	405F	Total Match
VTrans General Funds (Payroll and Activity Codes 0018)	\$ 430,490		\$ 38,885	\$ 80,599					\$ 549,973
Vtrans General Funds (EGMS)	\$ 10,000								\$ 10,000
DUI Processing Statewide Calc					\$ 1,820,233				\$ 1,820,233
DMV Match for Motorcycle								\$ 10,000	\$ 10,000
Local/Statewide 402 Calculation		\$ 122,948					\$ 59,250		\$ 182,198
SAS Court Calculation		\$ 1,428,316			\$ 1,609,332				\$ 3,037,648
HMC Added Value		\$ 15,000			\$ 83,000	\$ 35,500		\$ 6,723	\$ 140,223
DPS Match				\$ 150,000	\$ 400,000				\$ 550,000
VDH CPS						\$ 200,000			\$ 200,000
VDH SIREN				\$ 43,750					\$ 43,750
Local Motion		\$ 22,500							\$ 22,500
Youth Safety Council							\$ 17,500		\$ 17,500
Work Place Safety		\$ 22,500							\$ 22,500
VT Law School					\$ 6,750				\$ 6,750
VTrans Program Coordinators Match		\$ 30,000		\$ 2,000					\$ 32,000
LE Ed Grants		\$ 40,000							\$ 40,000
10% De Minimus X AOT MTDC		\$ 100,000		\$ 12,500	\$ 105,000	\$ 17,500	\$ 5,000	\$ 2,500	\$ 242,500
Non Grant Funded Belt Citations						\$ 30,000			\$ 30,000
STARS Expenses	\$ 440,000	\$ 291,170	\$ 155,540	\$ 1,147,393	\$ 3,023,431	\$ 367,400	\$ 210,000	\$ 35,000	\$ 5,669,934
Estimated Match Required	\$ 440,000	\$ 72,793	\$ 38,885	\$ 286,848	\$ 755,858	\$ 91,850	\$ 52,500	\$ 8,750	\$ 1,800,543
Direct Match	\$ 440,490	\$ 1,781,264	\$ 38,885	\$ 288,849	\$ 4,024,315	\$ 283,000	\$ 81,750	\$ 19,223	\$ 6,957,776
Over/Under	\$ (490)	\$ (1,708,471)	\$ -	\$ (2,000)	\$ (3,268,458)	\$ (191,150)	\$ (29,250)	\$ (10,473)	\$ (5,157,233)
Required Match	50%	25%	25%	25%	25%	25%	25%	25%	

Highway Safety Program Cost Summary (HS-217)

U.S. Department of Transportation National Highway Traffic Safety Administration Federal Highway Administration							
HIGHWAY SAFETY PROGRAM COST SUMMARY							
State: VERMONT		Number: Preliminary FFY 2018			-	-	HS-217
Federally Funded Programs							
0	Program Area	Approved Program Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
§402							
0	PA-Planning and	440,000	440,000	-	-	-	-
0	OP-Occupant Pro	869,200	217,300	-	26,300	-	764,000
0	PT-Police Traffic S	1,088,000	272,000	8,000	65,500	-	555,000
0	TR-Traffic Record	48,000	12,000	2,000	-	-	-
0	SA-Safe Commun	479,000	119,750	-	76,250	-	349,000
0	MC-Motorcycle	20,000	5,000	-	-	-	20,000
0	PM-Paid Advertis	407,500	101,875	-	-	-	-
0	2018 §402 Total	3,351,700	1,167,925	10,000	168,050	-	1,688,000
0	0	-	-	-	-	-	-
SAFETEA-LU							
0	§164 PA-Planning	72,600	-	-	-	-	-
0	§164 AL-Alcohol P	1,071,900	-	-	-	-	885,700
0	§408-Traffic Reco	155,540	38,885	-	38,885	-	-
0	2018 SAFETEA-LU T	1,300,040	38,885	-	38,885	-	885,700
§405 - MAP-21							
0	§405(b)-Occupan	407,400	101,850	-	77,000	-	-
0	§405(c)-Data Pro	1,097,393	274,348	-	137,848	-	-
0	§405(d)-Impaired	2,910,431	727,608	291,043	247,894	-	-
0	§405(E)-Distracte	210,000	52,500	-	6,250	-	-
0	§405(f)-Motorcyc	40,000	10,000	-	-	-	-
0	2018 §405 Total	4,665,224	1,166,306	291,043	468,993	-	-
0	NHTSA TOTALS	9,316,964	2,373,116	301,043	675,928	-	2,573,700

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT

OP - OCCUPANT PROTECTION

Federally Funded Programs

NH18402	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
	OP Enforcement						
101	Addison CSD	10,000	2,500				10,000
102	Barre Town Police Dept.	15,000	3,750				15,000
103	Bennington CSD	18,000	4,500				18,000
104	Bennington Police Dept.	45,000	11,250				45,000
105	Berlin Police Dept.	5,500	1,375				5,500
106	Brattleboro Police Dept.	6,000	1,500				6,000
107	Caledonia County Sheriff's Dept.	5,000	1,250				5,000
108	Essex County Sheriff's Dept.	4,200	1,050				4,200
109	Franklin County Sheriff's Dept.	25,000	6,250				25,000
110	Grand Isle County Sheriff's Dept.	15,000	3,750				15,000
111	Hardwick Police Dept.	5,000	1,250				5,000
112	Lamoille County Sheriff's Dept.	5,000	1,250				5,000
113	Ludlow Poice Dept.	2,000	500				2,000
114	Manchester Police Dept.	7,000	1,750				7,000
115	Middlebury Police Dept.	4,000	1,000				4,000
116	Morristown Police Dept.	4,000	1,000				4,000
117	Newport Police Dept.	5,000	1,250				5,000
118	Northfield Police Dept.	5,000	1,250				5,000
119	Orange County Sheriff's Dept.	25,000	6,250				25,000
120	Orleans County Sheriff's Dept.	6,000	1,500				6,000
121	Randolph Police Dept.	2,000	500				2,000
122	Royalton Police Dept.	2,000	500				2,000
123	Rutland County SHARP	170,000	42,500				170,000
124	Springfield Police Dept.	4,500	1,125				4,500
125	St. Albans Police Dept.	5,000	1,250				5,000
126	St. Johnsbury Police Dept.	8,000	2,000				8,000
127	Swanton Village Police Dept	2,000	500				2,000
128	Thetford Police Dept	1,000	250				1,000
129	Vergennes Police Dept.	31,000	7,750				31,000
130	Vermont State Police, Traffic Safety	105,200	26,300		26,300		
131	Washington County Sheriff's Dept.	29,000	7,250				29,000
132	Weathersfield Police Dept.	6,000	1,500				6,000
133	Wilmington Police Dept.	9,000	2,250				9,000
134	Windham County Sheriff's Dept.	17,000	4,250				17,000
135	Windsor County Sheriff's Dept.	18,000	4,500				18,000
136	Winhall Police & Rescue	6,000	1,500				6,000
137	Woodstock Police Dept.	2,000	500				2,000
138	Shelburne SHARP	210,000	52,500				210,000
141	Montpelier Police Dept.	4,000	1,000				4,000
142	Dover Police Department	2,500	625				2,500
143	Bristol Police Department	2,500	625				2,500
144	Bradford Police Department	2,000	500				2,000
145	Norwich Police Department	1,000	250				1,000
147	Department of Motor Vehicles	5,000	1,250				5,000
148	Bethel, Police Department	1,100	275				1,100
150	Brighton Police Department	1,200	300				1,200
152	Rochester Police Department	2,000	500				2,000
154	Hartford Police Department	3,500	875				3,500
	\$402 OP - TOTAL	869,200	217,300		26,300	-	764,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				PT - POLICE TRAFFIC SERVICES PROJECTS			
Federally Funded Programs							
NH18402	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
200	Moblization Equipment Various LE Projects	500,000	125,000				375,000
206	VSP Camera Project	144,000	36,000		36,000		72,000
201	Crash Reconstruction Support	18,000	5,000		4,500		8,000
207	VSP Speed Enforcement	100,000			25,000		
202	LEL 1 (Jenkins)	45,000	11,250				-
203	LEL 2 (White)	45,000	11,250				-
204	LEL 3 (Fields) Training Jenkins	16,000					
205	VT Sherriff's Assoc. WZ Speed Enforcement	100,000	25,000				100,000
290	HS Program Coordinator (McAvoy)	80,000	20,000	5,000			-
290	HS Program Coordinator (Baraw)	40,000	10,000	3,000			-
	402PT - Total	1,088,000	243,500	8,000	65,500	-	555,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				TR - TRAFFIC RECORDS PROJECTS			
Federally Funded Programs							
NH18402	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
300	TRCC Program Coordinator (Baraw)	40,000	10,000	2,000			-
301	Attitude Survey	8,000	2,000				-
	402 TR - TOTAL	48,000	12,000	2,000	-	-	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				SA - SAFE COMMUNITIES			
Federally Funded Programs							
NH18402	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
400	CP - Program Coordinator (Ross)	80,000	20,000				-
410	Essex County Sheriff's Dept.	5,000	1,250				5,000
411	Northfield Police Dept.		-				-
412	Orange County Sheriff's Dept.	6,000	1,500				6,000
413	Milton Police Department	4,000	1,000				4,000
415	Shelburne Police Dept.	8,000	2,000				8,000
416	Local Motion	90,000	22,500		22,500		90,000
417	Teen Driver Educator Education Summit	4,000	1,000				4,000
418	*VSP Community Education	10,000	2,500		2,500		-
419	Workplace Safety - Project Road Safe AGCVT	90,000	22,500		22,500		90,000
421	Lifesaver Awards	5,000	1,250				5,000
422	GHSP LE/State Partners Training	5,000	1,250				5,000
424	OP EMS Road Users Group - VDH	115,000	28,750		28,750		75,000
425	Community Justice Network of Vermont	17,000	4,250				17,000
426	Vermont Highway Safety Alliance	35,000	8,750				35,000
427	Windham CSD	5,000	1,250				5,000
	\$402 SA - TOTAL	479,000	118,500	-	76,250	-	349,000

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§402MC - Motorcycle			
Federally Funded Programs							
NH18402	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
500	DMV Motorcycle	20,000	5,000	-			20,000
	§402MC - TOTAL	20,000	5,000	-	-	-	20,000

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				PM - PAID MEDIA			
Federally Funded Programs							
NH18402	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
606	Alliance Sports Marketing	82,500					
600	Paid Media: Speed/Aggressive/OP	180,000	45,000				
601	Paid Media: CIOT Thanksgiving	62,000					
602	Paid Media: CIOT May	80,000					
605	*PI&E	3,000	750				-
	§402 PM - TOTAL	407,500	45,750	-	-	-	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§164 - ALCOHOL TRANSFER FUNDS PROJECTS			
Federally Funded Programs							
NH18164	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
	P & A		-				-
000	Operating Expenses	22,600					
001	Electronic Grant Management System	50,000					
	Total §164 PA	72,600		-	-		
NH18164	AL						
	Enforcement Grants to Locals						
101	Addison CDS	9,500					9,500
102	Barre Town Police Dept.	10,000					10,000
103	Bennington CSD	24,100					24,100
104	Bennington Police Dept.	6,000					6,000
105	Berlin Police Dept.	12,000					12,000
106	Brattleboro Police Dept.	4,000					4,000
107	Caledonia County Sheriff's Dept.	5,000					5,000
108	Essex County Sheriff's Dept.	3,000					3,000
109	Franklin County Sheriff's Dept.	25,000					25,000
110	Grand Isle County Sheriff's Dept.	10,000					10,000
111	Hardwick Police Dept.	4,400					4,400
112	Lamoille County Sheriff's Dept.	7,000					7,000
113	Ludlow Police Dept.	2,000					2,000
114	Manchester Police Dept.	8,000					8,000
115	Middlebury Police Dept.	4,000					4,000
116	Morristown Police Dept.	4,500					4,500
117	Newport Police Dept.	5,100					5,100
118	Northfield Police Dept.	5,000					5,000
119	Orange County Sheriff's Dept.	34,000					34,000
120	Orleans County Sheriff's Dept.	4,000					4,000
121	Randolph Police Dept.	2,000					2,000
122	Royalton Police Dept.	2,000					2,000

Vermont Governor's Highway Safety Program

123	Rutland County SHARP Team	180,000					180,000
124	Springfield Police Dept.	6,500					6,500
125	St. Albans Police Dept.	5,000					5,000
126	St. Johnsbury Police Dept.	10,000					10,000
127	Swanton Village Police Dept.	3,000					3,000
128	Thetford Police Dept.	1,000					1,000
129	Vergennes Police Dept.	37,000					37,000
131	Washington County Sheriff's Dept.	30,000					30,000
132	Weathersfield Police Dept.	6,600					6,600
133	Wilmington Police Dept.	5,000					5,000
134	Windham County Sheriff's Dept.	10,500					10,500
135	Windsor County Sheriff's Dept.	20,500					20,500
136	Windsor Police Dept.	5,000					5,000
137	Winhall Police & Rescue	4,800					4,800
138	Woodstock Police Dept	2,000					2,000
139	Shelburne Police Dept. SHARP	210,000					210,000
140	DUI Mobile Task Force	150,000					150,000
143	Montpelier Police Dept.	5,700					5,700
144	Rochester Constable	2,500					2,500
175	Media Year Round Sustained - Alcohol	175,000					
145	Department of Motor Vehicles	5,000					
146	Brighton Police Department	1,200					1,200
147	Hartford Police Department	5,000					5,000
	\$164 AL - TOTAL	1,071,900	-	-	-	-	885,700

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT		§405(b) - OCCUPANT PROTECTION					
Federally Funded Programs							
NH18405B	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
000	CPS Statewide Program & PRAMS VDH	308,000	77,000		77,000		-
001	Paid Media - Occupant Protection	25,000					
014	Belt Survey - Contract	74,400	18,600				-
	§405(b) - TOTAL	407,400	95,600	-	77,000	-	-

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN

State: VERMONT		§405(c) - TRAFFIC RECORDS IMPROVEMENTS					
Federally Funded Programs							
NH18405C	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
700	AOT Crash Data Reporting System	391,000	97,750				-
701	SIREN	253,143	63,286		63,286		
702	Consultant	65,000	16,250				
703	DPS E-Citation Implementation	298,250	74,563		74,563		-
704	Intersection Data Collection	90,000	22,500				
	§405(C) - TOTAL	1,097,393	274,348	-	137,848	-	-

Vermont Governor's Highway Safety Program

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(d) - ALCOHOL COUNTERMEASURES			
Federally Funded Programs							
NH17405D	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
010	LEL #1 (Jenkins) Contract	45,000	11,250				-
011	LEL #2 (White) Contract	45,000	11,250				-
018	LEL #3 (Fields) Training	20,000					
012	Impaired Driving Project Manager (Button)	90,000	22,500				-
013	VPA Impaired Driving Training Coordinator (Grants)	321,000	80,250				
015	Traffic Safety Resource Prosecutor(North and South)	250,000	62,500				-
017	Judicial Outreach Liaison	50,000	12,500				-
025	VT Law School - DUI Court	27,000	6,750		6,750		-
026	DUI Court - Windsor County	233,618	58,405				
027	Forensic Laboratory Support Program	560,577	140,144		140,144		-
028	VSP Educational Program	10,000	2,500		2,500		-
029	Impaired Driving Summit	25,000	6,250				
030	GHSP LE/State Partners Training	7,500	1,875				
031	Attitude Survey	8,000	2,000				-
032	Vermont State Police (Enforcement)	250,000	62,500		62,500		
	VSP - In-Car Camera Project	144,000	36,000		36,000		
033	24/7 Sobriety Program	215,000	53,750				
034	Court Administrators - Judges Training	26,236	6,559				
035	Vermont Highway Safety Alliance	35,000	8,750				
200	Paid Media Alcohol - Superbowl, Holidays, Labor Day, Marijuana, Prescript Drugs	363,000	90,750				
204	Paid Media Alcohol - Sports Alliance	82,500	20,625				-
208	PI&E Materials	5,000	1,250				-
209	Paid Media Strike Out (WEEI/Entercom)	97,000	24,250				
	§405(d) - TOTAL	2,910,431	722,608	291,043	247,894	-	-
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(E) - Distracted Driving			
Federally Funded Programs							
NH17405E	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
000	Youth Safety Council	70,000	17,500				
001	Paid Media: Distracted Driving	115,000	28,750				
003	Distracted Driving Enforcement (VSP/AOT Operation SEE	15,000	3,750		3,750		
004	Distracted Driving Education (VSP)	10,000	2,500		2,500		
	§405(E) - TOTAL	210,000	52,500	-	6,250	-	-
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(F) - MOTORCYCLE SAFETY			
Federally Funded Programs							
NH18405F	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
000	DMV Motorcycle Program	40,000	10,000				-
	§405(F) - TOTAL	40,000	10,000	-	-	-	-
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§408 - Traffic Records			
Federally Funded Programs							
NH18408	Projects	Planned Project Costs	Match	MOE	Estimated Indirect Charges	Current Balance	Federal Share To Local
000	DPS/ECS Registration Implementation	155,540	38,885		38,885		
	§408 - TOTAL	155,540	38,885	-	38,885	-	-

MOE Approval Letter

From: Kinsman, Arthur (NHTSA) To: Laflamme, Allison Cc: Demille, Daniel (NHTSA) Subject: MOE Letter
Approval Date: Tuesday, June 13, 2017 11:28:31 AM Attachments: image001.png image002.png
image003.png image004.png How to UNZIP.html SecureZIP Attachments.zip

Dear Alison:

Thank you for submitting a letter naming the Governor's Highway Safety Program as the lead agency for Impaired Driving, Occupant Protection, and the State Traffic Safety Information System Improvement Program. The information provided in the letter sufficiently describes how the Governor's Representative used state expenditures, program involvement and leadership as the criteria for choosing the lead agency for each program area.

As you know, The Maintenance of Effort (23 CFR 1300.21, 1300.22 and 1300.23) requirement has been updated under the FAST Act: "Under MAP-21, States were required to provide an assurance that they would maintain their aggregate expenditures from all sources within the State. The FAST Act amended this provision to focus only on State level expenditures, making compliance easier for States. The applicable provision now requires the lead State agency for occupant protection programs, impaired driving programs and traffic safety information system improvement programs to maintain its aggregate expenditures for those programs at or above the average level of such expenditures in fiscal years 2014 and 2015 ("maintenance of effort" requirement)."

Please be sure to keep your yearly calculations and supporting documentation on file so they can be reviewed during audits or NHTSA monitoring visits.

Please don't hesitate to contact me or Dan if you have any questions or concerns. Thank you.

Art

Art Kinsman Regional Administrator US DOT NHTSA REGION 1 55 Broadway, RTV-8E Cambridge, MA
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