

U.S. Department of Transportation - National Highway Traffic Safety Administration

Fiscal Year	2019
NHTSA Grant Application	VERMONT - Highway Safety Plan - FY 2019
State Office	Vermont Governor's Highway Safety Program
Application Status	Revision

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	VERMONT - Highway Safety Plan - FY 2019
Application Version:	2.0

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	No
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 405(h) Nonmotorized Safety:	Yes
S. 1906 Racial Profiling Data Collection:	Yes

STATUS INFORMATION

Submitted By:	Danielle Record
Submission On:	7/5/2018 3:23 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

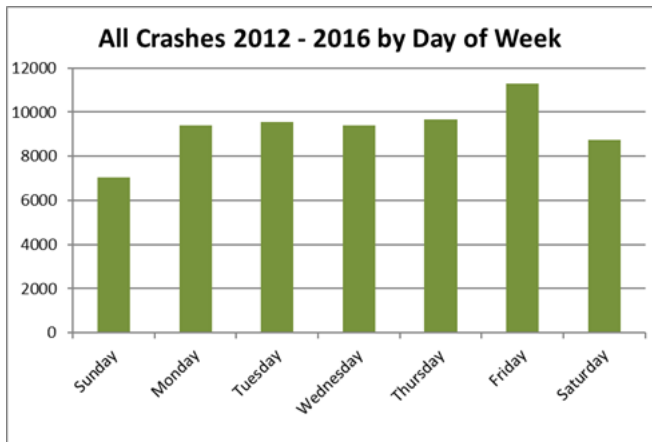
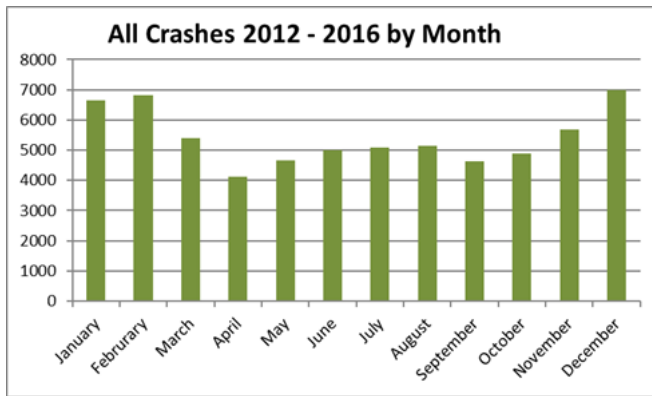
Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and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

The GHSP produces an annual Highway Safety Plan (HSP) that serves as the implementation guide for highway safety projects throughout Vermont. The HSP also serves as application for funding through the National Highway Traffic Safety Administration (NHTSA). Project selection is data driven and utilizes State and National traffic safety data (e.g. crashes, fatalities, injuries, speeding violations, etc.). Knowledge of Vermont political, economic, and demographic environments, as well as highway safety expertise embedded in the staff of the highway safety office as well as other partners, are also considered where appropriate.

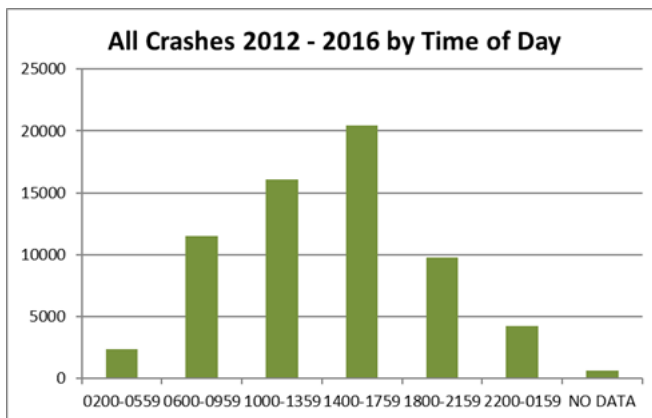
The leading causes of fatalities and serious injury crashes in Vermont are impaired driving, speeding and reckless driving, and unrestrained passenger vehicle occupants. Consequently, most of the funding for the federal fiscal year (FFY) 2019 HSP is devoted to impaired driving, occupant protection, and enforcement operations.

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; and, the utilization of applicable metrics and the selection of projected outcomes are the components of an effective strategic plan. Connecting and integrating each of these steps is essential to the creation and implementation of a pragmatic process to develop a successful statewide plan that reduces crashes, injuries and fatalities on Vermont's roadways.

The GHSP receives data from internal sources at VTrans that categorizes information from the CRASH and FARS systems. The following charts present data sets utilized in the development of Vermont's statewide strategies. The first graph shows that Vermont crashes generally peak during the winter months when highway surfaces are compromised by snow and ice-covered road conditions. The State experiences a high volume of tourism and traffic in the winter months due to the many mountain attractions throughout the State. The second and third graph when read *in pari materia* indicate that Vermont experiences 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.

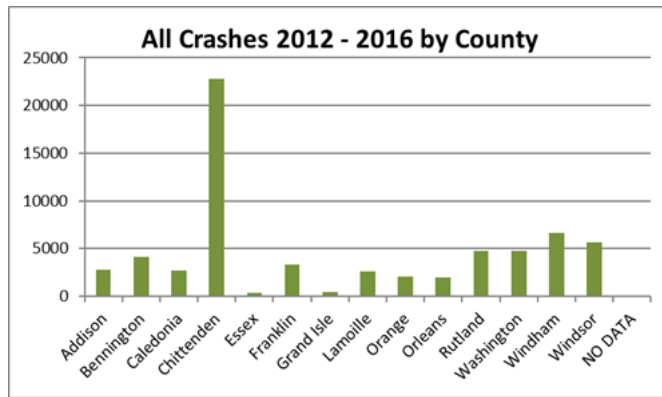


Source: VTrans, 2017



Source: VTrans, 2017

The following graph shows that Chittenden County, Vermont's largest county has the highest number of crashes. 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 Chittenden county. This information is considered when deploying funding resources to the Chittenden SHARP team for added enforcement and education.



Source: VTrans, 2017

The above graphs show statewide distracted driving data frequency. While the number of major crashes involving distracted driving varies, clearly 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 2017 Vermont was labeled by Zendrive as one of the worst states in the nation for distracted driving. However, promisingly, a subsequent report by Zendrive has indicated recent improvement in Vermont and the relinquishment of its last place ranking. Still, Vermont has substantial room for improvement in this area.

	% of driving time spent on the phone	12-month change
Rhode Island	7.74	38.7%
Texas	6.99	31.6
Vermont	6.54	-11.9
California	6.54	54.2
Pennsylvania	6.09	16.4
Florida	6.03	20.6
New York	5.85	16.8
Washington	5.44	37.4
Oregon	5.24	42.0

(Source: Texting Drivers Are Making American Roads Even Worse, <https://apple.news/AUAmMYOnSSGeZu300ZpdhHw>, accessed April 2018)

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

- 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)
- Governor's Highway Safety Program

Green Mountain Transit
Hallstrom Motor Sports
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
SpIke Advertising
TextLess Live More
Town of Barre
Two Rivers-Ottawaquechee Regional Commission
TXT U L8R (UVM Medical Center and the Clinical Simulation Laboratory at the UVM College of Medicine)
University of Vermont Medical Center
University of Vermont, Transportation Research Center
Vermont Agency of Transportation (VTrans)
Vermont Association of Chief of Police (and member departments)
Vermont Automotive Distributors Association
Vermont Department of Health
Vermont Department of Liquor Control
Vermont Department of Tourism and Marketing
Vermont Driver and Traffic Safety Education Association
Vermont Forensic Laboratory
Vermont Insurance Agents Association
Vermont Judicial System
Vermont League of Cities and Towns
Vermont Local Roads
Vermont Sheriffs Association (and member departments)
Vermont State Police (VSP)
Vermont Truck and Bus Association (and member companies)
Volunteer Citizens
VTrans Highway Safety Data Unit
VTrans Highway Safety Infrastructure Unit
Windham Regional Commission
Work Safe TCI
Youth Safety Council of Vermont

Enter 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, selecting countermeasure strategies, and developing projects.

The Vermont GHSP began planning for the FFY 2019 HSP by understanding the importance of aligning the HSP with the state's SHSP. The VHSA has identified and prioritized the Critical, Significant, and Special Emphasis Areas and outlining strategies to further the future trend of reducing fatal, major and other crashes statewide for the next five years (2017-2021).

Federal, state, and local partnerships have strengthened the collaborative work of the VHSA. VHSA combines resources from each of the "four E's" of traffic safety: Enforcement, Education, Engineering, and Emergency Medical Response. **All available data was assessed to determine effective and efficient programmatic priorities.**

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

A comprehensive description of the selected CEAs is included later in this document. Also included in that section are the identified strategies for each of the selected CEAs.

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 (2012 through 2016) and assessed and evaluated existing trend lines and indicators. The team developed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes (defined by the VTrans as fatal or serious injury crashes), the analytic team was better able to identify areas and locations as statistically relevant areas for programmatic focus. A description of the core data performance measures begins later in this document and includes analysis of whether each SHSP 2021 projection will likely be met.

In addition to the strategies listed in the "Critical Emphasis Areas (CEAs) and Strategy Matrix", several other supporting strategies are incorporated into specific programmatic sections of this HSP. A number of these strategies have been selected from the NHTSA publication, *Countermeasures That Work* (Eighth Edition, 2015). These strategies are comprised of proven practices associated with HVEs conducted in locations and at times dictated by data research. HVE deployments utilizing integrated enforcement methodologies such as, DUI/occupant protection checkpoints and saturation patrols are recommended in

Countermeasures That Work. Vermont has successfully employed these countermeasures and will continue to utilize other methods and techniques to improve effectiveness.

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

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 2016 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 quicker responses to emerging highway safety issues.

The GHSP staff incorporates both data sources during the problem identification process for the development of the HSP. In past years, both sets of data indicated the state's traffic safety priorities are consistent with national trends recognized by the NHTSA. Vermont's process of identifying these priority issues 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 submitted 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). Analysis of this data provides a basis for the development of problem identification and the selection of achievable goals and outcomes.

GHSP also contracts with the Preusser Research Group, Inc. (PRG) to conduct the annual seat belt use survey and with the Center for Research and Public Policy to conduct annual attitude surveys, which question drivers about driving habits, safety concerns, and other traffic safety related issues.

Employing this continuing data analysis, the GHSP staff selects priority issues, which have the greatest impact on communities statewide. Currently, the priority issues addressed in this HSP are occupant protection; impaired driving (alcohol and other drugs); speed management; distracted driving; pedestrian and bicycle safety; motorcycle safety; emergency medical services; and traffic records. These priorities match those selected in the recently updated Strategic Highway Safety Plan (SHSP).

Identifying these issues informs the GHSP in the 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 strategies is to be the most impactful statewide. Vermont's countermeasures are more specifically defined in the applicable sections of this document relating to the specified priorities.

The GHSP sub-award application provides a detailed measurement tool to determine outputs, outcomes, and projected goals. These goals include the reduction of impaired driving crashes and related fatalities and agency goals for increasing DUI detection.

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

The following were identified, through an analysis of data, as the State's overall highway safety problems.

Critical Emphasis Areas

CEA 1: Improve Infrastructure

(1A) Minimize Lane Departure

(1B) Improve 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 7: Curb Distracted Driving and Keep Drivers Alert

CEA5A – Improve Younger Driver Safety (Under 25)

CEA5B – Improve Older Driver Safety (65 and Older)

CEA 5: Age App

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

In the spring of 2017 the **Grant Electronic Application and Reporting System (GEARS)** was introduced to our partners and is now fully implemented. The GHSP receives project proposals through GEARS at various times during the fiscal year. GEARS provides a uniform information portal and platform that facilitates the submission of applications for funding. Through this information portal the GHSP receives pertinent data and modeling that aids in program and project selection. The calculus used in the selection process includes a number of factors such as, but not limited to, underlying crash and citation data, past performance on grant funded activities, and demonstrated perceived public need. Weight is also assigned to these areas: availability of resources necessary to achieve desired outcomes, cost effectiveness, grant spending performance, and data activity reports for each program. Lastly, an analysis is made of the proposed countermeasure(s) to address the identified issue. Unlike in previous years, the Grant Review Committee now consists of GHSP internal staff.

In the course of any given fiscal year the GHSP periodically meets with its partners about ongoing highway safety issues within their identified jurisdictions. These meetings include, but are not limited to statewide conferences, site visits by the program coordinators, coordinator contacts by the Chief and Deputy Chief. Additionally, the LELs are constantly monitoring the data and data trends and reaching out to identify problem areas to encourage program participation.

The Committee meets, reviews, assesses and scores each of the grant applications. The evaluation process considers statewide, regional and local crash injury and fatality data in making its recommendation. Special consideration is also given to: low seatbelt use areas; impaired driving crash areas; and speed problem areas. After review of the submitted materials the Committee grades and scores each of the submissions proffered in responses to Requests for Proposals (RFPs). The GHSP then meets and reviews the results of the scoring process with a sub-committee of the Vermont Highway Safety Alliance (VHSA) and considers the comments and opinions of that group prior to make its final recommendation. Once the final recommendation is reached, the Committee then sends its recommendations for awards to the Governor's Representative (GR) for his/her consideration. If the Governor's Representative (GR) approves the grants, then the approval is forwarded to the sub-awardees via GEARS. Likewise, if the GR denies the awarding of a grant that denial is also forwarded to the LE sub-awardee through GEARS.

Enter list of information and data sources consulted.

Countermeasures that Work
 FARS
 Web Crash
 GEARS
 Judicial Docket Resolution Information
 Vermont Forensic Lab
 Vermont Justice Information Sharing Systems (VJISS)
 Spillman/Valcour CAD systems
 Vermont Judicial Bureau
 Vermont Seat Belt Survey
 Vermont Attitude Survey
 Youth Risk Behavior Survey (YRBS)

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

The Vermont GHSP began planning for the FFY 2019 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

Splke Advertising

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 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 are found later in this document and includes analysis of whether each SHSP 2021 goal will be met.

In addition to the strategies listed in the "Critical Emphasis Areas (CEAs) and Strategy Matrix", several other supporting strategies are incorporated into specific programmatic sections of the 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.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	In Progress
C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
C-3) Fatalities/VMT (FARS, FHWA)	In Progress
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
C-6) Number of speeding-related fatalities (FARS)	In Progress
C-7) Number of motorcyclist fatalities (FARS)	In Progress
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
C-10) Number of pedestrian fatalities (FARS)	In Progress
C-11) Number of bicyclists fatalities (FARS)	In Progress
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
Target for Citation Uniformity	In Progress
Electronic Citation Usage	In Progress
EMS Usage of NEMSIS V3	In Progress

C-1) Number of traffic fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projection: To decrease the five-year average of traffic fatalities of 60 for the time period of 2011-2015 by 4.37% to a five-year average of 58 by December 31, 2018.

Results: The State of Vermont (SOV) projects that there will be 77 deaths in 2018 on Vermont roadways. The SOV is projected to close calendar year 2018 at the five year moving average of 57 deaths and not meet the projection of 58 deaths. Our ultimate goal is to always work toward Zero Deaths.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projection: To decrease serious traffic injuries 8.9% percent from the five-year average of 318 in 2011-2015 to a five-year average of 290 by December 31, 2018.

Results: The State of Vermont (SOV) projects that there will be 229 serious injuries resulting from motor vehicle crashes in 2018. The SOV is also projecting that it will close calendar year 2018 below the five year moving average of 278 serious injuries as result of motor vehicle crashes.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projection: To reduce fatalities per 100 million vehicles miles traveled by .01% from the five-year average of .84 in 2011-2015 to a five-year average of .83 by December 31, 2018.

Result: Vermont 2012 data for this section was provided by the VTrans OHS division and rates may differ slightly from the rates recorded in the FARS due to the following enhanced methodology changes: "In August 2011, starting with 2009 data, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. In addition, revisions were made to 2007 and 2008 data using this enhanced methodology. As a result of the Federal Highway Administration's changes, involvement rates may differ, and in some cases significantly, from previously published rates."

Evaluation/Progress

Vermont's 2011-2015 five-year average of 0.84% is reflective of the most current data available as of this writing. When the data becomes available from FARS, GHSP will make the substitution. GHSP will continue its efforts to reduce our fatality rate per vehicle miles traveled by focusing its efforts in the following areas:

1. to educate the public on the dangers of speed;
2. the utilization of aggressive media messaging;
3. the creation of designated speed corridors on local and rural roads;
4. the continuation of designated speed corridors on our interstate highways; and
5. aggressive national and local enforcement mobilizations.

Vermont in an effort to lower the risk of fatal crashes across the state, has established a goal of reducing the fatal crash rate by 0.01 fatalities /100 million vehicle miles travelled (VMT from 0.86 to 0.85 fatalities/100 million VMT. This reduction is projected considering the overall fatality rate trend since 2005. Looking at micro-trends, the VMT in Vermont has increased slightly each year for the past four years since 2014. However, the fatalities have also increased over that time by a greater percentage greater than the increase in VMT. Vermont is working to reverse this micro trend of increasing fatalities in order to make Vermont roads safer.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projection: To decrease unrestrained passenger vehicle occupant fatalities 4% from the five-year average of 23 in 2011-2015 to a five-year average of 22.08 by December 31, 2018.

Results:The State of Vermont (SOV) now projects that there will be 18 unrestrained passenger vehicle occupant fatalities in 2018 and currently there have been 7 of these deaths on our roadways as of June 2018. The SOV is on pace to close calendar year 2018 at the five year moving average of 19 fatalities which is below the projection of 22 by December 31, 2018. If this projection holds we will achieve this goal. Our ultimate goal is always to work toward zero highway deaths.

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

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

Result: The State of Vermont (SOV) projects that there will be 13 alcohol impaired deaths in 2018 and currently there have been 4 deaths on our roadways as of June 2018. The SOV is on pace to to close calendar year 2018 at the five year moving average of 15 deaths. If we stay on this current pace the SOV meet this goal. Our ultimate goal is to always work toward zero deaths.

C-6) Number of speeding-related fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Projection: 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.

Result: The State of Vermont (SOV) projects that there will be 20 speed related deaths in 2018 and currently there have been 6 deaths on our roadways as of June 2018. The SOV is on pace to to close calendar year 2018 at the five year moving average of 24 deaths. If we continue at this projected pace we will not meet the projection of 20 deaths. The ultimate goal is to always work toward zero highway deaths.

C-7) Number of motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

Result: The State of Vermont (SOV) projects that we will have 2.5 motorcycle deaths in 2018 and that is based on the 1 death on our roadways as of June 2018. The SOV is on pace to close calendar year 2018 at the five year moving average of 8.9 deaths and thus we would just miss our target of 8.63. The ultimate goal is to always work toward zero deaths on our highways.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

Results: The State of Vermont (SOV) projects that there will be 1 death(s) in 2018 and currently there have been 0 un-helmeted motorcyclist deaths on our roadways as of June 2018. The SOV is on pace to to close calendar year 2018 at the five year moving average of 1 death and we will under the 2 projection. Our ultimate goal is always to always work toward Zero Deaths.

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

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Projection: To decrease drivers age 25 or younger involved in fatal crashes 3% from the five-year average of 7 in 2011-2015 to a five-year average of 4.0 by December 31, 2018.

Results: The State of Vermont (SOV) projects that there will be 8 drivers age 25 or younger deaths in 2018 and currently there have been 3 deaths on our roadways as of June 2018. The SOV is projected to close calendar year 2018 at the five year moving average of 6 drivers age 25 or younger deaths and fall below the projection of 7 people. Our ultimate goal is always to always work toward Zero Deaths.

C-10) Number of pedestrian fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Projection: 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.

Results: The State of Vermont (SOV) projects that there will be 3 pedestrian deaths in 2018 and currently there has been 1 death on our roadways as of June 2018. The SOV is on pace to to close calendar year 2018 at the five year moving average of 5 deaths and if we continue at this rate we will meet our projection of 6. Our ultimate goal is always to always work toward Zero Deaths.

C-11) Number of bicyclists fatalities (FARS)

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Projection: 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.

Result: Results: The State of Vermont (SOV) now projects through a trend line that there will be 0 bicycle deaths in 2018 and currently there have been 0 bicycle deaths on our roadways as of June 2018. The SOV is on pace to to close calendar year 2018 at the five year moving average of 1 bicycle deaths and at this current rate we would not meet the projection of 1 five-year average. Our ultimate goal is always to always work toward Zero Deaths.

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

Progress: In Progress

Enter a program-area-level report on the State’s progress towards meeting State performance targets from the previous fiscal year’s HSP.

Projection: 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.

Results: The State of Vermont (SOV) has not received the preliminary results from the 2018 Annual Seat Belt Survey. As of June 2018, there have been 23 fatalities on our roadways, 63% of those with seatbelts available were unbelted. Our goal is to maintain the 85% five-year average seat belt use rate through the end of 2018.

	2013	2014	2015	2016	2017	2018
% Unbelted*	51%	59%	48%	48%	52%	63%**

*of all fatalities: involving vehicles with seat belts available were unbelted. This % does not consider the unknown restraint cases.

**As of June 2018

Target for Citation Uniformity

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The performance target from the prior year's HSP for citation uniformity as a percentage of electronic citations submitted to the Vermont Traffic Bureau was 12.2% of the 95,198 tickets written. That target was not met although substantial progress in this program area was recognized.

Measurements

Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2015	March 31, 2016	88,926	0	0%
April 1, 2016	March 31, 2017	94,908	1,218	1.2%
April 1, 2017	March 31, 2018	95,198	11,687	12.2%

Electronic Citation Usage

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

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

The State began piloting its eCitation program in 2016 and continues to rollout eCitation statewide as resources and interfaces become available. Beginning in July 2016, Vermont law enforcement started issuing citations electronically in three of the State's 95 law enforcement agencies. By the end of March 2018, eCitation has been deployed to 21 of the State's 95 agencies with 60 equipped vehicles on the system.

Measurements

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

EMS Usage of NEMSIS V3

Progress: In Progress

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

The performance target is based on the I-U-02 model performance measure.

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

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

The result is a 100 % increase in uniformity of NEMSIS V3 compliant data reports. The associated goal for this performance target is to maintain this degree of reporting and at the same time increase the compliance with the NEMSIS V3 reporting criteria.

Measurements

Start Date	End Date	NEMSIS V2	NEMSIS V3	NEMSIS V3
------------	----------	-----------	-----------	-----------

		Reports	Reports	Percentage
April 1, 2015	March 31, 2016	88,552	0	0%
April 1, 2016	March 31, 2017	68,731	21,058	23.5%
April 1, 2017	March 31, 2018	0	69,426	100%

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	56.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	265.5
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	6.970
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	-18.5
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	-1.1
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	23.2
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	9.4
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	0.5
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	-26.5
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	-6.7
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	1.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	1.4
Target for Citation Uniformity	Annual	2019	2019	18.0
Electronic Citation Usage	Annual	2019	2019	25.3
EMS Usage of NEMSIS V3	Annual	2019	2019	100.0
Evidence Based Race Data Enforcement Reporting	Annual	2019	2019	100.0
Increase in Positive Highway Safety Behaviors that correspondence to C-1 through C-11	5 Year	2015	2019	10.0

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

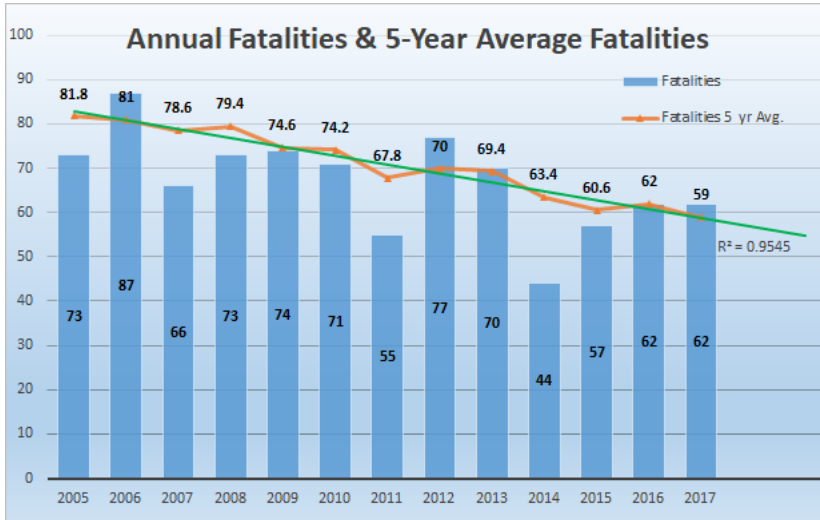
No

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 56.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

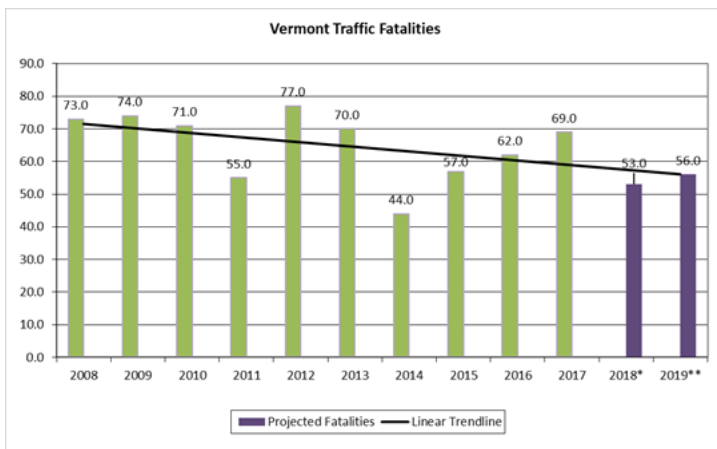
GOAL: To decrease traffic fatalities by 4.37% from the five-year average of 62.0 in 2012 - 2016 to a five-year average of 56 by December 31, 2019.

The five-year average of Vermont traffic fatalities in 2016 was 62 and we had 62 fatalities . The projected moving average of fatalities for 2019 is 56 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. When using regression analysis R-squared is a statistical measure of how close the data is to the fitted regression line. The number of predictors in our model is limited thus any moderate increase or decrease would be difficult to quantify. The depicted goal is in line with the State of Vermont HSP for 2018.



Year	Fatalities	5-Year Average
2012	77	70.0
2013	69	69.2
2014	44	63.2
2015	57	60.4
2016	62	62
2017	69	60.4
Projected 2018	53	57
Projected 2019	56	59.4

Vermont Traffic Fatalities Data Source: FARS



Data Source: FARS

A review of Vermont data from calendar year 2017 indicates a total of 68 fatalities occurred on state roads. Of these 69, 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	24
Alcohol Impaired (0.08+)	15
Marijuana (Delta-9 THC)	24
Speed	36
Motorcycle	13
Un-helmeted Motorcycle	1
Drivers 20 or Younger	5
Pedestrians	8

The projects listed in Vermont’s 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) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

No

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 265.5
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

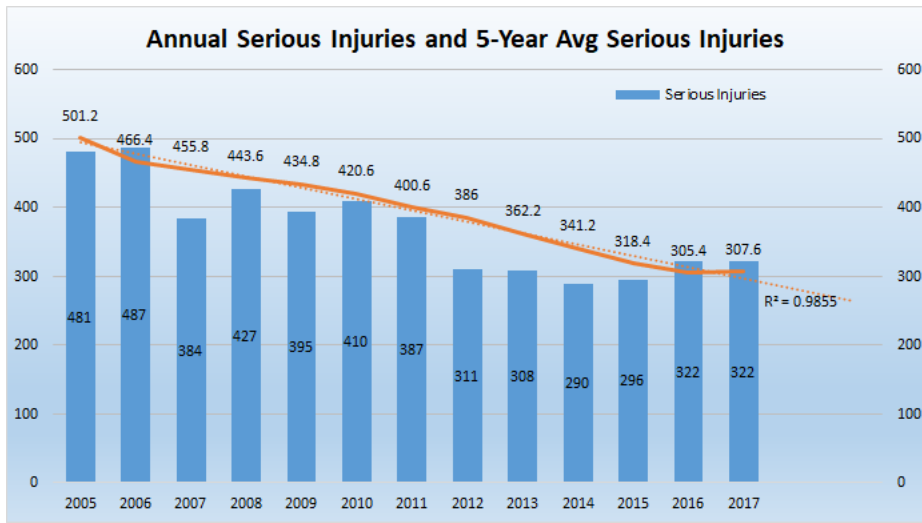
GOAL: To maintain serious traffic injuries at the five-year average of 265.5 which is the rate from 2012 - 2016 through December 31, 2019.

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

The five-year rolling average for serious injuries in Vermont has been hovering around 300 per year since 2012, showing some improvement over the prior ten years. A goal to maintain, or decrease for the five- year rolling average in 2019 is an appropriate estimate as Vermont is projected to see a reduction in serious injuries crashes in 2018. When comparing the prior four years our moving average has remained relatively flat and in 2014 we had with a significant reduction. In 2017 when we saw a decrease in serious injuries. This goal to maintain at the 2012-2016 five-year rolling average will be challenging to achieve. Our R sq. value is as close to 1 and appears as accurate. This goal is in line with the State of Vermont HSIP for 2019.

Data Source: VTrans, HSIP

Vermont Serious Traffic Injuries



C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

No

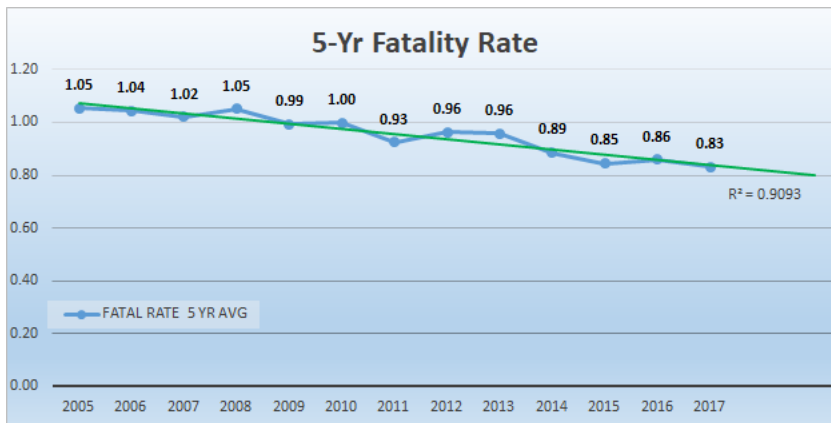
C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Percentage
Target Value: 6.970
Target Period: 5 Year
Target Start Year: 2015

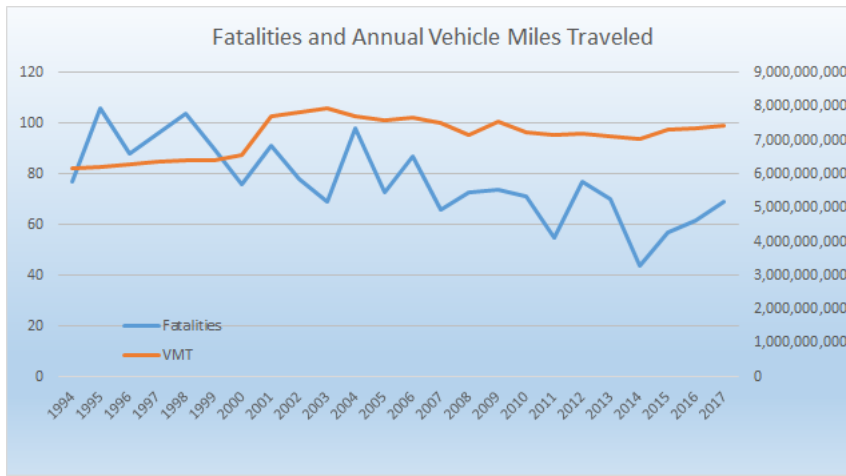
Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

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

The HSP places an emphasis on rural roadway law enforcement, nighttime seat belt enforcement, speed, pickup truck drivers 18-34 years of age and other primary causation factors. Public support and media outreach are projects which will be implemented to enhance enforcement efforts. **This goal was determined to reflect a declining trend in the number of fatalities on Vermont highways but also to reflect a conservative estimate given the possibility 2014 was an exceptional year.** It may be difficult to achieve a fatality rate similar to that of 2014. Therefore, a 0.06 goal for 2019 appears to be reasonable to achieve. Our R sq. value is close to 1 and appears accurate. This goal is in line with the State of Vermont HSIP for 2018.





Data Source: FARS

Year	Fatalities			Rates					
	Urban	Rural	Total Fatalities	Urban	5-Year Average	Rural	5-Year Average	Rate Total	5-Year Average
2012	14	63	77	0.75	0.68	1.18	1.04	1.07	0.96
2013	14	55	70	0.75	0.69	1.05	1.04	0.97	0.95
2014	6	38	44	0.29	0.68	0.76	0.96	0.63	0.88
2015	6	51	57	0.29	0.56	0.97	0.95	0.78	0.84
2016	11	51	62						0.86
2017			68						0.79
Projection 2018			53						
Projection 2019			56						

Data Source: FARS

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

Is this a traffic records system performance measure?

No

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Percentage
Target Value: -18.5
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

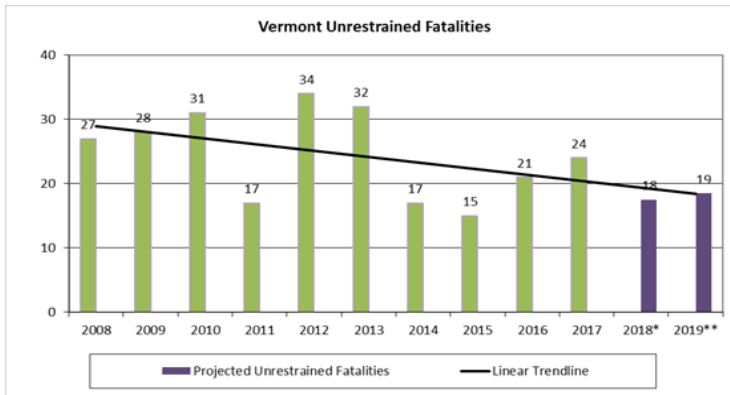
GOAL: To decrease unrestrained passenger vehicle occupant fatalities 18.48 percent from the five-year average of 23.8 in 2012 - 2016 to a five-year average of 19.4 by December 31, 2019.

Funding will be given to nighttime seat belt use projects; 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 in a variety of media; GHSP also coordinates the statewide Occupant Protection Task Force.

The VHSA has teamed up a young male teen racecar driver who is giving in-kind support with the Click it or Ticket (CIOT) messaging with a large decal on the hood of his racecar. The media campaign will also include an emphasis on sports marketing. Enforcement and education are supported by creative media outreach designed to reach the 15% 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 Policies" for Seat Belt Violations.

This goal was determined to reflect a declining trend in the number of unrestrained fatalities on Vermont roadways, but also to reflect given the possibility that 2014 and 2015 were exceptional years. A five-year average goal of 19.4 for 2019 appears to be an aggressive, but achievable goal. This goal is in line with the Strategic Highway Safety Plan.

Unrestrained Fatalities



Almost 60% of unbelted fatalities occurred between 1400 and 2200 hours. See details below based on data from 2012 – 2016:

Times of Day	Percentage
0200 - 0559	10.8%
0600 - 0959	16.1%
1000 - 1359	11.8%
1400 - 1759	24.7%
1800 - 2159	17.2%
2200 - 0159	17.2%
NO DATA	2.2%

Data Source: FARS and CRASH

The source for data through 2014 is FARS. The source for 2015 data (and dates forward) is the VTrans Crash Database

Data Source: FARS

Year	Unrestrained Fatal	5-Year Average
2012	34	27.4
2013	32	28.4
2014	17	26.2
2015	15	23
2016	21	23.8
2017	24	21.8

Projection 2018	18	19
Projection 2019	19	19.4

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

Is this a traffic records system performance measure?

No

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019
Target Metric Type: Percentage
Target Value: -1.1
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

Each agency funded to do impaired driving projects 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. High visibility enforcement and collaborative, inter-agency operations are supported by GHSP and coordinated by the LELs.

In addition to the funding of more than 50 law enforcement agencies to perform impaired driving enforcement on a weekly basis, GHSP is funding the VSP to conduct regional impaired driving Task Force deployments in areas of high crash locations. Vermont specific media outreach is being created by the GHSP media contractor and sports venue contractor to promote messaging to support these issues.

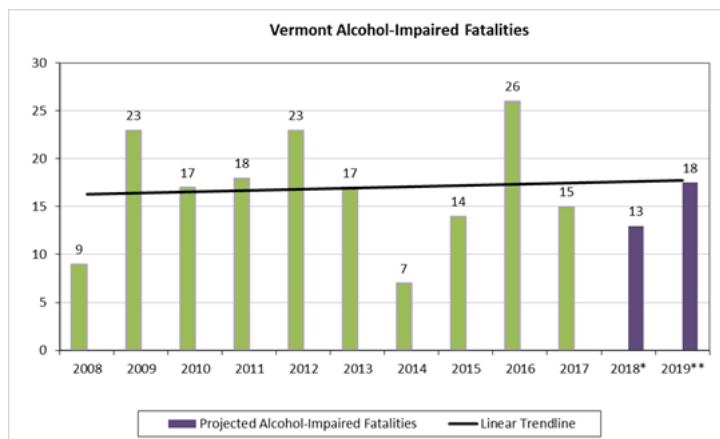
The goal to decrease Alcohol-Impaired Driving Fatalities by 1.14% from the 2012-2016 five year moving average was projected because we continue to see alcohol-impaired fatalities on Vermont highways. Preliminary data for 2018 shows alcohol-impaired fatalities are on pace to be at the same level as the 2012-2016 moving average. 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 trend.

Data Source: FARS

Over 50% of Vermont’s impaired driving fatalities occurred between 1800 and 0159 hours. See details below based on data from 2012 – 2016:

Times of Day	Percentage
0200 - 0559	16.8%
0600 - 0959	7.4%
1000 - 1359	5.3%
1400 - 1759	18.9%
1800 - 2159	25.3%
2200 - 0159	25.3%
NO DATA	1.1%

Alcohol-Impaired Fatalities



Year	Alcohol-Impaired Fatalities	5-Year Average
2012	23	18.0
2013	17	19.6
2014	7	16.4
2015	14	15.8
2016	26	17.4
2017	15	15.8
Projection 2018	13	15
Projection 2019	18	17.2

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

No

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 23.2
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Goal: To maintain speed related fatalities at the five-year average of 23.2 from 2012 - 2016 through December 31, 2019.

In 2017, over 40% of Vermont crash fatalities have speed as a contributing factor. In 2016, 49% Vermont's crash fatalities had speeding as a suspected reason for the crash. The GHSP believes that we can attribute this reduction in speed related fatalities to Safety Corridors that 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. In 2018, we have added a number of state highways to the Safety Corridor enforcement project.

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.

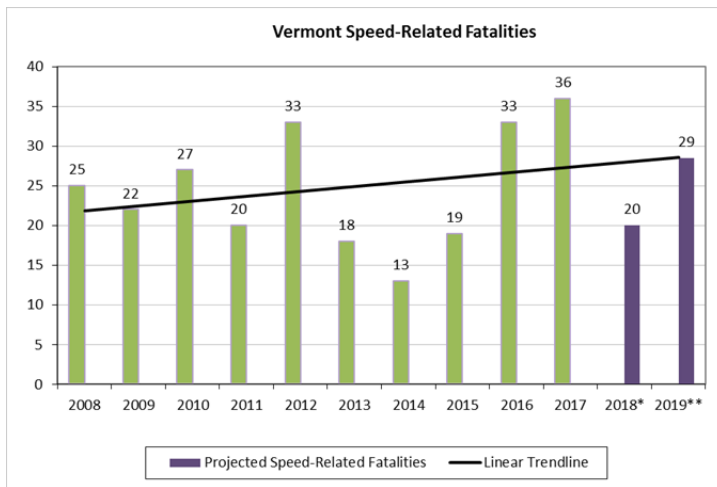
We considered the possibility that 2012 was an anomalous year with over 30 Fatalities; with that being said in 2016 and 2017 GHSP and other highway safety partners identified a disturbing upward trend that validated the 2012 was not an anomalous year. When comparing the percentage of operators suspected of speeding/total fatal crashes since 2012 -2017 the range is from 26% to 49%. Therefore, a goal to maintain speed related fatalities for 2019 is an ambitious goal as we are projecting to have a high number of speed related fatalities.

Year	Speed Related Fatalities	5 Year Average
2012	33	25.4
2013	18	24

2014	13	22.2
2015	19	20.6
2016	33	23.2
2017	36	23.8
Projection 2018	20	24.2
Projection 2019	29	27.4

Data Source: FARS

Speed-Related Fatalities



C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-7) Number of motorcyclist fatalities (FARS)-2019
 Target Metric Type: Numeric

Target Value: 9.4

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

In the SHSP 2017-21 vulnerable users were added as a CEA and these users currently account for nearly 3.5% of our crashes. 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 mirroring the increase that is occurring nationwide. In 2016, NHTSA reported that motorcycle deaths were up 10% nationwide. Our goal is to maintain, or reduce, the five-year average of 9.4 Motorcyclist Fatalities through the 2019 Motorcycle season. This goal is ambitious as motorcycle fatalities are projected to increase 27.65% by December 31, 2019.

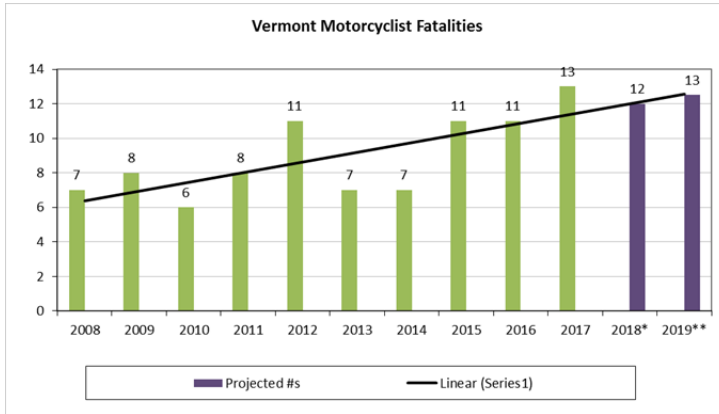
After a review of the table and graph (below) will demonstrate that 2017 was the highest motorcycle fatality year since 2006. The Vermont DMV is the lead agency for motorcycle safety in Vermont. The DMV will continue to conduct motorcycle safety training and media outreach to educate Vermonters regarding safety issues. The projection of 13 fatalities is more reflective of the numbers from the 2015 - 2017 where we have seen two years in a row an increase in motorcyclists involved in fatal crashes. While speed is a common factor in motorcycle related crashes, we are keenly aware that the motor public needs to do a better job in watching out for motorcycles. The GHSP has requested a Motorcycle Assessment to be performed by NHTSA in FFY2019.

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
2012	11	8
2013	7	8
2014	7	7.8
2015	11	8.8
2016	11	9.4
2017	13	9.8
Projection 2018	12	10.8
Projection 2019	13	12

Data Source: FARS

Motorcyclist Fatalities



Data Source: FARS

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

No

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019

Target Metric Type: Percentage

Target Value: 0.5

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

There were 13 motorcycle fatalities in Vermont during 2017, and of those people, 1 was not wearing a standard DOT approved helmet and 2 wore no helmet at all. The five-year rolling average of un-helmeted fatalities over the past several years hovers between .5 and 1.5. A step to reach the aspirational goal of eliminating all un-helmeted motorcycle fatalities is to incrementally reduce the five-year rolling average.

Setting a goal in 2019 to reduce these fatalities below the 2012-2016 five-year rolling average of 1.0 puts Vermont on a path in that direction.

Wearing helmets that meet the US Department of Transportation (DOT) standard is the single most effective means of reducing the number of people who die or sustain injuries from motorcycle crashes. Helmets are estimated to reduce the likelihood of death in a motorcycle crash by 37%. 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.

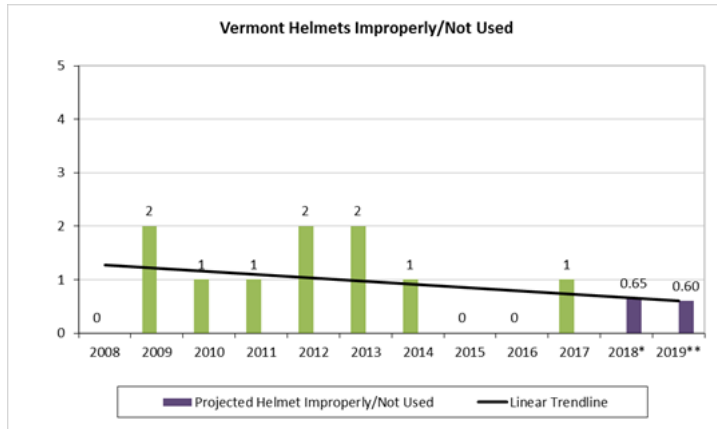
Helmets reduce the risk of head injury by 69%. There are no negative health effects from helmet use. Helmets do not restrict a rider's ability to hear important sounds or to see a vehicle in the next lane. Un-helmeted riders are 40% more likely to die from a head injury than someone wearing a helmet.

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
2012	2	1.0
2013	2	1.4

2014	1	1.2
2015	0	1.2
2016	0	1.0
2017	.5	.7
Projection 2018	.65	.50
Projection 2019	.60	.50

Data Source: FARS



*2018 was "forecasted" using the trendline due to zero fatalities this year to calculate a "prediction."

Data Source: FARS

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

Is this a traffic records system performance measure?

No

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
Target Metric Type: Percentage
Target Value: -26.5
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

GOAL: To decrease driver's age 20 or younger involved in fatal crashes 26.47 percent from the five- year average of 6.8 in 2012 - 2016 to a five-year average of 5.0 by December 31, 2019.

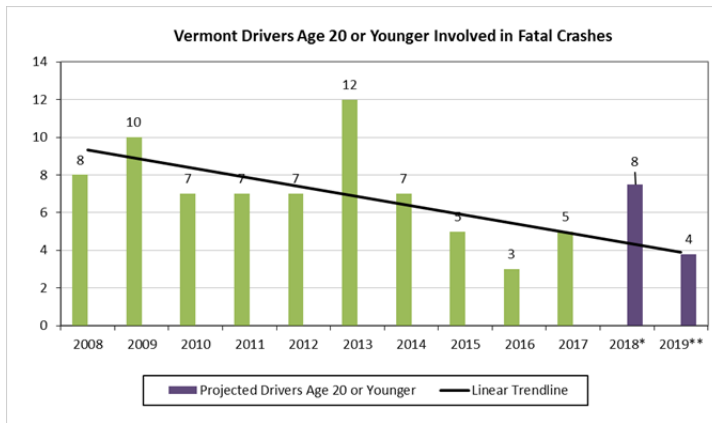
Vermont continues to see a decrease in the number of fatalities in this category from a five-year average of 6.8 in 2012 to 6.4 in 2017 and we project that average will be at 5.6 by the end of 2018. Evaluating past performance, combined with an emphasis on data driven education and enforcement, GHSP supports the above goal as realistic and achievable given that the statistically significant increase in fatalities in 2013. Working with the partners in the VHSA and focused outreach, Vermont is expected to continue reductions in this critical area of emphasis. GHSP has projects for teen education that include a Driver Instructor conference and Distracted Driving programs facilitated by the Youth Safety Council.

Vermont added Critical Emphasis Area (CEA) 5 to Improve Younger Driver Safety (Under 25) in the 2017-2021 Strategic Highway Safety Plan. Drivers under 25 accounted for more than 30% of total crashes between 2011 – 2015.

Year	Drivers Age 20 or Younger	5-Year Average
2012	7	7.8
2013	10	8.6
2014	7	8.0
2015	5	7.6
2016	3	6.8
2017	5	6.4
Projection 2018	8	5.6
Projection 2019	4	5.0

Data Source: FARS

Drivers Age 20 or Younger Involved in Fatal Crashes



Data Source: FARS, 2017

C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

No

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Percentage
Target Value: -6.7
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Goal: To reduce the number of Pedestrian Fatalities by 6.67% from the five-year average of 6.0 in 2012 – 2016 to 5.60 through December 31, 2019.

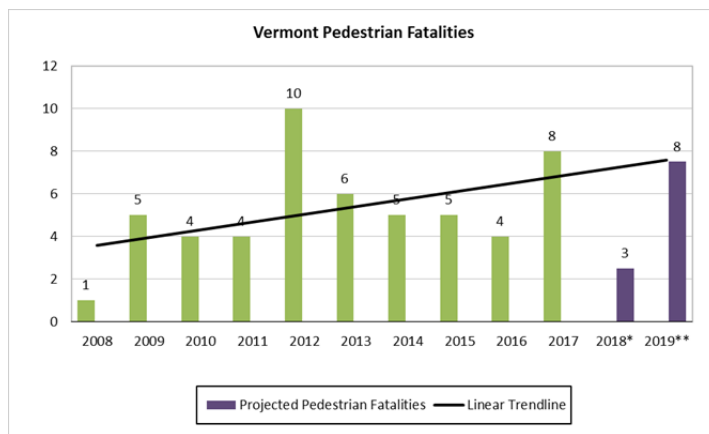
This HSP will be the first year that the State of Vermont is eligible for the 405(h) Non-motorized grants funds. In 2017, 8 pedestrians died on Vermont roads and the most recent five years trend is toward 6 pedestrian deaths per year. The current goal of a five-year average for 2018 is to reduce the 2012-2016 average by 6.67% is aggressive considering the steady number of pedestrian fatalities. This goal is in line with the 2017-2021 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.

Year	Pedestrian Fatalities	5-Year Average
2012	10	4.8
2013	6	5.8
2014	5	5.8
2015	5	6.0
2016	4	6.0
2017	8	5.6
2018 Projection	3	5.0
2019 Projection	8	5.6

Data Source: FARS

Pedestrian Fatalities



Data Source: VTrans

C-11) Number of bicyclists fatalities (FARS)

Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
 Target Metric Type: Numeric

Target Value: 1.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

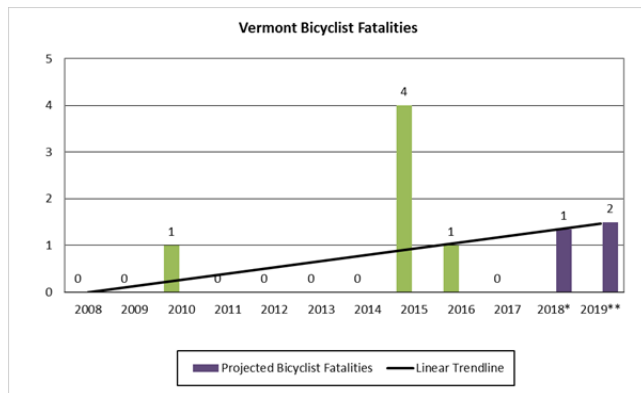
The core performance measure for bicyclist safety is to approach zero bicycle fatalities. Following an unexpected spike in early 2015 the state has initiated many projects to ensure bicycle safety: Road Diets (adding bicycling lanes, by decreasing vehicle lanes), share the road messaging, bike rodeos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

GHSP believes this goal of maintaining our 2012-2016 Bicycle Fatalities to a five-year average at 1.0 can be achievable. We wrote this goal in line with the SHSP.

Year	Bicyclist Fatalities	5-Year Average
2012	0	0.2
2013	0	0.2
2014	0	0.2
2015	4	0.8
2016	1	1.0
2017	0	1.0
2018 Projection	1	1.2
2019 Projection	2	1.6

Data Source: VTrans

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



*2018 was "forecasted" using the trendline due to zero fatalities this year to calculate a "prediction."

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

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019
Target Metric Type: Percentage
Target Value: 1.4
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

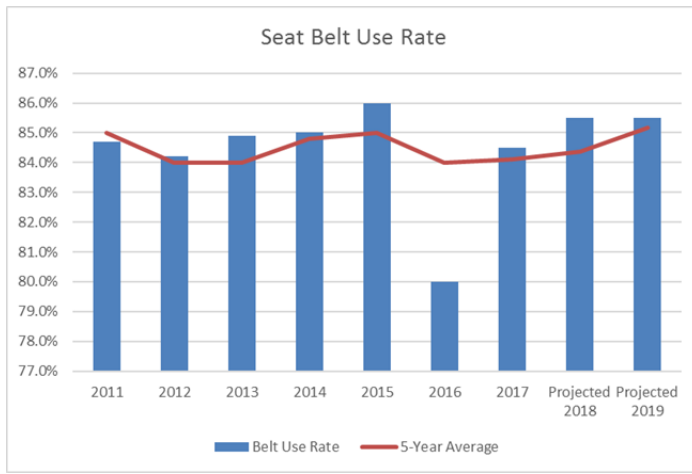
Target: To increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles by 1.38% from the five-year average of 84.0% (2012 – 2016) to 84.4% by December 31, 2019.

Nearly 15% of the traveling public in Vermont is not wearing a seat belt and that statistic has remained relatively constant over the past five years. The State of Vermont does not have a primary seat belt law. Despite only having a secondary law, our usage rate is comparable to other New England States with primary laws. The five-year moving average for seat belt uses in Vermont appears to be plateauing between 84 – 85%. However, as of this writing 54% of our crash fatalities were unrestrained or improperly restrained. A recent Attitude Survey conducted for the GHSP revealed that 85.8% of motor vehicle operators indicated that they “always wore seat belts during the daytime” and 86% reported that they “always wore their restraint at night.” The Attitude Survey and the Annual Seat Belt Survey, when read in per materia, demonstrate the need to modify behavioral patterns to be accepted as the norm of being an occupant in a motor vehicle in Vermont.

Year	Belt Use Rate	5-Year Average
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%
2017	84.5%	84.1%
Projected 2018	85.5%	84.2%
Projected 2019	85.5%	84.4%

Source: SOV Seat Belt Use Survey by Contractors

Vermont Seat Belt Use Rate



Data Source: SOV Seat Belt Use Survey by Contractors

Target for Citation Uniformity

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Uniformity
Core traffic records data system to be impacted:	Citation/Adjudication

Target for Citation Uniformity-2019
Target Metric Type: Percentage
Target Value: 18.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

3.1.2 Citation Uniformity – Paper vs Electronic

Label: C-CU-02

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 14-May-2018

Related Project: eCitation

Narrative

This performance measure shows the percentage of Vermont citations issued electronically versus paper. The State started issuing electronic citations on 7/1/2016. For the current measurement period, 12.2% of Vermont citations were issued electronically.

Measurements

Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2015	March 31, 2016	88,926	0	0%
April 1, 2016	March 31, 2017	94,908	1,218	1.2%

Supporting Materials (Backup)

Citations – April 01, 2015 through March 31, 2016

rmi01 04/01/2015 03/31/2016
01:27 pm

Page 1
06/06/2017

STATE OF VERMONT
JUDICIAL BUREAU

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

Tickets Entered; 88926

Answers Entered;

Contested:	15663	(25.8)
Not Contested:	44918	(74.2)

	60571	

Appeals Entered;

De Novo Before Court:	15	(11.8)
De Novo Before Jury:	70	(55.1)
On The Record:	42	(33.1)

	127	

Judgments Entered;

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

	75619	

Dismissals Entered;

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

	8484	

Citations – April 01, 2016 through March 31, 2017

STATE OF VERMONT
JUDICIAL BUREAU

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

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Tickets Entered;
                                94908

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

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

Judgments Entered;
                                Other:      2 (00.0)
                                Defendant: 222 (00.3)
                                State as Charged - Default: 25635 (29.8)
                                State as Charged - Default at Hearing: 2502 (02.9)
                                State as Charged - Hearing: 797 (00.9)
                                State as Charged - Not Contested: 56724 (66.0)
                                State as Lesser Offense - Hearing: 18 (00.0)
                                -----
                                85901

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

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Citations – April 01, 2017 through March 31, 2018

STATE OF VERMONT
JUDICIAL BUREAU

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

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Tickets Entered;
                                95198

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

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

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

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

```

Electronic Citation Usage

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Completeness
 Core traffic records data system to be impacted: Citation/Adjudication

Electronic Citation Usage-2019

Target Metric Type: Percentage

Target Value: 25.3

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Quantitative Improvement Section

1. Traffic Records Performance Measures

3.1.1 Citation Completeness– Agencies Deployed

Label: C-C-01

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: 04-April-2018

Related Project: eCitation

Narrative

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

The State began piloting its eCitation program in 2016 and continues to rollout eCitation statewide as resources and interfaces become available. Beginning in July 2016, Vermont law enforcement started issuing citations electronically in three of the State’s 95 law enforcement agencies. By the end of March 2018, eCitation has been deployed to 21 of the State’s 95 agencies with 60 equipped vehicles on the system.

Measurements

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

Supporting Materials (Backup)

Count of Agencies Where eCitation is Deployed

Month	2015	2016	2017	2018
Jan		0	8	21

Feb		0	11	21
Mar		0	11	21
Apr	0	0	11	
May	0	0	11	
Jun	0	0	11	
Jul	0	3	11	
Aug	0	3	11	
Sep	0	6	11	
Oct	0	6	11	
Nov	0	6	11	
Dec	0	8	21	

EMS Usage of NEMSIS V3

Is this a traffic records system performance measure?

Yes

Primary performance attribute: Uniformity

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

EMS Usage of NEMSIS V3-2019

Target Metric Type: Percentage

Target Value: 100.0

Target Period: Annual

Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

3.1.3 EMS Uniformity

Label: I-U-02

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 14-May-2018

We will change it to an associated target for each of our performance measures; since the EMS Uniformity performance measure was 100% uniformity it could not increase but it could conceivably decrease. We will set the target to maintain the maximum uniformity and to make it consistent with our practice of pairing performance measures and targets.

Narrative

This performance measure is based on the I-U-02 model performance measure.

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

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

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

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

Measurements

Start Date	End Date	NEMESIS V2 Reports	NEMESIS V3 Reports	NEMESIS V3 Percentage
April 1, 2015	March 31, 2016	88,552	0	0%
April 1, 2016	March 31, 2017	68,731	21,058	23.5%
April 1, 2017	March 31, 2018	0	69,426	100%

Supporting Materials (Backup)

NEMESIS V2 Compliant Reports April 1, 2015-March 31, 2016

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015				7,325	7,434	7,140	7,768	7,706	7,444	7,215	6,723	7,291	88,552
2016	7,513	7,358	7,635										

NEMESIS V2 Compliant Reports April 1, 2016-March 31, 2017

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016				7,227	7,166	7,076	7,666	7,447	7,379	7,068	5,963	6,358	68,731
2017	3,287	1,658	436										

NEMESIS V3 Compliant Reports April 1, 2016-March 31, 2017

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016									18	261	1,043	1,649	21,058
2017	4,698	5,868	7,521										

NEMESIS V3 Compliant Reports April 1, 2017-March 31, 2018

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total

2017				5604	5674	5632	6163	6000	5940	5635	5168	6023	69,426
2018	4656	5819	7112										

Evidence Based Race Data Enforcement Reporting

Is this a traffic records system performance measure?

No

Evidence Based Race Data Enforcement Reporting-2019
Target Metric Type: Percentage
Target Value: 100.0
Target Period: Annual
Target Start Year: 2019

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

Under current Vermont law all law enforcement entities are required to report race data information on motor vehicle stops. However, the statute does not provide any definitive direction on what to do with this data or call for the analysis of that data. The expected safety impact upon analysis of this information, that is required to be gathered, will provide valuable information on the frequency of stops and associated activities with those stops that can be utilized as an effective training tool to ameliorate the effects of implicit bias from the process of motor vehicle enforcement stops. The chosen countermeasure will provide a near complete data subset of race data information from which an analysis can be taken and; the results of that analysis translated and incorporated into a training tool for law enforcement. The funding for this planned activity will originate from the subject grant.

The sought after performance will be an analysis of all race data submitted by law enforcement entities in Vermont. This data will provide useful information on a number of topics and some of the potential benefits and integration of lessons learned from this data include, but are not limited to: 1) improve community relations; 2) improve management of resources; 3) legal protections. Particularly in the area of motor vehicle stops it will help agencies determine if implicit bias is occurring in the practice of stopping motor vehicles by its officers.

Increase in Positive Highway Safety Behaviors that correspondence to C-1 through C-11

Is this a traffic records system performance measure?

No

Increase in Positive Highway Safety Behaviors that coorispond to C-1 through C-12-2019
Target Metric Type: Percentage
Target Value: 10.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

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

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct.

Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	931

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	198

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	10935

5 Program areas

Program Area Hierarchy

1. Occupant Protection (Adult and Child Passenger Safety)

- Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children
 - Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement, and Support Equipment
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
- OP Supporting Enforcement
 - Chittenden County Safe Highway Accident Reduction Program (SHARP)
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Rutland County Safe Highway Accident Reduction Program (SHARP)
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Vergennes Safe Highway Accident Reduction Program (SHARP)
 - FAST Act NHTSA 402
 - Windham County Safe Highway Accident Reduction Program (SHARP)
 - FAST Act NHTSA 402
- OP Data Collection
 - Annual Seat Belt Survey
 - FAST Act 405b OP Low
- Child Passenger Safety (CPS) Statewide Program and Data Collection
 - Child Passenger Safety (CPS) Statewide Program and Data Support
 - FAST Act 405b OP Low
- 402 Communication Campaign
 - OP Media Strategies
 - FAST Act 405b OP Low
 - FAST Act NHTSA 402
 - PI&E
 - FAST Act NHTSA 402

2. Racial Profiling Data Collection

- Data Collection and Analysis
 - Traffic Stop and Race Data Collection, Automation and Analysis
 - FAST Act 1906 Prohibit Racial Profiling

3. Motorcycle Safety

- Motorcycle Rider Training
 - State Motorcycle Rider Education Program
 - FAST Act NHTSA 402
 - FAST Act 405f Motorcycle Programs

4. Driver Education and Behavior

- Survey and Analysis
 - Attitude Survey

FAST Act NHTSA 402
 FAST Act 405d Impaired Driving Low
 SA Education and Outreach
 Teen Driver Educator Education Summit
 FAST Act NHTSA 402
 Project RoadSafe, Workplace Driver Safety
 FAST Act NHTSA 402
 Youth Safety Council - Turn Off Texting Course
 FAST Act NHTSA 402
 GHSP LE/State Partners Training
 FAST Act NHTSA 402
 Safe Driving Program
 FAST Act NHTSA 402
 Vermont Highway Safety Alliance
 FAST Act NHTSA 402
 FAST Act 405d Impaired Driving Low
 LE Education and Outreach
 Local Law Enforcement Community Education Programs
 FAST Act NHTSA 402
 Vermont State Police Traffic Safety Education Program
 FAST Act NHTSA 402
 FAST Act 405d Impaired Driving Low
 5. Impaired Driving (Drug and Alcohol)
 Prosecutor Training
 Traffic Safety Resource Prosecutor (North and South)
 FAST Act 405d Impaired Driving Low
 164 Transfer Funds-AL
 Laboratory Drug Testing Equipment
 Forensic Laboratory Support Program
 FAST Act 405d Impaired Driving Low
 DRE Outside Lab Tests (NON-NMS)
 FAST Act 405d Impaired Driving Low
 Judicial Education
 DUI Court Judicial Education Relating to Highway Safety Strategies
 FAST Act 405d Impaired Driving Low
 Impaired Media
 Impaired Media
 FAST Act 405d Impaired Driving Low
 164 Transfer Funds-AL
 Impaired Driving Project Manager
 Impaired Driving Project Manager
 FAST Act 405d Impaired Driving Low
 164 Transfer Funds-AL
 ID Supporting Enforcement
 Chittenden County Safe Highway Accident Reduction Program (SHARP)
 164 Transfer Funds-AL
 164 Transfer Funds-AL
 Vergennes Safe Highway Accident Reduction Program (SHARP)
 164 Transfer Funds-AL
 Rutland County Safe Highway Accident Reduction Program (SHARP)
 164 Transfer Funds-AL
 164 Transfer Funds-AL
 Windham County Safe Highway Accident Reduction Program (SHARP)
 164 Transfer Funds-AL
 Highway Safety Office Program Management
 HS Program Coordinator
 FAST Act 405d Impaired Driving Low
 Law Enforcement Program Coordinators
 FAST Act NHTSA 402
 High Visibility Enforcement
 High Visibility Alcohol Enforcement and Support Equipment
 164 Transfer Funds-AL
 DRE, ARIDE and SFST Program management and training
 VPA Impaired Driving Coordinator and Grants
 FAST Act 405d Impaired Driving Low
 Court Monitoring
 DUI Court - Windsor County
 FAST Act 405d Impaired Driving Low
 164 Transfer Funds-AL
 6. Traffic Records
 Improves integration between one or more core highway safety databases
 POLD
 FAST Act 405c Data Program

Improves completeness of a core highway safety database

SIREN

FAST Act 405c Data Program

Improves accessibility of a core highway safety database

AOT Crash Data Reporting System

FAST Act 405c Data Program

e-Citation

FAST Act 405c Data Program

Highway Safety Office Program Management

TRCC Consultant

FAST Act 405c Data Program

TRCC Program Coordinator

FAST Act NHTSA 402

Data Improvement

Intersection Data Collection

FAST Act 405c Data Program

7. Police Traffic Services

Speed, Aggressive and Distracted Driving

Vermont State Police Speed, Aggressive, and Distracted Driving Enforcement

FAST Act NHTSA 402

Work Zone Safety

FAST Act NHTSA 402

Law Enforcement Liaison

Law Enforcement Liaisons

FAST Act NHTSA 402

FAST Act 405d Impaired Driving Low

Highway Safety Office Program Management

HS Program Coordinator

FAST Act 405d Impaired Driving Low

Law Enforcement Program Coordinators

FAST Act NHTSA 402

Crash Reconstruction

Crash Reconstruction Support

FAST Act NHTSA 402

8. Non-motorized (Pedestrians and Bicyclist)

Education and Training

Road User's Group

FAST Act 405h Nonmotorized Safety

FAST Act NHTSA 402

Local Motion

FAST Act 405h Nonmotorized Safety

9. Planning & Administration

(none)

GHSP Planning and Administration

164 Transfer Funds-PA

FAST Act NHTSA 402

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

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

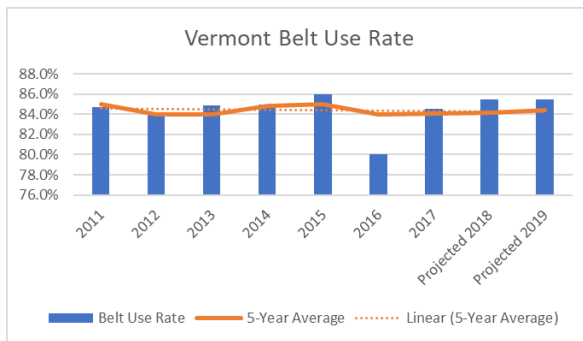
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Occupant Protection Plan

Identification of Safety Problems:

Seat Belt Use

The State of Vermont has a secondary seat belt law. However, our seat belt usage rate is at par with other New England States with primary laws. The five-year moving average for seat belt usage in Vermont is plateauing at approximately 85%. However, alarmingly, as of this writing 54% of our crash fatalities were unrestrained or improperly restrained. The most recent Attitude Survey conducted for the GHSP revealed that 85.8% of motor vehicle operators indicated that they “always wore seat belts during the daytime” and 86% reported that they “always wore their restraint at night.” These two surveys when read in per materia, demonstrate that to break the 85% usage rate ceiling we must modify behavioral patterns and practices of the motoring public so that seatbelt usage becomes the norm while one is an occupant in a motor vehicle in Vermont.



Frequency of using seat belts when driving or riding?	Percent 2014 During the Day	Percent 2014 at Night	Percent 2015 During the Day	Percent 2015 at Night	Percent 2016 During the Day	Percent 2016 at Night	Percent 2017 During the Day	Percent 2017 at Night
Always	91.6	92.4	93.2	94.6	90.8	91.6	85.8	86.0
Frequently	4.4	3.8	3.2	2.4	4.8	3.2	7.8	7.2
Occasionally	1.6	1.2	1.2	0.8	2.2	2.2	2.6	3.2
Rarely	0.6	0.2	0.8	1.0	0.6	1.0	2.6	2.6
Never	1.8	2.0	1.2	1.0	1.2	1.6	1.0	0.8
Unsure / Don't know	0.0	0.4	0.2	0.2	0.4	0.2	0.2	0.2

Source: Center for Research and Public Policy, 2017; Vermont Agency of Transportation, Governor’s Highway Safety Program Attitude Survey.

All Occupant Protection projects described in this section are based on a data driven analysis of all available occupant protection related data and other ancillary information. All enforcement projects employ Vermont’s TSEP design.

The GHSP staff has developed and implemented strategies in compliance with the requirements of the provisions defined the FAST Act, Section 1300.21. Applying the FAST Act, matrix Vermont is categorized as a “lower belt rate use state,” reporting a belt use rate of 84.5%.

Nationally, child passenger safety seats are estimated to reduce the risk of death in car crashes by 71% for infants and 54% for toddlers ages 1 to 4. [1] It is further estimated that between 1975 and 2015, child restraints saved 10,940 lives of children ages 4 and younger.[2] Between 2015 and 2017 at least 5 children under the age of 8 received serious injury in a crash in Vermont due to no or improper seat belt use. To instill in the driving public in Vermont an awareness of the law and importance of proper seat belt usage for children the GHSP is working closely with the Vermont Department of Health to educate operators and train technicians on proper use.

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

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.

A targeted at risk segment of the motoring public that is at risk due to lack of seat belt usage is the 18 to 34-year-old males who do not regularly wear their seatbelts, the VHSA have launched a public information and education effort that features 16-year-old racecar driver Evan Hallstrom of Hallstrom Motorsports. The outreach includes a poster and media campaign. Hallstrom Motorsports is contributing to this effort with in-kind services that include a *Click It or Ticket* graphic on the hood of two of their racecars.

In review of the 2016 data, 65% of unbelted males were either the driver or the passenger in all categories of crash types. A further breakdown of the data shows 33% of drivers are in the 16-24 age range. Vermont realizes this is an issue as it is a critical emphasis area in the SHSP to improve younger driver safety. The 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 2016 Safety Belt Use Survey

Region	Use Rate	Population (2010 census)
Chittenden County	87.85%	156,545
Bennington/Addison Counties	86.14%	73,946
Franklin/Grand Isle Counties	81.48%	54,716
Orleans, Caledonia, Essex Counties	77.49%	64,764
Rutland County	87.00%	61,642
Washington/Lamoille Counties	83.23%	84,009
Windham/Orange/Windsor Counties	84.13%	130,110
Weighted Statewide Use Rate	80%	625,732

Data Source: UVM, 2016

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

[1] Centers for Disease Control and Prevention; webpage 6/8/18, <https://www.cdc.gov/features/passengersafety/index.html>

[2] *Id.* at <https://www.cdc.gov/features/passengersafety/index.html>

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	56.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	265.5
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	6.970
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	-18.5
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	1.4

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children
2019	OP Supporting Enforcement
2019	OP Data Collection
2019	Child Passenger Safety (CPS) Statewide Program and Data Collection
2019	402 Communication Campaign

5.1.1 Countermeasure Strategy: Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

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.

A targeted at risk segment of the motoring public that is at risk due to lack of seat belt usage is the 18 to 34-year-old males who do not regularly wear their seatbelts, the VHSA have launched a public information and education effort that features 16-year-old racecar driver Evan Hallstrom of Hallstrom Motorsports. The outreach includes a poster and media campaign. Hallstrom Motorsports is contributing to this effort with in-kind services that include a *Click It or Ticket* graphic on the hood of two of their racecars.

In review of the 2016 data, 65% of unbelted males were either the driver or the passenger in all categories of crash types. A further breakdown of the data shows 33% of drivers are in the 16-24 age range. Vermont realizes this is an issue as it is a critical emphasis area in the SHSP to improve younger driver safety. The 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%
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2016	80.0%	83.8%

Data Source: VTrans, 2016

Vermont 2016 Safety Belt Use Survey

Region	Use Rate	Population (2010 census)
Chittenden County	87.85%	156,545
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Franklin/Grand Isle Counties	81.48%	54,716
Orleans, Caledonia, Essex Counties	77.49%	64,764

Rutland County	87.00%	61,642
Washington/Lamoille Counties	83.23%	84,009
Windham/Orange/Windsor Counties	84.13%	130,110
Weighted Statewide Use Rate	80%	625,732

Data Source: UVM, 2016

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
Addison County	0	0	1	1	6
Bennington County	1	0	2	0	5
Caledonia County	3	0	0	3	2
Chittenden County	3	2	2	1	7
Essex County	0	0	1	1	1
Franklin County	2	3	1	1	6
Grand Isle County	0	0	1	0	2
Lamoille County	3	2	1	2	2
Orange County	0	3	1	0	0
Orleans County	6	5	1	1	2
Rutland County	3	1	3	5	7
Washington	7	1	0	1	5

County					
Windham County	2	5	0	0	9
Windsor County	5	3	0	1	5
Total	35	25	14	17	59

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Countermeasure was selected as it best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402OPE	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement, and Support Equipment	Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

5.1.1.1 Planned Activity: Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement, and Support Equipment

Planned activity name	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement, and Support Equipment
Planned activity number	19402OPE
Primary countermeasure strategy	Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Vermont law enforcement agencies have participated in the annual CIOT (Day and Night) campaigns since 2002. During the past 17 years, all available resources have been deployed and supported by use of data to determine areas of low seat belt usage and high, unrestrained crash locations.

The number of agencies participating in the HVE campaigns has leveled off to approximately 80% of all Vermont law enforcement agencies. The seat belt use rate decreased from 86% in 2015 to 80% in 2016; however, in 2017 it climbed again to 84.5%. The national CIOT enforcement campaigns are key to Vermont's Occupant Protection (OP) program. Funding is provided to partnering agencies to engage in OP enforcement, including child passenger safety seats and education throughout each year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

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. Due to the flexibility of the Task Force concept, officers frequently work into the evening and nighttime hours when seatbelt compliance declines and more severe crashes occur. Guided by data, these teams are a highly productive resource.

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

For several years Vermont has participated in the NHTSA "Border to Border" initiative along the New York boundary. This operation has included both day and nighttime seatbelt enforcement events working with New York law enforcement agencies.

All agencies have the opportunity to apply 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.

*402OP funding in the amount of \$898,802 is for enforcement efforts

*402PT funding in the amount of \$300,000 is for Equipment to Law Enforcement

Enter intended subrecipients.

Sub-recipients are selected through data analysis and prior grant performance. The intended departments will comprise of State, sheriff and local department both rural and urban.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$898,802.00		\$848,802.00
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$300,000.00	\$75,000.00	\$300,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.2 Countermeasure Strategy: OP Supporting Enforcement

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP Supporting Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Governor's Highway Safety Program (GHSP) recognizes that due to our demographics, no two sections of Vermont are the same, rather each has its own unique needs to make our highways safer. Thus, it is the belief of the GHSP that meeting those unique needs in many instances can best be addressed at the local level. In recognition of the uniqueness of Vermont the GHSP is considering a regionalized approach to awarding money to grantees, replicating in part the regional models currently utilized in Chittenden and Rutland counties.

The formations of regions are not a mandatory requirement. The decision to create and/or join a regional entity lies solely with county, municipal law enforcement or other non-profit partners. If an entity chooses not to participate in a regional entity National Highway Traffic Safety Administration (NHTSA) funding would continue with the GHSP as it currently does.

The choice of a law enforcement agency not to participate in a regional model approach will not be a disqualifying event for GHSP awards.

The regional funding model envisions the administration of local grant funding for the three National priorities identified by NHTSA: 1) Occupant Protection; 2) Speed, Aggressive and Distracted Driving; and 3). Impaired Driving.

Address the ongoing highway traffic safety mission through implementation of a regionwide project that consolidates law enforcement activity administration under a region-based sub-award which in turn, then further reallocates funding to other sub-awardees.

The project includes a regionwide Program Coordinator who will organize, supervise, and promote enforcement as well as plan and implement educational activities. In addition, the coordinator will facilitate and supervise OP, Distracted Driving, and Speed enforcement activities and funding for combined regionwide sub-awards.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Law Enforcement Agencies understand that accurate traffic/crash data is the foundation of problem identification. 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 Regionwide SHARP program will provide continual leadership and direction to participating agencies to address problems effectively and efficiently with localized strategies and countermeasures. The project will include a project director as a 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 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.

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. Equipment to include but not limited to Mobile Data Terminal, LIDAR, RADAR, Alco Sensor, LED Flares and accessories.

For the County SHARP projects to remain operational, they rely on GHSP grant funding.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG4	Windham County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement

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

Planned activity name Chittenden County Safe Highway Accident Reduction Program (SHARP)

Planned activity number 19402OPEREG1

Primary countermeasure strategy OP Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Description of Duties: The role of the Coordinator for the Chittenden County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement.

The coordinator will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordinate Traffic Safety and Media PSA's and Press Releases
- Participate in road safety audits administered by the Agency of Transportation
- Attend meetings of the Vermont Highway Safety Alliance
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County
- Liaison with GHSP
- Liaison with all Chittenden County Law Enforcement Agencies

Administrative - Key Activities

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

The new project budget consists of the coordinator's salary, a patrol vehicle, equipment to outfit the patrol vehicle, supplies, educational materials, mileage, indirect cost rate (upon approval) and sub-awards to agencies in the county. The state of Vermont has a very limited county infrastructure. For instance, cities and towns within a county are not obligated to pay the county for law enforcement services. The municipalities within a county that do chose to pay for law enforcement services from the sheriff, do so on a contract basis. As part of that contract the sheriff is required to provide necessary equipment to perform the service. Many municipalities in Vermont believe it is necessary to enter into such contracts with the sheriff for patrols due to the limited resources provided by statewide law enforcement agencies. The Vermont State Police provide full time law enforcement coverage (two shifts that do not provide 24-hour coverage) for approximately 80% of the state of Vermont. This regional program, up to this year, was in the town of Shelburne Police Department. The program will now be moving to the Chittenden County Sheriff's office for administration and coordination throughout the county. This SHARP coordinator will begin 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 new coordinator position. The costs associated with this new project include coordinator salary, benefits, training, supplies, equipment etc. for this SHARP project.

In order for the Chittenden County SHARP project to become operational, they are relying on GHSP grant funding, which includes a patrol car and the equipment to outfit the vehicle. Without funding for this one-time car purchase, upon information and belief, the Sheriff will not have adequate funds to administer this program. The vehicle sought to be purchased will be dedicated 100% to the traffic safety SHARP project.

The funding for the coordinator position and the enforcement grant are both derived from 402OP.

OP Enforcement - \$181,500 - this amount is to support enforcement projects

Coordinator - \$77,181 - this amount is to support the coordinator position

Enter intended subrecipients.

Chittenden County Sheriff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Occupant Protection (FAST)	\$169,549.00	\$42,387.00	\$169,459.00
2018		FAST Act NHTSA 402	Occupant Protection (FAST)	\$77,181.00	\$19,295.00	\$52,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Patrol Vehicle	1	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00

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

Planned activity name Rutland County Safe Highway Accident Reduction Program (SHARP)

Planned activity number 19402OPEREG2

Primary countermeasure strategy OP Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Use the team approach for highway safety needs.

Description of Duties: The role of the Coordinator for the Rutland County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The coordinator will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordinate Traffic Safety and Media PSA's and Press Releases
- Participate in road safety audits administered by the Agency of Transportation
- Attend meetings of the Vermont Highway Safety Alliance, Vermont Police Association and FBI National Academy.
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County
- Liaison with GHSP
- Liaison with all Rutland County Law Enforcement Agencies

Administrative - Key Activities

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

The funding for the coordinator position and the enforcement grant are both derived from 402OP

OP Enforcement - \$160,000 - this amount is to support enforcement projects

Coordinator - \$37,785 - this amount is to support the coordinator position

Enter intended subrecipients.

Rutland County Sheriff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Supporting Enforcement

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$122,700.00	\$30,675.00	\$122,700.00
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$37,785.00	\$9,446.00	\$37,785.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

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

Planned activity name Vergennes Safe Highway Accident Reduction Program (SHARP)

Planned activity number 19402OPEREG3

Primary countermeasure strategy OP Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Use the team approach for highway safety needs.

Description of Duties: The role of the Coordinator for the Vergennes Project is to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The coordinator will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordinate Traffic Safety and Media PSA's and Press Releases
- Participate in road safety audits administered by the Agency of Transportation
- Attend meetings of the Vermont Highway Safety Alliance, Vermont Police Association and FBI National Academy.
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Vergennes
- Liaison with GHSP
- Liaison with Bristol and Middlebury Police Departments

Administrative - Key Activities

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

The request for the Vergennes SHARP PA was made premised on the belief that there are serious highway safety issues that require redress in the area near and around Vergennes. Route 7 is one of the more highly traveled roadways in the state of Vermont connecting the two largest cities in the State. Data has shown that Route 7 is to some degree a drug corridor and an area where speed on the roadway is statistically great. It is the intention that the proposing agency to increase the coordination and implementation of various highway safety programs in this area to not only increase motor vehicle encounters by law enforcement but to also leverage the additional resources to produce a direct effect on operator behaviors by deterrence and education. Lastly, the placement of this collaborative effort is beneficial when looking at demographics and emerging population trends in the State. The intent of the proposed creator of this consortium has indicated that he has sought out other departments in the area to join however has been unsuccessful as of this date in doing so.

Total Break Out	Total Request	OP	DUI
Position	\$82,100.00	\$41,050.00	\$41,050.00
Mileage	\$8,380.00	\$4,190.00	\$4,190.00
Vehicle + 1 Time Equip	\$64,900.00	\$32,450.00	\$32,450.00

Vergennes Award	\$91,961.92	\$45,980.96	\$45,980.96
Middlebury Grant Award	\$10,955.00	\$5,477.50	\$5,477.50
Bristol Grant Award	\$10,976.00	\$5,488.00	\$5,488.00
Total	<u>\$269,272.92</u>	<u>\$134,636.46</u>	<u>\$134,636.46</u>

This will be a new program for Vergennes and currently no vehicle in this geographic area is solely dedicated to highway safety programs. Should this request be approved the vehicle sought to be purchased will be dedicated 100% to traffic safety initiatives and will serve to equip the full-time coordinator position requested.

Enter intended subrecipients.

Vergennes Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$134,636.00	\$33,659.00	\$50,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Patrol Vehicle	1	\$32,450.00	\$32,450.00	\$32,450.00	\$32,450.00

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

Planned activity name	Windham County Safe Highway Accident Reduction Program (SHARP)
Planned activity number	19402OPEREG4
Primary countermeasure strategy	OP Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Description of Duties: We envision the role of the Coordinator for the Windham County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving techniques. The coordinator will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

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

Administrative - Key Activities

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

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

Windham Region	Supervisor Recommendation
Regional Windham Coordinator	
Salaries/Ben	\$ 29,450.00
Mileage	\$ 6,456.00
Equipment	\$ 3,250.00
Materials	\$ 1,500.00
Total	\$ 40,656.00
DUI Sub Awards	
Bellows Falls	\$ 5,300.00
Brattleboro	\$ 10,600.00
Dover	\$ 5,300.00
WCSD	\$ 15,440.00
Total DUI	\$ 36,640.00
OP Sub Awards	
Bellows Falls	\$ 3,300.00
Brattleboro	\$ 13,250.00
Dover	\$ 3,300.00
WCSD	\$ 23,910.00
Total OP	\$ 43,760.00
Total Request	\$ 121,056.00

Enter intended subrecipients.

Windham County Sheriff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Occupant Protection (FAST)	\$60,000.00	\$15,000.00	\$60,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.3 Countermeasure Strategy: OP Data Collection

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP Data Collection

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405BOP2	Annual Seat Belt Survey	OP Data Collection

5.1.3.1 Planned Activity: Annual Seat Belt Survey

Planned activity name	Annual Seat Belt Survey
Planned activity number	19405BOP2
Primary countermeasure strategy	OP Data Collection

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The GHSP will conduct the 2019 annual observational survey using the new sites (required by NHTSA) and a new design (approved by NHTSA) designed to increase stability of year-to-year survey results. The results of this survey will set a new base from which Vermont will measure success over time. 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.

Enter intended subrecipients.

Preusser Research Group, Inc.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 OP Data Collection

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405b OP Low	405b OP Low (FAST)	\$74,400.00	\$18,600.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Program area Occupant Protection (Adult and Child Passenger Safety)

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

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The goal of Vermont's Child Passenger Safety (CPS) Program operated by the VDH EMS office is to decrease the number of deaths and injuries due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program will maintain the following objectives for FFY 2019: 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405BOP1	Child Passenger Safety (CPS) Statewide Program and Data Support	Child Passenger Safety (CPS) Statewide Program and Data Collection

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

Planned activity name Child Passenger Safety (CPS) Statewide Program and Data Support

Planned activity number 19405BOP1

Primary countermeasure strategy Child Passenger Safety (CPS) Statewide Program and Data Collection

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The goal of Vermont's Child Passenger Safety (CPS) Program operated by the VDH EMS office is to decrease the number of deaths and injuries due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program will maintain the following objectives for FFY 2019: 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 the Hospital CPS Educator's Program
- > Collect inspection and installation data from fitting stations and inspection events
- > Maintain a roster of 150+ certified technicians and instructors statewide
- > Conduct and evaluate:
 - three national standardized basic certification courses as needed
 - three regionally sited Tech Update with CEUs
 - recertification training as needed and other trainings as funding allows

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

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

Planned Activities:

Conduct three (3) four-day CPS Technician courses for new CPS Technicians FY2019. 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 individuals are not paid with grant funding for their time, they are to be monitored by the CPS staff and provided with training and materials necessary to provide service to the public.

Host a CPS Tech Update Summer and Fall FY2019 that offers continuing education credits to Technicians.

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

Maintain 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 FFY2019.

Baseline Data:

Number of fitting stations

72, 40% completing inspections 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: 792

Number and type of hotline calls: 120

Website/usage: 38,958

Number of technicians trained and recertified: 185, recertification rate of 68.4%

Injuries are the leading cause of death for Americans ages 1 to 44 and are responsible for nearly 193,000 deaths per year. For Vermont, this is a significant issue. The rate of injury in Vermont is higher than the national rate (66.0 per 100,000 people versus 58.4 per 100,000 people), according to a 2015 report "The Facts Hurt: A State-by-State Injury Prevention Policy Report." Vermont also is only 1 of 16 states that does not have a primary seat belt law, which highlights the continued need for a robust child passenger safety program. An estimated 263 lives (child occupants 4 and younger) were saved by the use of child restraints and almost 2,800 lives would have been saved in 2013 if unrestrained occupants 5 and older in fatal crashes had worn their seat belts (NHTSA 2013). Research on the effectiveness of child safety seats has found them to reduce fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars.

The following strategies will be implemented for this program:

- Provide low-cost seat distribution in local communities statewide;
- Coordinate certification and other training opportunities for CPS technicians; and
- Educate the public and relevant professionals serving children and families on correct car seat and seat belt use for children (infant to 18) in passenger vehicles, emergency vehicles, school buses, and commercial transportation.

Methods for implementing the program include: trainings, fitting station activities, inspections, access to educational materials via displays, events, and web and media campaigns coordinated with the Governor's Highway Safety Program (GHSP).

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

The overarching goal of the Child Passenger Safety program is to decrease the number of deaths and injuries of children on Vermont's public roadways due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program's primary mechanisms for achieving the goal include: providing a low-cost car seat distribution program throughout communities statewide and educating the public, as well as relevant professionals and first responders serving children and families, on correct car seat and seat belt use for children (infant to 18) in passenger vehicles. Methods for implementing the program include training and coordinating the certification of the volunteer CPS technicians across VT; oversight of seat fitting station activities; vehicle seat installation inspections; conducting outreach via displays, events, and a website along with media campaigns coordinated by VDH and partners at the Governor's Highway Safety Program (GHSP). The program trains a statewide core of certified technicians who educate parents, families, and health and safety professionals. Primary activities include operation of inspection and fitting stations with associated public outreach campaigns/events (e.g. community health and safety fairs) focused on proper installation, providing and promoting an income-eligible seat program, providing a telephone helpline and website with child passenger safety information and resources for parents and educators.

Enter intended subrecipients.

The Vermont Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Passenger Safety (CPS) Statewide Program and Data Collection

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$275,000.00		\$68,750.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.5 Countermeasure Strategy: 402 Communication Campaign

Program area	Communications (Media)
Countermeasure strategy	402 Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402PM1	OP Media Strategies	402 Communication Campaign
19402PM2	PI&E	402 Communication Campaign

5.1.5.1 Planned Activity: OP Media Strategies

Planned activity name	OP Media Strategies
Planned activity number	19402PM1
Primary countermeasure strategy	402 Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The proposed media budget has been reduced by nearly 80% as compared to our 2018 HSP. The rational for this reduction lies in part to an audit finding that GHSP recently received as part of a single audit that restricts the programs ability of continuing the practice of over programing. The causal effect of this finding and the subsequent change in policy requires the program to only budget projected resources for the following fiscal year. With that practice the program must now make some tough decisions as to program needs and priorities. It is the view of the GHSP that although media plays an important part in conveying highway safety messages to the motoring public the traditional enforcement and educational methodologies outweigh the value of television, radio and newsprint media approaches previously enjoyed.

What limited funds are available will be addressing traditional high risk activities such as impaired driving, distracted driving, excessive speed and seat belt usage. The expected target groups will be the 18 to 35 year old male specifically, that demographic operating pick up trucks. The media focus will be targeted around national campaigns and will also be ran year-around.

Enter intended subrecipients.

Media Contractors

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	402 Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2018	FAST Act 405b OP Low	405b OP Low (FAST)	\$41,624.00	\$10,406.00	
2018	FAST Act NHTSA 402	Paid Advertising (FAST)	\$23,533.25	\$5,883.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.1.5.2 Planned Activity: PI&E

Planned activity name	PI&E
Planned activity number	19402PM2
Primary countermeasure strategy	402 Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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.

Distributions and dissemination of materials and information will be determined by seat belt compliance data and crash data through out the state. Additionally, due to the nature of many of the types of events where this material will be disseminated the target group will be dependent upon location, type of event and expected attendance.

Enter intended subrecipients.

GHSP

Countermeasure strategies

Select existing countermeasure strategies below and/or click **Add New** to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	402 Communication Campaign

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Paid Advertising (FAST)	\$3,000.00	\$750.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2 Program Area: Racial Profiling Data Collection

Program area type Racial Profiling Data Collection

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) 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.

Vermont Law Enforcement agencies are required by statute (**20 V.S.A. § 2366 et. al.**) to report to the Vermont Criminal Justice Training Council all pertinent race data information gathered at the time of a motor vehicle stop. In accord with the previously referenced statute the information gathered from these stops is then required to be accessible to the public for further analysis. The State currently lacks the capacity to analyze the data and translate it into a form where it can be utilized as a training tool.

The University of Vermont recently conducted a study on that looked at traffic stop data from the 29 largest departments in the State. In summary the report concluded that black and Hispanic drivers were stopped and searched at a higher frequency than white drivers. The report also opined that white and Asian drivers are more often found with contraband when stopped. The report entitled "Driving while Black and Brown in Vermont" examined traffic data from the year of 2015.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Evidence Based Race Data Enforcement Reporting	Annual	2019	100.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Data Collection and Analysis

5.2.1 Countermeasure Strategy: Data Collection and Analysis

Program area	Racial Profiling Data Collection
Countermeasure strategy	Data Collection and Analysis

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

20 V.S.A. § 2366 (e)(2) states in pertinent part that race data shall be collected as follows: "Law enforcement agencies shall work with the Criminal Justice Training Council and a vendor chosen by the council with the goals of collecting uniform data, adopting uniform storage methods and period, and ensuring that data can be analyzed. Roadside stop data, as well as reports and analysis stop data shall be public". This statute clearly requires the gathering of this data by all law enforcement agencies in the state but provides no mechanism for the analysis for this data. Past partial analysis have shown the prevalence of implicate bias and disparate engagements by law enforcement offices with groups of color and under represented nationalities. Clearly, the information is required to be gathered however, it must subsequently be analyzed and interpreted in a manor that is objective so as to clearly reflect current practices in motor vehicle stops by Vermont law enforcement officers.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The expected safety impact upon complete compliance by all law enforcement agencies with race data reporting requirements would be to ameliorate the effects of implicit bias from the process of motor vehicle enforcements stops. The chosen countermeasure would provide a near complete data subset of race data information from which an analysis could be taken and; the results of that analysis transformed and incorporated into a training tool for law enforcement. The funding for this planned activity will originate from the subject grant.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There are several obstacles to conducting evaluation research to support evidence-based law enforcement programming. Those problems include: (1) the disparate data collection efforts and data management systems used by law enforcement; (2) almost all police departments have collected and submitted some traffic stop information; however, the data has been submitted using different timelines and is incomplete and inaccurate due to a lack of a standardized reporting format, collection procedures and training; (2) there's no annual comprehensive analysis of data collected; and (3) there's a lack of public access to the data collected.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
191906	Traffic Stop and Race Data Collection, Automation and Analysis	Data Collection and Analysis

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

Planned activity name Traffic Stop and Race Data Collection, Automation and Analysis
Planned activity number 191906
Primary countermeasure strategy Data Collection and Analysis

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

With this project, CRG will review the data collection list under 20 V.S.A. § 2366 and develop additional data elements and collection methods necessary for analysis and publication of the data. CRG will provide technical assistance to all LEAs to improve the data collection process by standardizing the data fields as well as the format of the report. Once the LEAs understand the importance of standardizing this process, CRG will work in partnership with the Department of Public Safety and SEARCH to evaluate options for convenient and efficient methods for automated submissions through the Vermont Justice Information Sharing System (VJISS) and into the Analytical Data System (ADS) for extracting the data in an analyzable format.

Enter intended subrecipients.

Crime Research Group

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Data Collection and Analysis

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 1906 Prohibit Racial Profiling	1906 Collecting and Maintaining Data	\$162,456.00		\$40,614.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.3 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

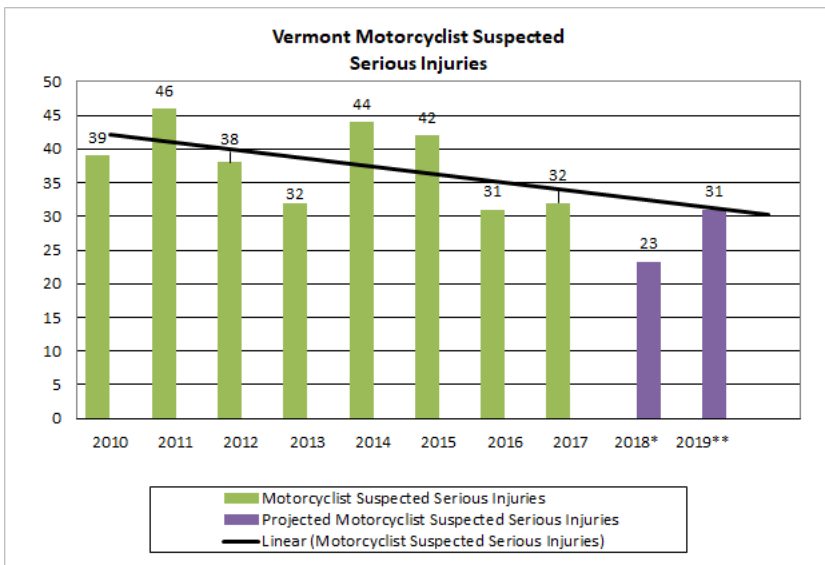
Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) 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.

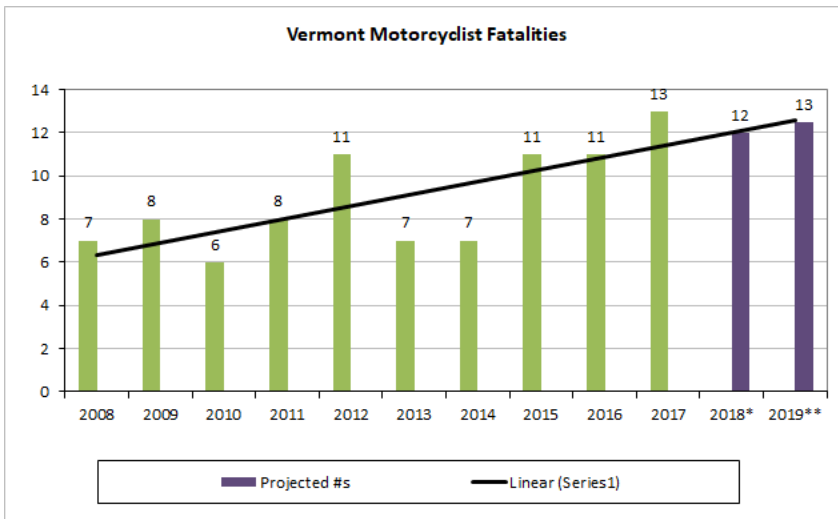
As indicated in the graphs below motorcycle fatalities are trending upward in Vermont whereas serious bodily injury crashes are stagnating and not decreasing at a desired rate. The data in Vermont is not unlike national trends in these two areas. Therefore, educating and training operators and educating other motor vehicle operators on the presence of motorcyclist on the road is necessary in order to reduce the number of motorcycle fatalities and serious bodily injury to motorcyclist in Vermont. The number of registered motorcycles in Vermont appears to be leveling off at approximately 32,000.

Registered Motorcycles Statistics

Calendar Years:	2015	2016	2017
Vermont:	27,294	31,910	31,960



Year	Motorcyclist Suspected Serious Injuries	5-Year Average
2010	39	
2011	46	
2012	38	
2013	32	
2014	44	39.8
2015	42	40.4
2016	31	37.4
2017	32	36.2
2018*	23	
2019**	31	



Year	Motorcyclist Fatalities	5-Year Average
2005	14	
2006	10	
2007	7	
2008	7	
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
2017	13	9.8
2018*	12	
2019**	13	

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	9.4
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	0.5

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

5.3.1 Countermeasure Strategy: Motorcycle Rider Training

Program area	Motorcycle Safety
Countermeasure strategy	Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The course will provide information about:

- Basic vehicle control
- Motorcycle helmets and riding gear
- Being seen in traffic
- Crash avoidance
- Handling dangerous surfaces and situations
- Dealing with animals
- Carrying passengers and cargo
- Dealing with mechanical problems
- Your responsibilities as a motorcyclist
- Group riding

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

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402MC405F	State Motorcycle Rider Education Program	Motorcycle Rider Training

5.3.1.1 Planned Activity: State Motorcycle Rider Education Program

Planned activity name	State Motorcycle Rider Education Program
Planned activity number	19402MC405F
Primary countermeasure strategy	Motorcycle Rider Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 national RiderCoach Trainer updates and the program will train additional RiderCoaches in order 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.

Enter intended subrecipients.

The Vermont Department of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$50,000.00	\$12,500.00	\$0.00
2018	FAST Act 405f Motorcycle Programs	405f Driver Education	\$36,400.00	\$9,100.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4 Program Area: Driver Education and Behavior

Program area type Driver Education and Behavior

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) 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.

It is axiomatic that behavioral change cannot be solely effected by deterrence and high visibility enforcement technics. Therefore, to effectively modify adverse behaviors on our roadways it is important that an education initiative be constructed throughout the State of Vermont. Although, admittedly, public surveys are subject to a quantifiable margin of error nonetheless, such surveys do have an empirical value in helping to understand highway safety education needs. The most recent Vermont Driver Attitude Survey gives us some in site into areas that education can help penetrate and make our highways safer. For instance:

On Enforcement...

A large majority of licensed Vermont drivers, 82.0%, suggested it was very (40.2%) or somewhat (41.8%) likely they would be arrested for driving after drinking or using drugs. This percentage is up significantly from 72.4% in 2016.

Further, 60.1% believed a ticket for not wearing a seat belt was very (22.4%) or somewhat likely (37.7%). This is up from 51.6% in 2016.

Another 78.4% indicated they believed a ticket was very (33.5%) or somewhat (44.9%) imminent for driving over the speed limit. While this percentage increased from 67.8% in 2016, the percentage in 2010 was 80.4%.

In the second year of measurement, the percentage of those believing they were likely to receive a ticket for use of a hand-held electronic device while driving was 70.2% (38.9% very and 31.3% somewhat likely). This is up significantly from 49.8% in 2016.

On Media Reach...

The research included questions designed to measure awareness of messaging on alcohol-impaired driving, drug-impaired driving, and seat belt law enforcement.

Those reporting hearing, reading or seeing messages on alcohol-impaired driving increased slightly to 87.8 from 84.0%.

Those hearing, reading or seeing messages about drug-impaired driving also increased – to 79.4% in 2017 from 68.6% in 2016.

Further, the percentage of those hearing, reading or seeing messages about seat belt law enforcement remained statistically unchanged – 76.6% in 2017 and 74.8% in 2016.

The primary sources for information, among those aware of messages, about alcohol-impaired driving, drug-impaired driving and seat belt law enforcement included television (77.0%), radio (67.4%), signs/banners (50.3%), internet (47.3%), social media (47.1%), and personal observation on the road (39.8%).

Other mentions with less frequency included: newspaper, friends/relatives, and law enforcement employment.

In 2016, the Governor's Highway Safety Program Survey began to include questions on motorcycle safety messaging. In 2016, 48.0% reported reading, seeing or hearing messages about motorcycle safety. This percentage moved to 54.6% in 2017.

Those reporting they have read, seen or heard motorcycle safety messages indicated the primary sources included: television (34.2%), radio (29.8%), signs/banners (23.6%), and social media (20.6%).

There exists significant awareness of the relatively new law in Vermont (July 1, 2015) allowing police officers to give tickets to anyone using any hand-held electronic device while driving or sitting idle in a car that is on an active roadway. In 2017, 82.8% were either very (60.4%) or somewhat aware of the law

(22.4%). This is up slightly from 80.6% in 2016. However, during the introduction year (2015) – awareness was 95.6% (very or somewhat).

On Pedestrian behavior...

Questions about pedestrian activities were introduced in 2016. Those suggesting they “never” walk across, adjacent to or near active highway traffic during an average summer month was 28.4%. This was up somewhat from 23.2% found in 2016.

Among the remaining 2017 respondents, who do walk near active highway traffic, the frequency ranged from daily (9.8%) to 34.8% who reported under 10 days per average summer month.

Concern over personal safety, when walking near active highway traffic in 2017, remained consistent with results collected in 2016. Just over three-quarters, 75.7%, offered either very concerned (32.4%) or somewhat concerned (43.3%). This is down slightly from 78.4% in 2016.

In 2017, 42.1% of all survey respondents noted they “always”, “often”, or “sometimes” walk while texting, talking or listening to hand-held devices. Another 28.9% noted they never do and 28.3% suggested it is “seldom”.

On Child Seat Awareness...

All respondents were asked to report the correct age to move a child out of an approved child restraint or car seat/booster. Nearly one-half, 49.0%, were unsure. The remaining respondents reported ages from one to 14 years of age. The largest percentage, 22.4%, indicated the correct age was eight.

In 2016, the percentage of those unsure was slightly lower at 45.8% while those indicating the correct age, at eight years of age, was 25.1%.

To increase awareness and knowledge of the correct age, the Department may want to increase collaboration with other State agencies as their focus, on websites, appears to be on child weight – rather than age.

On Personal Behavior...

Those respondents suggesting, they have “never” driven within two hours of drinking alcohol increased slightly to 70.3% in 2017 from 67.2% in 2016. This percentage has been higher in 2010 and 2011 – 75.4% and 73.6%, respectively.

Those reporting “always” wearing their seat belts, in 2017, was 85.8% during the day and 86.0% at night, respectively. These percentages have declined over the past year from 90.8% (day) and 91.6% (night) in 2016.

All respondents were asked how strongly they support or oppose a “primary seat belt law” – allowing law enforcement officers to stop motorists for not wearing a seat belt. In 2017, 73.6% indicated they strongly (52.2%) or somewhat support (21.4%) such a new law. This is up significantly from 63.6% in 2016 and statistically consistent with results collected in 2015 (74.2%).

Those indicating they “never” drive faster than 35-miles per hour in a 30-miles per hour zone was recorded at 13.6% in 2017 – down slightly from 15.6% in 2016.

Further, those noting they “never” drive faster than 75-miles per hour in a 65-miles per hour zone was 32.4% -- down from 54.0% in 2016. However, similar percentages were recorded in 2010 and 2011 at 36.4% and 35.0%, respectively.

On electronic device use while driving, 56.6% indicated “never”. This is down significantly from 71.4% in 2016 and statistically similar to results collected in years 2010 through 2014.

The perception that hands-free cell use, while driving, is safe is increasing. Two-fifths, 41.6%, noted they believed hands-free cell use while driving was safe. The percentages in 2014, 2015 and 2016 were 39.6%, 30.4% and 27.4%, respectively.

On probing or more intrusive questioning, online surveys that remove interpersonal interaction tend to secure somewhat more accurate responses from respondents. In 2017, the Governor’s Highway Safety Program Survey moved to an online methodology. Questions about driving after drinking alcohol, use of marijuana/hashish or taking prescription pain / anxiety medication resulted in somewhat elevated percentages in 2017 – 3.4%, 8.0% and 5.8%, respectively. These are higher than the percentages recorded in 2016 – 2.0%, 1.6%, and 4.2%, respectively.

On Bicycle Safety and Activities...

Bicycle and bicycle safety questions were introduced in 2017. The initial question was designed to measure awareness of a revision to a Vermont law increasing the clearance or space vehicles must give to bicyclists on Vermont roads. While 45.0% indicated they were unsure of the clearance or space while 8.2% noted the distance depends on the speed of the car. Others, 4.2%, noted they believed there was no recommended distance while some, 35.2%, suggested “at least four feet”. And, 7.4% suggested the clearance or space, as revised, was “at least two feet”.

Approximately one-half of all Vermonters surveyed, 51.4%, noted they never ride a bicycle. The remainder, 48.4%, indicated they rode a bicycle anywhere from frequently to seldom.

Among only bicycle riders, 37.4% indicated they never ride near active highway traffic during an average summer month. Others, reported doing so with frequency, in a given summer month, that ranged from daily (4.1%) to 20 - under 30 days (5.0%), to 7.9% at 10 to under 20 days and 43.8% at under 10 days.

Concern over personal safety was very strong with 81.0% indicating they were very or somewhat concerned about their personal safety when riding near active highway traffic.

While 45.0% of all self-reporting bicycle riders noted they wear a helmet "always", 23.1% said "never". Others indicated "often", "sometimes", and "seldom" – 12.0%, 9.9% and 8.7%, respectively.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Increase in Positive Highway Safety Behaviors that correspondence to C-1 through C-11	5 Year	2019	10.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Survey and Analysis
2019	SA Education and Outreach
2019	LE Education and Outreach

5.4.1 Countermeasure Strategy: Survey and Analysis

Program area	Traffic Records
Countermeasure strategy	Survey and Analysis

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Contract to conduct the annual highway safety Public Opinion/Attitude survey by contacting 1500 registered Vermont drivers, age 18 and older by use of a web based survey tool and set of standard, pre-approved questions.

The period of work commences in June will preliminary review of the survey instrument, completion of final approved survey instrument, set up by vendor with implementation by early to mid-August. Final report presented in early September.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

It is axiomatic that behavioral change cannot be solely effected by deterrence and high visibility enforcement technics. Therefore, to effectively modify adverse behaviors on our roadways it is important that an education initiative be constructed throughout the State of Vermont. Although, admittedly, public surveys are subject to a quantifiable margin of error nonetheless, such surveys do have an empirical value in helping to understand highway safety education needs. The most recent Vermont Driver Attitude Survey gives us some insight into areas that education can help penetrate and make our highways safer.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402TR405D2	Attitude Survey	Survey and Analysis

5.4.1.1 Planned Activity: Attitude Survey

Planned activity name Attitude Survey
 Planned activity number 19402TR405D2
 Primary countermeasure strategy Survey and Analysis

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In FFY 2018, the annual August online statewide survey among drivers that measures attitudes and knowledge will minimally include the following: perceptions of the likelihood of an arrest or ticket after drinking or using drugs and driving, speeding, using a hand-held phone or not wearing a seat belt; perceived danger levels for use of hands-free cell devices while driving; recall for messages on alcohol or drug impaired driving, motorcycle safety and wearing seat belts; frequency of driving after drinking, seat belt use during the day and at night; frequency of speeding or driving while using electronic devices; prevalence of driving under the influence of alcohol, illegal drugs or prescribed medications; and knowledge of revised bicycle/vehicle clearance law on road and bicycling activities.

Enter intended subrecipients.

The Center for Research & Public Policy, Inc.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Survey and Analysis

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Traffic Records (FAST)	\$8,000.00	\$2,000.00	\$0.00
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$8,000.00	\$2,000.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2 Countermeasure Strategy: SA Education and Outreach

Program area Driver Education and Behavior

Countermeasure strategy SA Education and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will

implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Traffic injuries and fatalities continue to be a problem throughout Vermont. Based on recent crash data, Vermont is seeing the most issues with impaired driving, speed/aggressive driving, distracted driving and occupant protection. The problem identification data used in focusing the educational curriculum will be readily identifiable in the next driver attitude survey. Education and outreach coupled with high visibility enforcement operations and other specifically designated national programs, such as Click it or Ticket, will have a measurable positive affect on the surveys findings. Funding will be utilized to this end in providing physical resources to facilitate the education and outreach to the various communities served. It is also a goal of this initiative to create a statewide common curriculum to address many of the co-occurring problems throughout the State.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402SA2	Teen Driver Educator Education Summit	SA Education and Outreach
19402SA4	Project RoadSafe, Workplace Driver Safety	SA Education and Outreach
19402SA8	Youth Safety Council - Turn Off Texting Course	SA Education and Outreach
19402SA5	GHSP LE/State Partners Training	SA Education and Outreach
19402SA6	Safe Driving Program	SA Education and Outreach
19402SA405D7	Vermont Highway Safety Alliance	SA Education and Outreach

5.4.2.1 Planned Activity: Teen Driver Educator Education Summit

Planned activity name	Teen Driver Educator Education Summit
Planned activity number	19402SA2
Primary countermeasure strategy	SA Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The seventh annual day-long Summer Summit is a collaboration between GHSP and the DMV designed to provide a full day of professional development for driver educators (AOE and DMV licensed). The conference will provide information on a new model of GDL and Driver Education that begins before driving in order to help stop teen crashes. Families will be able to access and practice scanning techniques as pedestrians and bicyclists in order to prepare themselves for future driving as a motor vehicle operator. The day will also include presentations by law enforcement on roadside saliva testing and a nationally known educator, trainer, consultant, musician and author presenting a workshop on "What New Drivers, Hit Songs, and Good Choices have in Common." Another presentation will involve a Vermont educator presenting on "Making a Difference: Different Strategies for Working With International Students." The last indoor session will involve a question and answer period with DMV skills test examiners.

Outdoor activities and presentations will involve the "Rollover Convincer Demonstration," emphasizing the importance of safety belt usage by everyone in a motor vehicle, every time. Contact information for school visits by the convincer will be provided. Another outside activity will involve the use of the skid monster and require driver educators to try the 10 second test to determine whether they have the necessary good habits for safe driving.

The Annual Traffic Crash Fact Book will be provided to all participants and discussion by individual tables will take place during lunch in order to obtain feedback. Lesson plans for working with International adults will also be provided to driver educators.

As always, the conference allows for interactive time for driver educators to connect with each other and pick up new materials, and lesson plans, in order to take home and use these materials to supplement their programs. Each year's planning includes a review of the past year's data, traffic safety issues, and instructor evaluations in order to identify the next conference's central theme. Participants receive personal development credit toward their driver educator required certification.

Enter intended subrecipients.

The Vermont Department of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SA Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$6,400.00	\$1,600.00	\$6,400.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2.2 Planned Activity: Project RoadSafe, Workplace Driver Safety

Planned activity name Project RoadSafe, Workplace Driver Safety

Planned activity number 19402SA4

Primary countermeasure strategy SA Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project RoadSafe is the only driver safety program in Vermont that addresses commercial driver safety concerns. The mission of Project RoadSafe is to help Vermont businesses create a safe mobile workplace for their drivers, decrease distracted driving, reduce impaired driving, increase the use of seatbelts, and help make Vermont highways safer. This includes classroom motor vehicle safety training for students in Technical Career Centers, on-site driver safety training for businesses who require their employees to drive for work; plus, training and education initiatives as part of the Vermont Occupation & Safety Administration (VOSH), and Mining Safety & Health Administration (MSHA) workplace safety training programs.

The curriculum includes driver safety training classes using the four-hour National Safety Council's Defensive Driving Course (DDC-4), and the four-hour AAA Driver Improvement Program. Project RoadSafe also use the NSC four-hour Alive @ 25 program for juniors and seniors in Vermont's Technical Career Centers. Project RoadSafe has also developed its own specialized driver safety refresher courses.

In addition to the RoadSafe training and education curriculum, Project RoadSafe plans to continue several collaborations with both public and private workplace driver safety-oriented organizations. Project RoadSafe will continue our participation in business-related trade shows, conferences, and seminars. These include: VT Safety & Health Expo as well as the council Chapter training sessions; VT Insurance Agents Assoc.; VT League of Cities & Towns; VT Truck & Bus Assoc.; VDH Worksite Wellness Conference; Central VT Economic Development annual conference; VTrans Contractors Workshop; VT Highway Safety Alliance annual conference; VT Utility Safety Conference; VADA annual meeting; CSA quarterly safety meetings; Alive @ 25 classes, DDC-4 classes; OSHA/MSHA training sessions; and other opportunities that may arise.

Project RoadSafe will continue to use of our electronic newsletter, update and reprint previously GHSP-approved brochures to be distributed at the trade shows/conferences and use various forms of social media as well as the AGC/VT Magazine (BuildBoard), and marketing materials.

The classes offered include the following along with the approximate number of students to participate in the class:

- Provide six Driver Safety Awareness classes for Company safety day programs
- Conduct driver safety training in four OSHA-10 classes for at least 150 participants
- Conduct driver safety training in eight MSHA classes for at least 1,200 participants
- Schedule two DDC-4 stand-alone classes for 20 participants
- Schedule two DDC-4 classes as part of OSHA-30 trainings for 40 participants
- Schedule three DDC-4 classes as part of company safety day programs for 200 participants
- Maintain class schedules with high school Technical Career Centers already in this program for about 40 participants
- Introduce Alive @ 25 to two additional Career Centers for about 20 participants
- Continue present collaborative relationships with other business associations through annual meetings, conferences, and trade shows to promote driver safety
- Participate in high school Safety Fairs for 400+ participants
- Conduct driver safety training class at AGC/VT Annual Meeting for more than 150 attendees

Enter intended subrecipients.

Associated General Contracts of Vermont

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SA Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$94,301.00	\$23,575.00	\$94,301.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity name	Youth Safety Council - Turn Off Texting Course
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Planned activity number 19402SA8

Primary countermeasure strategy SA Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Youth Safety Council of Vermont (YSCVT) was formed in 2005 to promote and support youth safety programs, education, initiatives and studies. The YSCVT partners with youth safety experts and advocates to sustain and improve existing programs, support and conduct educational and informational activities, and increase public awareness of youth safety issues. The YSCVT has presented Turn Off Texting since 2011, an educational program started by the Vermont Department of Motor Vehicles in 2009.

The Turn Off Texting demonstration raises awareness about the dangers of distracted driving by putting students behind the wheel of a golf cart to navigate a course of cones while texting. Alternately, an advanced driving simulator is used to provide near real-world distracted driving experience. In each setting, student drivers learn that the consequences of distraction include hitting cones (pedestrians or pets), or more realistic obstacles and victims in the driving simulator.

The demonstration is provided free of charge in Vermont through a grant from the Governor's Highway Safety Program and support from sponsors. The program visits 40 or more Vermont schools or community events during each presentation season. Up to a dozen students per hour have first-hand exposure to the dangers of distracted driving at each Turn Off Texting presentation.

With distraction arising from selecting music, navigation, texting or phoning and many other activities inside a car, it's critical that young drivers learn the danger of losing focus while driving. Distraction is a harmful choice, but only a theoretical one until a student driver "lives through it" and experiences the dangers first-hand, an opportunity that Turn Off Texting safely provides.

The YSCVT conducts pre- and post-demonstration surveys. Analysis of the 2016-2017 season data indicates that the program causes measurable positive changes in student driver attitudes and behaviors relating to distracted driving. Results include: 22% additional students became more likely to ask the driver to stop texting while driving, compared to responses before the demonstration. There was a 12% increase in students believing they were more likely to crash if texting while driving. An increase of 15% reported they would "never" text or email while driving in the future.

Enter intended subrecipients.

Youth Safety Council

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 SA Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Safe Communities (FAST)	\$76,000.00	\$19,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2.4 Planned Activity: GHSP LE/State Partners Training

Planned activity name GHSP LE/State Partners Training

Planned activity number 19402SA5

Primary countermeasure strategy SA Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 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.

Enter intended subrecipients.

GHSP Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	SA Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$5,000.00	\$1,250.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2.5 Planned Activity: Safe Driving Program

Planned activity name	Safe Driving Program
Planned activity number	19402SA6
Primary countermeasure strategy	SA Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Safe Driving Programs are available at sixteen community justice centers throughout Vermont. There will be an expansion of the host locations of the Safe Driving classes with the goal to improve accessibility because many program participants have suspended licenses and/or 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.

The project also includes the goal to evaluate and improve the quality and consistency of program delivery statewide. Work has been undertaken to update the curriculum, the Facilitator's Manual, the Participant's Manual, and the evaluation to keep current with trends and to update materials as new videos and statistics become available. Two coordinators assist with the ongoing training and evaluation of facilitators, the collection of materials and the evaluation of Safe Driving classes. By September 30, 2019, CJNVT will expand to two new community justice centers, will train staff and volunteer facilitators, oversee the operation and assessment of Safe Driving Programs, conduct outreach to identify potential speakers for victim impact panels, and ensure the success of the Red Ribbon Tree Ceremony in December of 2019.

The Safe Driving Class is an educational program designed to teach participants about the human consequences of unsafe, impaired, and or

distracted driving. This class is not mandatory to have ones license reinstated. In this class the participants learn how unsafe driving affects them, their family and members of the community. A panel of victims who have either been injured themselves or lost loved ones during a car crash will speak in the last portion of the program.

This program was originally designed by MADD, which stands for Mothers Against Drunk Driving. The curriculum has been modified to focus on all types of behaviors that impact road safety. The focal point of the program is see a difference between the behavior (deed) of driving while impaired or distracted and the person who does it (the doer). We are condemning the behavior; not the person.

Enter intended subrecipients.

Community Justice Network of Vermont

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 SA Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Safe Communities (FAST)	\$23,088.00	\$5,772.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2.6 Planned Activity: Vermont Highway Safety Alliance

Planned activity name Vermont Highway Safety Alliance

Planned activity number 19402SA405D7

Primary countermeasure strategy SA Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

In accordance with NHTSA *Countermeasures That Work*, Eighth Edition, 2015, the VHSA proposes implementation of localized and statewide targeted educational campaigns consisting of exhibits, fairs, professional conferences, school, and community safety events. NHTSA recommends that media campaigns and education be a standard part of every State’s efforts to reduce crashes due to behavioral issues. The VHSA fosters and utilizes partners and Alliance members at venues to reach the targeted audience and maximize the subject matter experts for each CEA addressed. The VHSA is a partner on the project Operation Safety Corridor (OSC). VTrans has mapped roads to identify four of the deadliest areas, with high crash locations and high speeds, as the focus of project OSC. The four areas are selected for targeting enforcement and education. The VHSA leverages opportunities for earned media, including social media through coordination of marketing with partners. The organization develops and implements strategic outreach programs designed to change driver behavior using the guidance of source data and strategies from organizations such as NHTSA, GHSA, GHSP, NSC (Road to Safety), and the SHSA. The VHSA maintains a public presence and central resource for driving safety data and information.

The efforts of the VHSA are proving successful and the number of willing participants 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, professional conferences, and coordination with stakeholders
- › Increase the opportunities for VHSA members to further their education, training and motivation by participating in regional and national highway safety conferences
- › Leverage partners both State and Nationwide to utilize the subject experts on highway safety
- › Conduct, share, and support research in the areas of enforcement and education to message drivers on the consequences of speeding and aggressive driving
- › Strengthen public understanding of safety belt laws; increase proper use and installation of child safety restraints; continue education for pedestrians, bicyclists, and motorcyclists
- › Improve public awareness of impaired driving and its associated dangers; update and promote programs for education for individuals and organizations charged with addressing impairment issues; increase awareness of educational possibilities for law enforcement officers to assist them in detecting incidents of impaired driving
- › Improve public awareness on what defines distracted driving and its associated laws and dangers

Use of funds:

VHSA Annual Meeting/GHSP Lifesavers lunch, AV, Stipends, Fees

Booth for VHSA & Partners for 10 days of the Fair

Vendors fees for outreach and educational events. The costs average \$300 per event per day.

Printing, Name Tags, Displays, Folders, Signage

Displays, Tape, Labels, Paper and general office supplies. Memberships and Website host costs. Brochures

Educational Materials

Enter intended subrecipients.

Vermont Highway Safety Alliance

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 SA Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$25,000.00	\$6,250.00	\$25,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.3 Countermeasure Strategy: LE Education and Outreach

Program area Driver Education and Behavior

Countermeasure strategy LE Education and Outreach

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

It has been said that no one knows their community better than local law enforcement. That being said the value of having law enforcement work not only in the deterrence area but also in the education area creates a bridge between urban/rural policing models and community policing. Local police officers training and educating in attempting to modify negative operator behaviors is productive in creating common curricula within the community and area. There is an inert value in common core public safety curriculum that can be measured via the use of attitude surveys and operational surveys not unlike what is done in the Click It or Ticket campaign.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

State and local law enforcement will provide an education effort focused on the critical and significant emphasis areas outlined in the Vermont SHSP. Administer interactive presentations at schools (age and audience specific) and at community events to reach broader public audience. The interactive presentations are built by the respective agency and 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. FFY2019 includes seven to nine agencies.

To increase driver knowledge and awareness of occupant protection, impaired, distracted, drowsy and aggressive driving and locally identified highway safety issues for bicyclists and pedestrians and generally have a positive influence on negative highway safety behaviors.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Traffic injuries and fatalities continue to be a problem throughout Vermont. Based on recent crash data, Vermont is seeing the most issues with impaired driving, speed/aggressive driving, distracted driving and occupant protection. The problem identification data used in focusing the educational curriculum will be readily identifiable in the next driver attitude survey. Education and outreach coupled with high visibility enforcement operations and other specifically designated national programs, such as Click it or Ticket, will have a measurable positive affect on the surveys findings. Funding will be utilized to this end in providing physical resources to facilitate the education and outreach to the various communities served. It is also a goal of this initiative to create a statewide common curriculum to address many of the co-occurring problems throughout the State.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402SA1	Local Law Enforcement Community Education Programs	LE Education and Outreach
19402SA405D3	Vermont State Police Traffic Safety Education Program	LE Education and Outreach

5.4.3.1 Planned Activity: Local Law Enforcement Community Education Programs

Planned activity name	Local Law Enforcement Community Education Programs
Planned activity number	19402SA1
Primary countermeasure strategy	LE Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Several law enforcement agencies will implement local education programs focused on community traffic safety awareness. Agencies will work with youth and adults to 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 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.

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 and hazards of town streets, rural roads, and state highways.

Enter intended subrecipients.

Chittenden County Sheriff

Essex County Sheriff

Northfield Police Department

Orange County Sheriff

Milton Police Department

Shelburne Police Department

Windham County Sheriff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 LE Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$85,293.00	\$21,323.00	\$85,293.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.3.2 Planned Activity: Vermont State Police Traffic Safety Education Program

Planned activity name Vermont State Police Traffic Safety Education Program

Planned activity number 19402SA405D3

Primary countermeasure strategy LE Education and Outreach

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project allows the Vermont State Police to meet public demand for highway safety presentations in teen driver education classes, businesses, and other community groups, particularly in jurisdictions of primary local coverage. Educational areas include alcohol and impaired driving, speeding, distracted driving, occupant protection (including child restraints) and motorcycle safety. A primary focus is teen driver education classes with an emphasis on alcohol impairment. When possible, presentation surveys are administered for evaluation. In partnership with the VHSA, An overall goal is to provide education to the general public in conjunction with the enforcement campaigns—in particular, *Drive Sober or Get Pulled Over* and *Click It or Ticket*. All materials are peer reviewed and pre-approved by GHSP. Allowable expenses include overtime, mileage, supplies and printed educational handouts.

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

Members of the Vermont State Police bring an expertise to the class room that more then supplements the structure of the drivers education classes. For instance, the trooper is able to discuss in detail field sobriety testing, the concept of retrograde extrapolation and HGN. Therefore there is value added to the educational experience of young operators prior to them traveling on our roadways. A majority of drivers ed classes are offered at the public high school level as part of the class curriculum and therefor no fees are assessed to the participants.

Enter intended subrecipients.

The Department of Public Safety - Vermont State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 LE Education and Outreach

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Safe Communities (FAST)	\$20,000.00	\$5,000.00	\$0.00
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$10,000.00	\$2,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.5 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

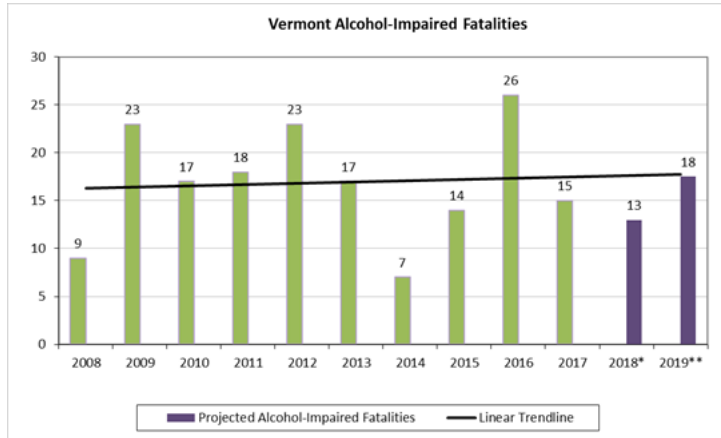
Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Description and Analysis of State's Impaired Driving Problem

Vermont is committed to the application of an evidence-based design for all aspects of it's impaired driving programs. A review of impaired driving fatality data reveals that of the 69 roadway deaths in 2017; 15 involved operators suspected of driving under the influence of alcohol only; 18 involved an operator suspected of driving under the influence of drugs only; and 9 involved operators suspected of driving under the influence of both alcohol and drugs. Of the 69 fatalities, 19 tested positive for Delta-9 THC, the active cannabinoid in marijuana. In total, 41 deaths, or 59% of all fatalities on Vermont highways in 2017 were attributable to impaired drivers.

The data discloses that over half of the fatalities in Vermont are substance related. In refining that further, close analysis reveals that alcohol is not the sole impairing substance that is causing death on Vermont highways. However, the linear trend line of alcohol-impaired fatalities in Vermont is ascending, albeit at a slow, gradual rate. The gradual increase is of some import when looking at long-term projections and, when coupled with the legislative act of legalizing another impairing substances that will be effecting the traveling public in Vermont. As reflected below, our alcohol fatality rate is trending above our five-year average and also above the projected rate in 2019.

A closer analysis of the data above, when viewed in conjunction with the information below, gives a closer look at specific problem areas within the state. For instance, the six counties with the highest number of Alcohol Related Serious Bodily Injury Crashes (ARSBI crashes) where the BAC of the operator =>.08 were Chittenden, Windham, Bennington, Rutland, Windsor and Franklin. Not coincidentally, those counties are the most populous counties, with the highest traffic volume in the State. Chittenden county, the state's largest county, had the highest number of ARSBI crashes at 60. Whereas the five other listed counties had SBI crashes numbering between 20-32.



Year	Alcohol-Impaired Fatalities	5-Year Average
2012	23	18.0
2013	17	19.6
2014	7	16.4
2015	14	15.8
2016	26	17.4
2017	15	15.8
2018*	13	15.0
2019**	18	17.2

Data Analysis:

Each year the GHSP uses the following crash data to prioritize allocation of resources. The review team looks at statewide trends. In addition, during the application process, law enforcement agency performance and Impaired Driving activity data is reviewed and documented on detailed maps specific to each jurisdiction.

Alcohol Impaired Table 1

Vermont Highway Crashes By County (Serious Bodily Injury): All Crash Types where Operator BAC = > 0.0 County

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

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

Residents	2013	2014	2015	2016	2017
Vermont	333	253	315	304	255
Other	43	32	44	43	38
Total	376	285	359	347	293

Data Source: VTrans

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

County:	2013	2014	2015	2016	2017
Addison	0	0	2	0	1
Bennington	0	1	1	3	1
Caledonia	0	0	1	2	0
Chittenden	2	1	2	1	2
Essex	1	0	0	0	1
Franklin	2	1	4	4	1
Grand Isle	0	0	0	1	0
Lamoille	1	0	0	2	1
Orange	3	0	1	0	0
Orleans	2	2	0	0	3
Rutland	2	1	2	3	2
Washington	1	0	1	1	0
Windham	0	0	0	4	1

Windsor	1	0	0	2	2
Total:	15	6	14	23	15
Sex:	2013	2014	2015	2016	2017
Male	12	5	10	19	11
Female	3	0	4	4	4
Unknown or	0	1	1	0	0
Total:	15	6	14	23	15
Month:	2013	2014	2015	2016	2017
January	0	0	2	1	1
February	1	0	0	1	2
March	0	0	0	3	1
April	3	0	1	2	0
May	2	0	2	3	1
June	1	1	2	1	1
July	1	1	1	2	3
August	2	0	1	4	0
September	3	1	1	3	4
October	0	0	1	1	0
November	1	3	2	2	1
December	1	0	1	0	1
Total:	15	6	14	23	15
Residents:	2013	2014	2015	2016	2017
Vermont	14	4	13	19	13
Other	1	2	1	4	2
Total:	15	6	14	23	15

Data Source: VTrans

Vermont Impaired Driving Strategies

- Support Law Enforcement Agencies (LEAs) throughout the state to participate in National impaired driving enforcement campaigns, such as "Drive Sober or Get Pulled Over," as well as state-initiated enforcement campaigns such as "Drive Hammered/Get Nailed."
- Provide instructive assistance to potential subgrantees by requiring they participate in a grant training workshop prior to the submission of their grant application in GEARS.

- Support programs for the education of younger drivers regarding the dangers of driving while impaired and the pertinent laws affecting their age groups.
- Work with the Department of Motor Vehicles to support Drivers Education Programs, reinforcing impaired driving laws.
- Promote the expansion of WebCrash to map impaired driving crashes, and to forecast emerging impaired driving trends.
- Provide the Vermont Forensic Laboratory with funding for the necessary equipment, supplies, and staff training to facilitate the analysis of impaired driving related evidentiary samples.
- Provide continued support for the DUI Treatment Court pilot in Windsor County through June 30th, 2019.
- Support the Traffic Safety Resource Prosecutor, the Judiciary training program, and the DUI Court.
- Work with the Department of Motor Vehicles toward the expansion of the Ignition Interlock Program.
- Continued expansion of the Drug Recognition Expert (DRE) program to provide more flexible statewide coverage.
- Engage in collaborative media outreach with the membership partners within the Vermont Highway Safety Alliance (VHSA).
- Provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to serve as steering mechanisms for the DRE program.
- Promote initial Standard Field Sobriety Testing training for new police officers and SFST updates for those already certified, enabling them to keep current.
- Support the state media contractor for the development of effective media messaging to deter driving while impaired.
- Engage a sports marketing contractor to provide impaired driving messaging to audiences attending live sporting events occurring in the State of Vermont.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	-1.1

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Prosecutor Training
2019	Laboratory Drug Testing Equipment
2019	Judicial Education
2019	Impaired Media
2019	Impaired Driving Project Manager
2019	ID Supporting Enforcement
2019	Highway Safety Office Program Management
2019	High Visibility Enforcement
2019	DRE, ARIDE and SFST Program management and training
2019	Court Monitoring

5.5.1 Countermeasure Strategy: Prosecutor Training

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy Prosecutor Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The TSRPs work with the State Attorneys and their deputies in every Vermont county in the prosecution of impaired driving cases and other dangerous driving cases, such as reckless and/or distracted driving cases. The TSRPs provide an additional asset and support for those impaired driving cases and other dangerous driving cases, such as reckless and distracted driving cases which may pose some extenuating challenges or which could influence the creation of new law. The TSRPs are fully engaged with the state's DRE program, assisting and instructing at the Vermont sponsored DRE school, and participate extensively in the screening process for new DRE school candidates. The TSRPs also strive to promote awareness of the DECP protocol to deputy prosecutors working impaired driving cases in their counties and routinely assist or lead prosecution in drugged driving cases across the state. Further, the TSRPs litigate nearly all Vermont appeals before the Supreme Court that involve driving while impaired, gross negligent operation, and negligent operation. In addition, the TSRPs provide an advisory role to interagency workgroups and serve as the primary contact between prosecutors and the legislature on matters relating to highway safety. The TSRPs were closely involved with the development, introduction and stabilization of Vermont's recently passed drugged driving law.

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

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

The TSRPs worked closely with the Vermont Forensic Laboratory (VFL) staff during FFY 2018 and will continue to work with them in 2019 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19164AL405D5	Traffic Safety Resource Prosecutor (North and South)	Prosecutor Training

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

Planned activity name	Traffic Safety Resource Prosecutor (North and South)
Planned activity number	19164AL405D5
Primary countermeasure strategy	Prosecutor Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The TSRPs work with the State Attorneys and their deputies in every Vermont county in the prosecution of impaired driving cases and other dangerous driving cases, such as reckless and/or distracted driving cases. The TSRPs provide an additional asset and support for those impaired driving cases and other dangerous driving cases, such as reckless and distracted driving cases which may pose some extenuating challenges or which could influence the creation of new law. The TSRPs are fully engaged with the state's DRE program, assisting and instructing at the Vermont sponsored DRE school, and participate extensively in the screening process for new DRE school candidates. The TSRPs also strive to promote awareness of the Drug Evaluation Certification Program (DECP) protocol to deputy prosecutors working impaired driving cases in their counties and routinely assist or lead prosecution in drugged driving cases across the state. Further, the TSRPs litigate nearly all Vermont appeals before the Supreme Court that involve driving while impaired, gross negligent operation, and negligent operation. In addition, the TSRPs provide an advisory role to interagency workgroups and serve as the primary contact between prosecutors and the legislature on matters relating to highway safety. The TSRPs were closely involved with the development, introduction and stabilization of Vermont's recently passed drugged driving law. The TSRPs are involved with training and instructing law enforcement officers at the Vermont State Police Academy regarding enforcement of impaired driving laws.

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

The TSRPs worked closely with the Vermont Forensic Laboratory (VFL) staff during FFY 2018 and will continue to work with them in 2019 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 had begun their state funded capital improvement renovation. More information on this project is noted under the VFL.

Enter intended subrecipients.

The Vermont States Attorneys and Sheriffs Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities**Fiscal Year Countermeasure Strategy Name**

2019 Prosecutor Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$90,000.00	\$22,500.00	
2018	164 Transfer Funds-AL	164 Alcohol	\$193,384.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.2 Countermeasure Strategy: Laboratory Drug Testing Equipment

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Laboratory Drug Testing Equipment

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Inability of Vermont's State Forensic Laboratory (VFL) to perform full range of blood testing relating to drugged driving. Blood sample analysis related to DUI-Drug cases are being shipped to an out-of-state laboratory for analysis. The cost of out of state testing on a larger scale has created a model that has inserted cost inhibitors into the cost of prosecution. The ability to perform these test in Vermont will enhance prosecutors ability to present these cases to Vermont juries; provide more accurate data on impairment instances in the State; and lastly, it will develop an expert pool that will buttress enforcement methods and process.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405D3	Forensic Laboratory Support Program	Laboratory Drug Testing Equipment
19405D8	DRE Outside Lab Tests (NON-NMS)	Laboratory Drug Testing Equipment

5.5.2.1 Planned Activity: Forensic Laboratory Support Program

Planned activity name	Forensic Laboratory Support Program
Planned activity number	19405D3
Primary countermeasure strategy	Laboratory Drug Testing Equipment

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Renovations to the lab space were completed during the summer of 2017, and analysts moved instruments into the new lab in October 2017. The screening and confirmation instruments necessary for toxicological examination were purchased and validation is ongoing. Two new chemists were hired and their training is ongoing. Access to high quality training opportunities and state of the art technical laboratory equipment and supplies is essential to allow the VFL to continue to provide the highest level of technical support to DUI cases in Vermont and to expand its ability to also provide testing and testimony as forensic toxicology analysts in DUID cases.

During FFY-2019 the implementation activities will include:

- Validation of instrumentation for drug analysis beginning with THC and expanding to other categories and classes
- Continuing the purchase of equipment and supplies
- Establishment of initial scope of testing and updates to laboratory administrative policies and procedures

Contract Services:

Contract with The Computer Solution Company [TCSC] for annual maintenance of laboratory information management system and development of a Toxicology module.

- Contract with ANAB for annual fees pertaining to the laboratory's accreditation.
- Contract with Collaborative Testing Services, the provider of proficiency tests in the forensic field. Requirement of analytical staff for accreditation.
- Contract with Law Calibration and BioTek, calibration service providers of thermometers, weight sets, balances, pipettes, etc.
- Contract with B&V Testing to perform annual evaluation/certification of biological safety cabinets and fume hoods.
- Contract with Tradebe to dispose of biohazardous and chemical waste.
- Contract with NMS Labs to perform Toxicology testing for DUID cases.
- Contract with Foley Distributing for lab coat rental/cleaning and other laboratory supplies (paper towels, bench paper, etc.)
- Contract with Intoximeters, Inc. to design and supply a software upgrade for the DMT instruments.
- Contract with Perkiin Elmer to provide extended service for the blood alcohol analysis instrument.

Supplies:

- Printers/ink
- DMT Field Supplies
- Standards/Controls
- Compressed Gas/Supplies
- Repairs/Parts/Tools
- Miscellaneous Laboratory Supplies
- Blood Kits
- Reference/Training Materials

Equipment:

- Computers
- Nitrogen Generator
- 96-well PPM

Personnel:

- 2 Forensic Chemist

Enter intended subrecipients.

The Vermont Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Laboratory Drug Testing Equipment

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$400,000.00	\$100,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.2.2 Planned Activity: DRE Outside Lab Tests (NON-NMS)

Planned activity name DRE Outside Lab Tests (NON-NMS)

Planned activity number 19405D8

Primary countermeasure strategy Laboratory Drug Testing Equipment

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Currently the cadre DREs in the state of Vermont is at 49. Due to the demographics of Vermont it is not always possible for an certified DRE to respond to the scene of a suspected drug impaired driver. Therefore, in order to preserve an opportunity for prosecution and to further buttress the officer's suspicions the suspect is taken to an emergency care center for blood to be taken in accord with Vermont Law. When a documented attempt is made to locate a DRE and none is available, the cost for the blood testing to police agencies is reimbursed through this grant. The number of requests varies from year to year depending on DRE availability and location of the suspected impaired operator, in 2018 three such instances occurred where reimbursement to the provider for services rendered. This is an important supplement to the DRE program in Vermont and necessary to assist, especially smaller departments, in complying with the requisites of the DRE program. Currently payment are reimbursed to the providers from the GHSP within the Agency of Transportation. This task will be assigned to the Vermont Criminal Justice Training Council in the upcoming fiscal year.

Enter intended subrecipients.

The Vermont Agency of Transportation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Laboratory Drug Testing Equipment

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$6,082.00		\$1,520.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.3 Countermeasure Strategy: Judicial Education

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Judicial Education

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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; and 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Currently there is no curriculum to provide judges with training relating to traffic violations with respect to drugs and how they affect driving; understanding behaviors that impair safe driving, identifying key issues associated with younger and older drivers; understanding new technology used in traffic law enforcement; knowledge of the major classes of drugs and how they affect driving; and understanding what a Drug Recognition Expert (DRE) does in the field of drug recognition and how to qualify a DRE as an expert. 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405D6	DUI Court Judicial Education Relating to Highway Safety Strategies	Judicial Education

5.5.3.1 Planned Activity: DUI Court Judicial Education Relating to Highway Safety Strategies

Planned activity name	DUI Court Judicial Education Relating to Highway Safety Strategies
Planned activity number	19405D6
Primary countermeasure strategy	Judicial Education

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

The Vermont Court Administrators Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Judicial Education

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.4 Countermeasure Strategy: Impaired Media

Program area Communications (Media)

Countermeasure strategy Impaired Media

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Educate Vermont residents on the dangers and consequences of all forms of impaired driving through multi-platform outreach and awareness campaigns.

Inform Vermonters that being impaired while driving, even because of taking prescription drugs, could have legal and harmful consequences. Utilize media messaging to include: broadcast and cable television; broadcast and/or digital (Pandora) radio; and 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—measured through Nielsen and Arbitron Surveys.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

There is a lack of public understanding and general knowledge regarding the dangers and consequences of impaired driving, including drug impaired driving. As of July 1, 2018 the State of Vermont legalized the recreational use of marijuana. In reviewing the data from other states such as Washington State and Colorado it is reasonable to project an increase in the number of crashes where the operator(s) had consumed cannabis. It is imperative that the driving public be educated about the effect of marijuana while operating.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405D164AL7	Impaired Media	Impaired Media

5.5.4.1 Planned Activity: Impaired Media

Planned activity name	Impaired Media
Planned activity number	19405D164AL7
Primary countermeasure strategy	Impaired Media

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Deploy a multi-platform media plan to increase awareness and educate Vermonters on the dangers of drinking and driving and drug impaired driving. This multi-module approach will be based on an analysis of data that reflects age related usage rates and crash information.

Enter intended subrecipients.

Media Contractors

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Impaired Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$114,034.00	\$28,509.00	
2018	164 Transfer Funds-AL	164 Alcohol	\$19,289.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.5 Countermeasure Strategy: Impaired Driving Project Manager

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Impaired Driving Project Manager

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 as described in the Highway Safety Plan (HSP).

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Impaired Driving Project Manager shall follow guidelines developed at the state and national level. The Project Manager will connect with the National Highway Traffic Safety (NHTSA) Regional staff, the GHSP staff, the State Drug Recognition Experts (DRE) Coordinator, the DUI Treatment Court Coordinator, the Traffic Safety Resource Prosecutor, and Judicial Outreach Liaison, the Vermont Criminal Justice Training Council (VCJTC); law enforcement departments and other/new traffic safety partners, to develop the plan. Guidance and approval of program responsibilities will occur via collaboration between the representative from NHTSA's Regional office and the GHSP. Careful analysis of all relevant statewide impaired driving data will inform the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes for the strategic plan. Impaired driving training projects will also be assessed, coordinated and updated using data and technology. Media messaging and public outreach will have an intense coordinated design to ensure maximum benefit. Impaired driving enforcement will be strengthened by the consolidation of effort and careful analysis of data and

results. Connecting and integrating each of these steps is essential to the creation and implementation of a systematic and successful State of Vermont plan to reduce crashes, injuries and fatalities on Vermont's roadways.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19164AL405D3	Impaired Driving Project Manager	Impaired Driving Project Manager

5.5.5.1 Planned Activity: Impaired Driving Project Manager

Planned activity name	Impaired Driving Project Manager
Planned activity number	19164AL405D3
Primary countermeasure strategy	Impaired Driving Project Manager

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 Drug

Recognition Expert (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 an 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.

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.

Enter intended subrecipients.

Contractor

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Impaired Driving Project Manager

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$22,500.00	\$5,625.00	
2018	164 Transfer Funds-AL	164 Alcohol	\$22,500.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.5.6 Countermeasure Strategy: ID Supporting Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID Supporting Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Governor's Highway Safety Program (GHSP) recognizes that due to our demographics, no two sections of Vermont are the same, rather each has its own unique needs to make our highways safer. Thus, it is the belief of the GHSP that meeting those unique needs in many instances can best be addressed at the local level. In recognition of the uniqueness of Vermont the GHSP is considering a regionalized approach to awarding money to grantees, replicating in part the regional models currently utilized in Chittenden and Rutland counties.

The formations of regions are not a mandatory requirement. The decision to create and/or join a regional entity lies solely with county, municipal law enforcement or other non-profit partners. If an entity chooses not to participate in a regional entity National Highway Traffic Safety Administration (NHTSA) funding would continue with the GHSP as it currently does.

The choice of a law enforcement agency not to participate in a regional model approach will not be a disqualifying event for GHSP awards.

The regional funding model envisions the administration of local grant funding for the three National priorities identified by NHTSA: 1) Occupant Protection; 2) Speed, Aggressive and Distracted Driving; and 3). Impaired Driving.

Address the ongoing highway traffic safety mission through implementation of a regionwide project that consolidates law enforcement activity administration under a region-based sub-award which in turn, then further reallocates funding to other sub-awardees.

The project includes a regionwide Program Coordinator who will organize, supervise, and promote enforcement as well as plan and implement educational activities. In addition, the coordinator will facilitate and supervise OP, Distracted Driving, and Speed enforcement activities and funding for combined regionwide sub-awards.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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 is required to 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'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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19164ALREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement
19164ALREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement
19164ALREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement
19164ALREG4	Windham County Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement

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

Planned activity name	Chittenden County Safe Highway Accident Reduction Program (SHARP)
Planned activity number	19164ALREG1
Primary countermeasure strategy	ID Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Chittenden County data from 2012 to 2016 demonstrates that the county had 40 total fatalities, 297 serious crashes (includes fatal crashes), and 22,735 total reported crashes.

Participating law enforcement agencies include: Burlington PD, Chittenden County Sheriff's Department, Colchester PD, Essex PD, Hinesburg PD, Milton PD, Richmond PD, Shelburne PD, South Burlington PD, University of Vermont Police Services, Williston PD, and Winooski PD.

Description of Duties: The role of the Coordinator for the Chittenden County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The coordinator will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordinate Traffic Safety and Media PSA's and Press Releases
- Participate in road safety audits administered by the Agency of Transportation
- Attend meetings of the Vermont Highway Safety Alliance
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County
- Liaison with GHSP
- Liaison with all Chittenden County Law Enforcement Agencies

Administrative - Key Activities

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

The funding for the coordinator position and the enforcement grant are both derived from 164AL.

DUI Enforcement - \$181,500 - this amount is to support enforcement projects

Coordinator - \$77,181 - this amount is to support the coordinator position

Enter intended subrecipients.

Chittenden County Sheriff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 ID Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$181,500.00		\$181,500.00
2018	164 Transfer Funds-AL	164 Alcohol	\$77,181.00		\$52,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Patrol Vehicle	1	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00

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

Planned activity name Vergennes Safe Highway Accident Reduction Program (SHARP)

Planned activity number 19164ALREG3

Primary countermeasure strategy ID Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Use the team approach for highway safety needs.

Description of Duties: The role of the Coordinator for the Vergennes Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The coordinator will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordinate Traffic Safety and Media PSA's and Press Releases
- Participate in road safety audits administered by the Agency of Transportation
- Attend meetings of the Vermont Highway Safety Alliance, Vermont Police Association and FBI National Academy.
- Coordinate ARIDE and other traffic safety training for law enforcement officers in Vergennes
- Liaison with GHSP
- Liaison with Bristol and Middlebury Police Departments

Administrative - Key Activities

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

Enter intended subrecipients.

Vergennes Police Department

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 ID Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		164 Transfer Funds-AL	164 Alcohol	\$134,636.00		\$50,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Patrol Vehicle	1	\$32,450.00	\$32,450.00	\$32,450.00	\$32,450.00

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

Planned activity name Rutland County Safe Highway Accident Reduction Program (SHARP)

Planned activity number 19164ALREG2

Primary countermeasure strategy ID Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Use the team approach for highway safety needs.

Description of Duties: The role of the Coordinator for the Rutland County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving enforcement. The coordinator will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

- Education outreach efforts with schools and alliances
- Evaluation of community events and outreach with evaluation forms and summary progress reports for events
- Coordinate Traffic Safety and Media PSA's and Press Releases

Participate in road safety audits administered by the Agency of Transportation
 Attend meetings of the Vermont Highway Safety Alliance, Vermont Police Association and FBI National Academy.
 Coordinate ARIDE and other traffic safety training for law enforcement officers in Rutland County
 Liaison with GHSP
 Liaison with all Rutland County Law Enforcement Agencies

Administrative - Key Activities

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

The funding for the coordinator position and the enforcement grant are both derived from 164AL.

DUI Enforcement - \$160,000 - this amount is to support enforcement projects

Coordinator - \$37,785 - this amount is to support the coordinator position

Enter intended subrecipients.

Rutland County Sheriff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	164 Transfer Funds-AL	164 Alcohol	\$160,000.00		\$160,000.00
	2018	164 Transfer Funds-AL	164 Alcohol	\$37,785.00		\$700.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

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

Planned activity name	Windham County Safe Highway Accident Reduction Program (SHARP)
Planned activity number	19164ALREG4
Primary countermeasure strategy	ID Supporting Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Description of Duties: We envision the role of the Coordinator for the Windham County Project to be the leader in efforts to improve occupant protection compliance, impaired driving enforcement efforts, speed enforcement and distracted driving techniques. The coordinator will be the conduit of traffic safety enforcement and education through performance of the following activities and duties:

Enforcement - Key Activities

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

Education, Outreach, and Media - Key Activities

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

Administrative - Key Activities

- Inventory/needs assessment of current activities
- Issue Sub-awards to recipients in Windham County
- Understanding of the 2 CFR 200 and NHTSA Grant Regulations

- Monthly preparation and submission of financial forms and activity sheets for each agency
- Monthly reimbursements and payments to sub-grantees
- Preparation and submission of monthly progress reports
- Administrative support to participating county law enforcement agencies
- Preparation and submission of final report and close out.
- Tracking and monitoring of budget and equipment

Enter intended subrecipients.

Windham County Sheriff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID Supporting Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$55,000.00		\$55,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.7 Countermeasure Strategy: Highway Safety Office Program Management

Program area Impaired Driving (Drug and Alcohol)
Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State

conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program coordination and grant administration for the Governor's Highway Safety Program. Purpose of program activities is to provide Vermont highway users with information, knowledge and motivation to compel behavior modification to increase safety for the general population and individual. Duties are performed under the direction of the Governor's Highway Safety Program Director.

Duties include grant management, and research and statistical analysis in support of the Governor's Highway Safety Program. Activities include developing applicable data gathering systems to evaluate past and current program activities and operations for planning and the identification of future program options. The position also has responsibility for financial management of sub-grantees, preparation of the Highway Safety plans and reports, and monitoring of Highway Safety grants.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
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19405D2	HS Program Coordinator	Highway Safety Office Program Management
19402PT4	Law Enforcement Program Coordinators	Highway Safety Office Program Management

5.5.7.1 Planned Activity: HS Program Coordinator

Planned activity name HS Program Coordinator
Planned activity number 19405D2
Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Program coordination is provided by three staff members who ensure Governor’s Highway Safety Program (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. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits.

Enter intended subrecipients.

GHSP Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
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2019 Highway Safety Office Program Management

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$40,000.00		\$10,000.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.7.2 Planned Activity: Law Enforcement Program Coordinators

Planned activity name	Law Enforcement Program Coordinators
Planned activity number	19402PT4
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Program coordination is provided by three staff members who ensure Governor's Highway Safety Program (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. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits.

Enter intended subrecipients.

GHSP Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$45,000.00	\$11,250.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.8 Countermeasure Strategy: High Visibility Enforcement

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy High Visibility Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in

geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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 as 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 in this application. 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 (VTTrans) 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.

Motorcycle Enforcement

The staff of the Vermont GHSP subscribes to a data driven approach to enhance all aspects of traffic safety. (Please refer to the previous section on Evidence-Based Traffic Safety Enforcement Program)

Historically, since the first Click It or Ticket (CIOT) in 2001, the state has delivered quality multi-level educational and enforcement activities, including participation in all three major NHTSA mobilizations each year:

- > Two DUI mobilizations, Christmas/New Year Holiday campaign and the Labor Day/Back-to-School DUI campaign.
- > One occupant protection campaign, the May Mobilization *Click It or Ticket (CIOT)*.

Motorcycle enforcement overlaps with these campaigns in May (Motorcycle Awareness Month) and the Labor Day campaign and includes other targeted events during the summer riding season (see below).

Historically, members of the DUI Task Force Team actively participate with agencies in periodic mobilizations in an effort to increase awareness of impaired operation at all hours of the day and night. Task Force member collaboration, multi-agency checkpoints and saturation patrols have combined to produce positive impact in the areas of focus. Deploying multi-agency DUI Task Forces is greatly facilitated by virtue of all Vermont law enforcement officers certified as police officers with statewide enforcement authority. Generally employing the high visibility model across the state, Task Force members conduct enforcement details outside of their geographic areas of employment. In past years, Task Force resources/personnel were drawn from five larger participating law enforcement agencies across the state. To provide increased visibility, teams deploy one of four Mobile Breath-Alcohol Testing Vehicles, or "BAT" mobiles that are equipped with radio and video recording systems.

There are many motorcycle events in Vermont during the summer riding season, but three of these events directly impact traffic. The motorcycle races in Laconia, New Hampshire in June bring considerable traffic through the southern half of Vermont. In addition, groups from the greater New York capital district and western New York travel across New York Route 7 to Vt. Route 9 into Bennington and then on to New Hampshire. Multi agency saturation patrols and checkpoints are activated more for the appearance of omni-presence than enforcement. Local restaurants, pubs and bars benefit from increased activity beginning on the Thursday before the (weekend of the) races and continuing on for the next week. Some DUI and drug possession cases are generated and traffic offenses increased. Bennington Police, Wilmington Police, and Brattleboro Police frequently communicate when large groups move from one area to the other so that the agencies can plan for increased traffic. In recent years, the volume of traffic has generally decreased, but remains heavy enough to warrant attention.

During the Killington Classic, motorcyclists from all over the country have a ride-in followed by a camp-in in the Killington Base Lodge area. There is a bike show and swap event. After a day or two, the participants travel in one very large group into Rutland City. The Rutland Police lead the group down the mountain to U.S. Rt. 4 and then into the city. The participants then meet at various restaurants for dinner and then disperse to other locations. This is a very well planned/managed operation and other than the impact of several hundred motorcycles on Rt. 4 at one time, police presence and route structure promote enhanced safety during these sessions.

Franklin County in the northwest corner of the state and Orange County in the north-central part of the state continue to benefit from increased, coordinated enforcement efforts in response to impaired driving by motorcyclists. There has been an influx of motorcycle traffic on Interstate 89 near the Canadian border with motorcycles traveling to and from the motorcycle events in Laconia, New Hampshire.

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

Impaired Driving Performance Measures

Increase the current number of LEAs participating in national mobilizations and state sponsored impaired driving enforcement campaigns.

Support a survey of young drivers to determine perceived risks and attitudes about impaired driving.

Measure the increase in drugged driving major crashes and fatalities using geo-mapping

Measure the number of training sessions the TSRPs are delivering to the members of the judiciary.

Assist the Department of Motor Vehicles with the expansion of the Ignition Interlock Program.

Increase the number of certified Vermont Drug Recognition Experts in 2019.

Fund additional on-line ARIDE trainings in addition to SFST update trainings in 2019.

Assist the state media contractor in the creation of two effective DUI messages, specifically designed to impact the state's high-risk audience. These messages will be delivered via television, radio, and social media.

Continue to educate attendees in a minimum of at least six live sporting events held within the state. The educational message will be supported with a collateral enforcement message.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19164AL1	High Visibility Alcohol Enforcement and Support Equipment	High Visibility Enforcement

5.5.8.1 Planned Activity: High Visibility Alcohol Enforcement and Support Equipment

Planned activity name	High Visibility Alcohol Enforcement and Support Equipment
Planned activity number	19164AL1
Primary countermeasure strategy	High Visibility Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

More than 70 law enforcement agencies (LEAs), including 58 municipal police departments, 14 sheriff's departments, the Vermont State Police, DMV Commercial Vehicle Enforcement Unit, and the Department of Liquor Control (DLC) serve approximately 626,000 residents of Vermont. The enforcement of alcohol impaired driving is a high priority for law enforcement agencies throughout the state.

There are significant levels of communication and cooperation between Vermont law enforcement agencies. Many factors contribute to this cooperation; all officers attend the same law enforcement training academy, which helps to develop a sense of camaraderie early in officers' careers. Additionally, all certified officers have statewide law enforcement authority, which eliminates jurisdictional boundary issues. Approximately 81% of all agencies in the state participated in national alcohol impaired driving mobilizations during the past year. This participation is reflective of the commitment of law enforcement in support of traffic safety initiatives. However, low staffing levels frequently impact agencies' ability to participate in traffic safety mobilizations and sustained enforcement, as approximately 80% of LEAs employ fewer than 24 full time officers.

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

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

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

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

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.

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

Enter intended subrecipients.

Sub-recipients are selected through data analysis and prior grant performance. The intended departments will comprise of State, sheriff and local department both rural and urban.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 High Visibility Enforcement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	164 Transfer Funds-AL	164 Alcohol	\$1,193,511.00		\$770,887.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.5.9 Countermeasure Strategy: DRE, ARIDE and SFST Program management and training

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy DRE, ARIDE and SFST Program management and training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405D1	VPA Impaired Driving Coordinator and Grants	DRE, ARIDE and SFST Program management and training

5.5.9.1 Planned Activity: VPA Impaired Driving Coordinator and Grants

Planned activity name	VPA Impaired Driving Coordinator and Grants
Planned activity number	19405D1
Primary countermeasure strategy	DRE, ARIDE and SFST Program management and training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 while under the influence of prescription drugs, as well as other over the counter and illicit impairing substances, continues to be a growing concern. According to the GHSA, the trend is that drug use is increasing. The 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 50 active certified DREs with plans to expand further to those areas of the state with emerging or reoccurring impaired driving incidents. Data, intelligence and information will serve as a foundation of future strategies for geographic deployment of DREs within the state.

The DRE program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. 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 VCJTC has fully assimilated 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 in detecting impaired drivers and developing potential DRE candidates. Currently, of the 1,900 law enforcement officers in Vermont, 577 are ARIDE trained.

There are approximately 1,100 full-time and 800 part-time certified police officers in Vermont. Of these officers, 50 are DREs and 577 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 training within three years of graduation. Only two basic recruit classes of approximately 38 officers per class graduate each year from the Vermont Police Academy.

The VCJTC is responsible for all basic training and mandatory in-service training for all Vermont law enforcement officers, estimated at approximately 1,900 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.

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 to be 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 the GHSA, the trend shows 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 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 six ARIDE classes offered this year through the Vermont Police Academy. Each class accommodates between 25-35 students.

Besides its training function, the coordinator 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.

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.

Preliminary Breath Testing (PBT) 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, including funds for an in-state training for new DREs;
- > 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; and
- > When a DRE is unavailable, and a test needs to be completed, the purchase cost of blood kit(s)

Enter intended subrecipients.

Vermont Police Academy

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	DRE, ARIDE and SFST Program management and training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$280,000.00		\$70,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.10 Countermeasure Strategy: Court Monitoring

Program area	Impaired Driving (Drug and Alcohol)
Countermeasure strategy	Court Monitoring

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

The Court Administrator's Office of the State of Vermont, in collaboration with Health Care and Rehabilitation Services of Vermont, is proposing to expand the Windsor County Drug Treatment Docket (WCDDT). We also propose to expand training and treatment services to accommodate the relative greater needs of the recently expanded target population, participants with DUI drug offenses.

The target population for the WCDDT Expansion project are repeat DUI offenders who meet both clinical and legal eligibility criteria. This includes both DUI-Alcohol (DUI-A) and DUI-Drug (DUI-D) offenders, as well as those engaging polysubstance abuse. "Clinically eligible" means that the offender is diagnosed with a "substance abuse disorder" as that term is defined in the Diagnostic and Statistical Manual of Mental Disorders (American Psychiatric Association. 2013. Diagnostic and statistical manual of mental disorders. 5th ed.). "Legally eligible" that the person is charged with a third or subsequent DUI-A/D, a second DUI-A with a BAC of .15 or higher, a second DUI-D involving an illicit substance, or a first DUI-A/D when accompanied by two or more violations of court orders pertaining to alcohol or drugs.

The goal of the DUI Court is to protect public safety by using the Drug Court model that uses accountability and long-term treatment to change offenders' behavior. Participant data will be collected from treatment providers & Probation and Parole and housed in the Management Information System (MIS). Data will be collected through clinical instruments administered at intake and throughout the provision of services, as well as through client interactions and document review. Screening & assessment tools include: Impaired Driver Assessment, the Michigan Alcohol Screening Test, CAGE, UNCOPE, Self-Sufficiency Matrix, Mental Health Screening Form, the Medical Nutrition Checklist, the PTSD Checklist and Patient Health Questionnaire. Case Managers will use the Self Sufficiency Matrix to track participant progress with co-occurring issues, medical health, employment, housing, and safety. Program attendance and engagement data is recorded in weekly Case Management Reports, shared with the team, and housed in the MIS. The Coordinator and Project Director will meet monthly to review progress, and the Coordinator and Treatment Director will inform the team of progress at quarterly systems improvements meetings to solicit feedback from the team. Research evaluators will have access to MIS program data to analyze outcomes for the expanded population, including retention, graduation, recidivism rates broken down by participant demographics including gender, race, mental health status, county of residence, and type and dosage of treatment services. The evaluator will provide bi-annual reports with recommendations throughout the project period.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The Windsor County Drug Treatment Docket (WCDDT) is an accountability and long-term court designed to change the behavior of high risk DUI offenders. The goal of the WCDDT is to increase public safety using the DUI Court model to reduce multiple DUI offenses and resulting traffic accidents, injuries and fatalities caused by the offender. This alternative court model utilizes a behavior modification tact which is reliant on self reporting, clinical analysis and participation in treatment programs. In addition to permitting the sentence to be served in the community, the offender, in this heightened supervision model meaningful treatment is obtained while at the time time holding the offender accountable to the community from which he or she came. Further, this added resource to the judiciary frees prison beds and accomplishes both a restorative function and a rehabilitative function. The funding for this program supports this rehabilitative approach by providing necessary clinical intervention and one-on-one court time with the offenders.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19164AL405D4	DUI Court - Windsor County	Court Monitoring

5.5.10.1 Planned Activity: DUI Court - Windsor County

Planned activity name	DUI Court - Windsor County
Planned activity number	19164AL405D4
Primary countermeasure strategy	Court Monitoring

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Windsor DUI Court, a treatment court dedicated to behavior modification of multiple DUI offenders. This program completed its fifth year of operation in January 2018. Presently, there are 18 people enrolled in the program and 22 graduates. This court follows the national DUI Court model, the multidisciplinary team continues to refine its protocols and practices as well as, reviews and revises the policies and procedures manual for the court team process. Further, it has continued to update the participant handbook and refine the database for analysis of all aspects of the court's process and participants' progress. In 2018, the program amended the entry criteria to include drugged drivers and accepted its first participant with a drugged driving conviction. An outcome evaluation by Crime Research Group of Vermont can be found here: <https://www.vermontjudiciary.org/programs-and-services/treatment-and-specialty-dockets>.

Enter intended subrecipients.

The Vermont Court Administrators Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Court Monitoring

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$85,725.00	\$21,431.00	
2018	164 Transfer Funds-AL	164 Alcohol	\$50,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.6 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) 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.

The goal of Vermont's Traffic Records program is to ensure GHSP, AOT, and law enforcement communities are able to access accurate and complete data. The data is critical for identifying problem areas in need of attention by GHSP and its partners.

With funding from GHSP the Traffic Records Coordinating Committee (TRCC) and AOT maintains the database on motor vehicle fatalities and injuries. Vermont made great strides in data processing improvement including the redesign of the Crash Report Form. TRCC, under the direction of GHSP and AOT, continues to work on a number of projects to enhance data collection.

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	Target for Citation Uniformity	Annual	2019	18.0
2019	Electronic Citation Usage	Annual	2019	25.3
2019	EMS Usage of NEMSIS V3	Annual	2019	100.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves accessibility of a core highway safety database
2019	Highway Safety Office Program Management
2019	Data Improvement

5.6.1 Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program area Traffic Records

Countermeasure strategy Improves integration between one or more core highway safety databases

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

DLC is seeking to collect (Place of Last Drink) POLD data at the time of DUI arrest via the DMT Datamaster device. This can be accomplished by updating the device software to include a question related to POLD by the VFL/DPS. Upon collection, that data would be transmitted from the VFL/DPS to DLC for analysis. DLC would then use the data to trigger an independent source investigation. The outcome of that investigation would allow for the allocation of Education and/or Enforcement Resources based on the collected and verified POLD data. DLC would then be able to produce in-depth analysis of POLD data to be used by local/state law enforcement, local control commissioners, and community coalitions. Additionally, DLC would like to provide education to Vermont Law Enforcement Officers on the need for collecting POLD data. Lastly, DLC would like to provide training and support to local control commissioners on how to use POLD data in their communities. Once collected, POLD data would be available for use via the Vermont Justice Information Sharing System (VJISS) which is statewide sharing portal that promotes and facilitates information sharing on an information sharing platform.

Collect information on what percentage of DUI arrests in the state originate from a licensed liquor establishment and to reduce number of DUI arrest that stem from licensed liquor establishments.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Licensed drinking establishments have long been recognized as high-risk locations for contributing to impaired driving. Among adults who self-report binge drinking, about 54% of all binge drinking episodes take place at a bar, club, or restaurant, compared to 36% in homes and 10% elsewhere. A recent study identified enforcing over-service laws at on-premise licensed establishments as a key strategy for preventing alcohol-related tragedies. While the Department of Liquor Control (DLC) has historically conducted enforcement activities designed to prevent over-service at licensed establishments, these types of operations have been done randomly and without objective data to identify which establishments should receive focused law enforcement resources.

DLC has implemented a data driven approach to resource allocation and wishes to collect arrest level data during DUI processing to better identify problem licensed establishments in the realm of highway safety.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405CTR6	POLD	Improves integration between one or more core highway safety databases

5.6.1.1 Planned Activity: POLD

Planned activity name	POLD
-----------------------	------

Planned activity number 19405CTR6

Primary countermeasure strategy Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Use of Grant Funds. (23 CFR 1300.22(d))

States may use grant funds awarded under this subsection for making data program improvements to their core highway safety databases (including crash, citation and adjudication, driver, EMS or injury surveillance system, roadway and vehicle databases) related

to quantifiable, measurable progress in any of the significant data program attributes of accuracy, completeness, timeliness, uniformity, accessibility or integration. This IFR makes no change to the allowable use of funds under this grant program.

Vermont Law Enforcement is collecting POLD data on a very rudimentary level in the state. The collection of data is achieved by the review of DUI processing forms, which does not lend itself to effective analysis.

DLC seeks to add a question to the DMT Datamaster question screen via software by the State Forensic Laboratory/Department of Public Safety, asking the arresting officer: "Did your investigation determine that the place of last drink for this arrest was a licensed liquor establishment or permitted event?" An answer in the affirmative to this question would serve as an initiator for DLC Liquor Investigators to begin a separate source investigation.

The outcome of the source Investigations triggered by a yes answer to the DMT Datamaster question would identify specific licensed establishments who served "last drink." This would be warehoused in a DLC database and used to drive education and enforcement actions across the state. This is done using a national database developed by the National Liquor Law Enforcement Association and a Microsoft Power BI application.

DLC has implemented a data driven approach to resource allocation and wishes to collect arrest level data during DUI processing to better quantify the problem of licensed establishments in the realm of highway safety.

Licensed drinking establishments have long been recognized as high-risk locations for contributing to impaired driving. Among adults who self-report binge drinking, about 54% of all binge drinking episodes take place at a bar, club, or restaurant, compared to 36% in homes and 10% elsewhere. A recent study identified enforcing over service laws at on-premise licensed establishments as a key strategy for preventing alcohol-related tragedies. While the Department of Liquor Control (DLC) has historically conducted enforcement,

activities designed to prevent over service at licensed establishments, these types of operations have been done randomly and without objective data to identify which establishments should receive focused law enforcement. DLC wants to collect place of last drink ("POLD") data at time of DUI arrest via the DMT Datamaster device. This would be facilitated by updating the device software to include a question related to POLD by the VFL/DPS. Upon collection, that data would then be transmitted from the VFL/DPS to DLC for analysis. DLC would then use the data to trigger an independent source investigation. The outcome of that investigation would allow for the allocation of Education and/or Enforcement Resources based on the collected and verified POLD data. DLC would then be able to produce in-depth analysis of POLD data to be used by local/state law enforcement, local control commissioners, and community coalitions. Lastly, DLC would like to provide education of Vermont Law Enforcement Officers on the need for collection POLD data. Additionally, DLC would like to provide training and support to local control commissioners and local commissioners on how to use POLD data in their communities. Once collected, POLD data would be available for use via the Vermont Justice Information Sharing System (VJISS) portal. The VJISS is a statewide portal used to share justice information between and among **authorized users** and systems. It is designed to promote data-driven justice decisions, as well as enhance the effectiveness of justice policies and practices throughout the State of Vermont.

VJISS provides a suite of statewide data and information sharing tools to justice professionals and other stakeholders in support of more effective strategic, tactical, and operational decisions.

The Department of Liquor Control would evaluate the POLD data collection by measuring the outcome of DUI arrests that indicate the place of last drink as a licensed establishment. The DMT Datamaster would produce quantifiable results, and DLC would be able to measure outcomes of 1) the triggered source investigation, 2) any resulting education or enforcement efforts, 3) any impacts to statewide DUI trends.

Enter intended subrecipients.

The Department of Motor Vehicles

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$17,360.00	\$4,340.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: Improves completeness of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves completeness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This performance measure is based on the I-T-1 model.

Vermont will improve the timeliness of the Vermont EMS Statewide Incident Reporting Network (SIREN) as measured in terms of a decrease in the average number of days from the occurrence of an EMS Run to the date the EMS Patient Care Report is entered into the EMS database within a period determined by the State.

The state will show measurable progress using the following method: The average number of days from the occurrence of an EMS Run to the date the EMS Patient Care Report is entered into the EMS database using a baseline period of April 1, 2015 to March 31, 2016 and a current period of April 1, 2016 to March 31, 2017.

There were 80 reporting services during the baseline period with an average timeliness of 6.06 days. There were 109 reporting EMS agencies during the current performance period with an average timeliness of 4.90 days. As detailed in the supporting documentation, there has been an increase in timeliness.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Vermont will improve the Integration of the EMS system as measured in terms of an increase of:

The percentage of appropriate records in the EMS file that are linked to another system or file. Specifically, the percentage of records linked between Vermont's pre-hospital electronic patient care reporting system (SIREN – Statewide Incident Reporting Network) and hospital electronic medical record databases with spinal injury outcomes reported.

The state will show continue to measure progress using the following method: The percentage of hospital spinal injury outcome records from the hospital electronic medical record database that were linked with records in SIREN with motor vehicle crash related injuries.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405CTR2	SIREN	Improves completeness of a core highway safety database

5.6.2.1 Planned Activity: SIREN

Planned activity name	SIREN
Planned activity number	19405CTR2
Primary countermeasure strategy	Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Vermont Department of Health Emergency Medical Services ongoing completion of the SIREN data system implementation involves the following key components for FFY 2019:

Data Manager: The Vermont Department of Health EMS office requires a data manager to coordinate the collection, analysis, and reporting of EMS incident data and to provide technical assistance and training for SIREN, Vermont's statewide electronic EMS incident reporting system. The EMS data manager is necessary to maintain functionality of the SIREN program, increase the number of Vermont EMS agencies entering data into SIREN, and to ensure accurate, complete, timely, and uniform EMS incident reports. One of the primary roles for the data manager in FFY 2019 will be to enhance the integration of EMS data with injury and illness surveillance efforts by working to establish linkage between SIREN and hospital electronic medical record databases. This integration of information will allow for a more comprehensive assessment of motor vehicle, bicycle and pedestrian crashes in the State.

Contracted Services: The contract for Field-Bridge, (the laptop-based software for real-time EMS data entry), will be continued. Field-Bridge is essential for ongoing SIREN implementation and enhancements, including the CRASH-SIREN data linkage development. A data linkage host will also be established for an efficient, cost effective approach to the hospital data linkage effort.

Training: System users and administrators will require additional targeted training to implement and fully utilize SIREN. Specific planning and training will also be required with the contractor hired to develop the SIREN hospital data linkage implementation.

Enter intended subrecipients.

The Vermont Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves completeness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
		FAST Act 405c Data Program	405c Data Program (FAST)	\$207,721.00		\$51,930.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area	Traffic Records
Countermeasure strategy	Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Data improvement recommendations contained in the 2016 Traffic Records Assessment.

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

To evaluate Pilot II of the e-Citation initiative and begin Pilot III implementation.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

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

The current traffic ticketing system used in Vermont is a manual, paper-based system. The number of traffic tickets has declined 40% from 138,058 tickets in 2006 to 81,960 tickets in 2015. In 2015, there were 8,100 tickets (9.8%) that were dismissed due to 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 30 days or more after the ticket is issued to the motor vehicle operator before the traffic ticket arrives at the Judicial Bureau.

Most police agencies wait until they have several traffic tickets before mailing the ticket batches to the Judicial Bureau, causing a cyclical backlog in the processing of tickets. Also, the Judicial Bureau has stated that a significant problem with processing traffic tickets is illegibility. Additionally, no efficient method to data mine information from the current paper-based system exists.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405CTR1	AOT Crash Data Reporting System	Improves accessibility of a core highway safety database
19405CTR4	e-Citation	Improves accessibility of a core highway safety database

5.6.3.1 Planned Activity: AOT Crash Data Reporting System

Planned activity name	AOT Crash Data Reporting System
Planned activity number	19405CTR1
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
[Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
[Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

A second component to this project is to add additional states to the auto population portion of WebCrash. This will increase timeliness and integration by expediting at-scene time and validating the data point-of-entry.

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

and outline an implementation plan. The Client Application was a recommendation in both the Vermont 2012 Crash Data Improvement Program (CDIP) review as well as in the 2012 and 2016 Traffic Records Assessments. This feature will improve timeliness in reporting per the CDIP and TR Assessments.

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

Enter intended subrecipients.

The Vermont Agency of Transportation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$131,731.00		\$32,933.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.2 Planned Activity: e-Citation

Planned activity name	e-Citation
Planned activity number	19405CTR4
Primary countermeasure strategy	Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

eTicket is a pilot project based on the implementation proposal in the 2012 Master Business Plan. Regular review and evaluation of all aspects of the effort will be conducted by the eTicket interagency advisory work group with regular reports provided to the TRCC.

The Vermont Department of Public Safety will continue to lead this project and work closely with the Vermont Agency of Digital Services to build the electronic ticket platform and expand the test pilot program (Pilot III) of the TrACS e-Ticket software in FFY 2018. Pilot III will build on the structural developments made in the previous pilots. 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 will be evaluated and used to help shape the state-wide roll out phase (FY19).

Enter intended subrecipients.

The Vermont Department of Public Safety

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
		FAST Act 405c Data Program	405c Data Program (FAST)	\$505,140.00	\$126,285.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.4 Countermeasure Strategy: Highway Safety Office Program Management

Program area	Traffic Records
Countermeasure strategy	Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The program area problem identification information was identified by the reporters of the TRCC assessment. That assessment information will provide guidance to the TRCC committee and the TRCC program coordinator. The funds allocated to this program area will be resourced by the program coordinator to further the goals and objectives of the assessment report and will further help in achieving the performance targets.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405CTR3	TRCC Consultant	Highway Safety Office Program Management
19402TR1	TRCC Program Coordinator	Highway Safety Office Program Management

5.6.4.1 Planned Activity: TRCC Consultant

Planned activity name	TRCC Consultant
Planned activity number	19405CTR3
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Planned Activity:

The contractor (or GHSP Staff if we are unable to successfully able to secure a contract for these services) will:

Coordinate and attend regular TRCC meetings.

Draft TRCC meeting agenda.
 Promote the dissemination of highway safety data to local and state agencies.
 Develop an annual Interim Progress Report and deliver to GHSP for review at least 45 days prior to Application submission.
 Develop an annual Section 405c grant application and deliver to the federal agency one month before deadline.
 Provide support for Quarterly Reports to National Highway Traffic Safety Administration (NHTSA).
 Any and all tasks necessary to support TRCC that may be identified as necessary for the betterment of the program.

Enter intended subrecipients.

TBD

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$65,000.00	\$16,250.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.4.2 Planned Activity: TRCC Program Coordinator

Planned activity name	TRCC Program Coordinator
Planned activity number	19402TR1
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
 [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

A GHSP staff member manages the Traffic Records Program as well as all Law Enforcement grants and other scheduled assessments/evaluations. The individual tracks time proportionally between traffic records and police traffic under the 405 fund programs.

Enter intended subrecipients.

GHSP Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Traffic Records (FAST)	\$40,000.00	\$10,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.5 Countermeasure Strategy: Data Improvement

Program area	Traffic Records
Countermeasure strategy	Data Improvement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The Federal Highway Administration (FHWA) developed a list of elements critical to safety management and analysis called Model Inventory of Roadway Elements (MIRE). FHWA established a subset of the MIRE as part of the HSIP Final Rule changes to 23 CFR Part 924, effective April 14, 2016. This subset is referred to as the fundamental data elements (FDEs).

The intent of this project is to complete the collection of the FDEs and of other MIRE elements of interest to VTrans based on the MIRE, Version 1.0 guidance for all intersections on the Federal Aid Network.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The roadway inventory file maintained by VTrans contains information for approximately 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 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 enough to meet to all 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 incomplete, as several of the elements are missing for 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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405CTR5	Intersection Data Collection	Data Improvement

5.6.5.1 Planned Activity: Intersection Data Collection

Planned activity name	Intersection Data Collection
Planned activity number	19405CTR5
Primary countermeasure strategy	Data Improvement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

A consultant will be hired to perform data collection for an estimated 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.

Vermont's roadway files contain information on horizontal curves for state-maintained roads only (state-maintained roads represent approximately 17% of all road miles in Vermont). However, Vermont's roadway files do not contain data on horizontal curves for non-state-maintained roads. Using the data elements available in the crash data alone, VTrans is currently capable of doing a very simplistic crash risk factor analysis on the local roads system. For example, considering specifically rural local roads, VTrans can determine that 59% of all the crashes are single vehicle crashes, and that of those crashes, 57% are taking place on horizontal curves.

Available data on the local roads system does not include any information on curves; therefore, VTrans is not able to continue the analysis to identify the curves on the local road network that are most at risk and determine where resources should be spent.

To be able to perform more advanced analyses, an inventory of horizontal curves on the local road network containing location and other relevant characteristic elements is needed.

There are several ways that an inventory of horizontal curves on non-state-maintained roads could be done, varying in cost and efforts. As was done for the state-maintained system, curve data could be obtained from record plans or by traveling the entire network using a roadway data collection van. However, a more practical and cost-effective way would be to automatically extract curve features from GIS maps.

A fully-automated method for the extraction of horizontal curve data from GIS roadway maps was developed by the Traffic Operations and Safety Lab at the University of Wisconsin. The University of Wisconsin has worked with several state departments of transportation and has successfully applied this process (90 to 95% curve detection). This methodology has been successfully utilized in Delaware, Florida, Iowa, Michigan, New Hampshire, New Jersey, Wisconsin and Wyoming.

VTrans' Office of Highway Safety seeks funding to contract with the University of Wisconsin to apply this process to Vermont local roads classified as Class 2 (2,775 road miles), Class 3 (8,537 road miles) and Class 4 (1,634 road miles). This program would work with a contracted lab—to be determined; not specifically the University of Wisconsin.

The objective of this project is to create an inventory of highway horizontal curve data on non-state-maintained roads from Vermont's GIS roadway map that will include the following data elements: curve location, curve length, radius, degree of curvature, curve direction, and curve type. The project will be accomplished through the performance of three tasks, and it is anticipated that the project will take eight months to complete.

The three tasks proposed to accomplish the project consist of: 1) Preprocessing the Highway GIS Data (preprocessing/dissolving roadway segments by road name, road direction, and highway class and verifying the processed centerline shapefile for breaks of curves at nodes dividing two consecutive dissolved segments); 2) Calibrating the Algorithm to Vermont Data (calibrating the algorithm using a sample of 200 plus curves based on ground-truth curve data and the preprocessed GIS centerline data to find the optimal parameter values that maximize the accuracy of curve detection); and 3) Extracting the data.

The deliverable will be a curve layer/shapefile that can be easily integrated with VTrans' existing asset management and roadway inventory datasets. The creation of this inventory of horizontal curves and data elements will improve the completeness of the roadway data file by providing data that currently does not exist on the local network of class 2, class 3 and class 4 roads. The project is anticipated to provide the identification of at least 90% of all the horizontal curves on over 12,946 miles of roads.

Because the curve inventory will be conducted on the entire universe of class 2, class 3 and class 4 roads using the same methodology, uniformity in the data elements for this category of roads will be achieved. This data collection effort is a task that is listed in the 2012-2016 Vermont Strategic Highway Safety Plan as one of the strategies to improve the completeness of highway data for the interest of safety.

Enter intended subrecipients.

The Vermont Agency of Transportation

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Data Improvement

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405c Data Program	405c Data Program (FAST)	\$179,000.00	\$44,750.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) 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.

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

The first step in making these connections is often accomplished by the Law Enforcement Liaisons. It is their job to encourage participation in the enforcement initiatives presented by NHTSA and 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.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	56.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	265.5
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	6.970
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	23.2
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	9.4

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Speed, Aggressive and Distracted Driving
2019	Law Enforcement Liaison
2019	Highway Safety Office Program Management

5.7.1 Countermeasure Strategy: Speed, Aggressive and Distracted Driving

Program area Police Traffic Services

Countermeasure strategy Speed, Aggressive and Distracted Driving

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

To maintain the five-year average of 21 speed related fatalities (2011-2015) through December 31, 2018.

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

To decrease 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.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

One of the major causes of crashes on Vermont roads is excessive speed, including driving too fast for road and weather conditions. In 2017, 27 of Vermont's 64 fatal crashes (42%) were found to be speed related. Vermont law requires drivers to drive at a reasonable and prudent rate of speed for roadway conditions, in addition to adhering to the posted speed limit. In Vermont, dangers associated with driving over the speed limit are compounded by winter driving and roadway conditions. In 2017, Vermont law enforcement agencies collectively issued 98,581 traffic tickets, representing an increase of nearly 5% over the previous year. Of those tickets, nearly 45% (43,243) were issued for speeding violations.

Since 2009, when Vermont first began regulating the use of portable/handheld electronic devices while driving, the number of tickets issued by law enforcement for these violations has increased. The increase was slow for the first several years but became more significant in 2015 and 2016. In 2017, Vermont law enforcement officers issued a total of 4,508 tickets for these violations, representing nearly 5% of all tickets issued.

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

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.

Evidence of effectiveness**Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.**

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402PT2	Vermont State Police Speed, Aggressive, and Distracted Driving Enforcement	Speed, Aggressive and Distracted Driving
19402PT3	Work Zone Safety	Speed, Aggressive and Distracted Driving

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

Planned activity name Vermont State Police Speed, Aggressive, and Distracted Driving Enforcement

Planned activity number 19402PT2

Primary countermeasure strategy Speed, Aggressive and Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Vermont State Police (VSP) provides primary law enforcement services to approximately 200 towns, representing approximately 90% of the land mass and 50% of the population in Vermont. In addition, VSP has primary responsibility for Vermont's three (3) interstate highways (I-89, I-91, and I-93). For most 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 (79% in 2017) 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 throughout the calendar year on Vermont's high-speed roadways. The overtime enforcement will be managed by the Vermont State Police Traffic Services and performed in areas where data shows a high incidence of speed/aggressive driving related crashes.

Enter intended subrecipients.

The Vermont Department of Public Safety - Vermont State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed, Aggressive and Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$242,325.00	\$60,581.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.2 Planned Activity: Work Zone Safety

Planned activity name	Work Zone Safety
Planned activity number	19402PT3

Primary countermeasure strategy Speed, Aggressive and Distracted Driving

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Highway work zones introduce unexpected and often challenging environments for motorists. The purpose of this grant is to allocate funding to Vermont law enforcement agencies for the implementation of speed and distracted driving enforcement in selected highway work zones. Funding will be determined by data, county data will be analyzed and from that analysis grant amounts will be pro-rated based on the number major crashes in each area. Data shows that the appropriate placement of existing speed limit signs coupled with the presence of active law enforcement results in the highest compliance with the posted speed limits. 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. A project director from the Sheriff's Association will plan and schedule for overtime speed enforcement details near approach corridors to work zones. The Sheriff's Association will serve as the project coordinator for both local law enforcement agencies and sheriff departments throughout the State.

Enter intended subrecipients.

Local Police Departments

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Speed, Aggressive and Distracted Driving

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$25,000.00	\$6,250.00	\$25,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2 Countermeasure Strategy: Law Enforcement Liaison

Program area	Police Traffic Services
Countermeasure strategy	Law Enforcement Liaison

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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.

Continue to increase interest in the support of GHSP's priority initiatives. Increase LEAs participation in national enforcement campaigns to 90% by the completion of FFY 2019.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405D402PT3	Law Enforcement Liaisons	Law Enforcement Liaison

5.7.2.1 Planned Activity: Law Enforcement Liaisons

Planned activity name	Law Enforcement Liaisons
Planned activity number	19405D402PT3
Primary countermeasure strategy	Law Enforcement Liaison

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

GHSP's LEL(s) provide leadership and guidance for the Impaired Driving Enforcement Task Force, the Click It or Ticket Task Force and the Occupant Protection "OP802" 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 Vermont Highway Safety Alliance, The Vermont Association of Chiefs of Police, the Vermont Sheriffs' Association, and the Vermont State Police, to achieve sustained, efficient and coordinated enforcement of all the state's traffic safety priorities. All enforcement strategies are designed using Vermont's TSEP.

GHSP contracts with two (2) LELs who divide coverage of the state into north and south regions; however, the LELs coordinate their activities and work together to provide seamless coverage of all areas of the state.

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

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.

Enter intended subrecipients.

Contract with Retired Law Enforcement Officers

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Law Enforcement Liaison

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$90,000.00	\$22,500.00	\$0.00
2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$90,000.00	\$22,500.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.7.3 Countermeasure Strategy: Highway Safety Office Program Management

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Highway Safety Office Program Management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Program coordination and grant administration for the Governor's Highway Safety Program. Purpose of program activities is to provide Vermont highway users with information, knowledge and motivation to compel behavior modification to increase safety for the general population and individual. Duties are performed under the direction of the Governor's Highway Safety Program Director.

Duties include grant management, and research and statistical analysis in support of the Governor's Highway Safety Program. Activities include developing applicable data gathering systems to evaluate past and current program activities and operations for planning and the identification of future program options. The position also has responsibility for financial management of sub-grantees, preparation of the Highway Safety plans and reports, and monitoring of Highway Safety grants.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405D2	HS Program Coordinator	Highway Safety Office Program Management
19402PT4	Law Enforcement Program Coordinators	Highway Safety Office Program Management

5.7.3.1 Planned Activity: HS Program Coordinator

Planned activity name	HS Program Coordinator
Planned activity number	19405D2
Primary countermeasure strategy	Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Program coordination is provided by three staff members who ensure Governor's Highway Safety Program (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. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits.

Enter intended subrecipients.

GHSP Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2018	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	\$40,000.00		\$10,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.3.2 Planned Activity: Law Enforcement Program Coordinators

Planned activity name Law Enforcement Program Coordinators
Planned activity number 19402PT4
Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Program coordination is provided by three staff members who ensure Governor's Highway Safety Program (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. Program coordinators use the Grant Electronic Application and Reporting System (GEARS) to track sub-awards, financial invoices, progress reports and amendments. These staff members process and monitor monthly financial reimbursements, monitor performance measures, prepare applications, make recommendations for improvement, engage in program development and arrange for training when required. Coordinators track financial spend downs and reconcile grant fund balances with awardees at close-out. The staff members monitor sub awardees in office, by telephone, and through site visits.

Enter intended subrecipients.

GHSP Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Highway Safety Office Program Management

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$45,000.00	\$11,250.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.7.4 Countermeasure Strategy: Crash Reconstruction

Program area Police Traffic Services

Countermeasure strategy Crash Reconstruction

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the

State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Reducing time collision investigators spend collecting data at the scene.

Quicker opening of roadways at crash scenes.

Continuing to produce accurate forensic evidence for prosecutions related to crashes.

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

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

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits this planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402PT1	Crash Reconstruction Support	Crash Reconstruction

5.7.4.1 Planned Activity: Crash Reconstruction Support

Planned activity name	Crash Reconstruction Support
Planned activity number	19402PT1
Primary countermeasure strategy	Crash Reconstruction

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The Vermont State Police Crash Reconstruction Team is the primary investigation unit for serious bodily injury and fatality crashes in the State of Vermont. The team responds to more than 65 motor vehicle crashes in Vermont annually. Approximately 38% of these calls generate requests for support to local and county law enforcement agencies. The team utilizes four Sockkia total stations deployed throughout the state. In addition, the team utilizes complex diagramming software. As more vehicles are equipped with Event Data Recording systems, the team is receiving more frequent calls to perform the downloads on these vehicles to capture speed, braking, seat belt usage and engine throttle.

There are only 12 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 a 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 50% of all crashes had impaired driving components. Complete and extensive investigation of traffic crashes is the first step toward successful determination of causation factors and subsequent adjudication, when appropriate. Budget funds are dedicated to the training of troopers and for purchase of software updates for reconstruction equipment, Total Stations, the Airbag Control Modules (ACM), and Crash Data Retrieval (CDR) cables.

Enter intended subrecipients.

The Vermont Department of Public Safety - Vermont State Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Crash Reconstruction

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018		FAST Act NHTSA 402	Police Traffic Services (FAST)	\$129,336.00	\$32,334.00	\$71,135.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.8 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) 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.

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. In 2010, pedestrian injuries resulting in an emergency department visit in the US cost over \$1.1 billion. According to the National Household Travel Survey in 2013, there are 127 million walking trips taken in the US every day. 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.

According to the 2015 FARS report there were 57 total traffic fatalities in Vermont, 9 of those fatalities were pedestrian and bicycle related which accounted for 15.79% of all traffic fatalities in Vermont.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	-6.7
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	1.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year Countermeasure Strategy Name

2019 Education and Training

5.8.1 Countermeasure Strategy: Education and Training

Program area Non-motorized (Pedestrians and Bicyclist)

Countermeasure strategy Education and Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

Yes

Enter justification supporting the innovative countermeasure strategy, including research, evaluation and/or substantive anecdotal evidence, that supports the potential of the proposed innovative countermeasure strategy.

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. 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. The proposed countermeasure seeks to increase education and awareness in this area in an attempt to affect behavior modification and practices of both pedestrians and operators alike.

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Deliver community education to the walking and motoring public on shared roadways about the importance of pedestrian safety; utilize community partnerships and resources, such as the Safe Routes to School (SRTS) initiative, to reach specific populations throughout Vermont. 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.

VDH plans to continue collecting the following data and reporting on these measures:

- Assess SIREN, CRASH, and FARS databases for geographic distribution of pedestrian-related injuries and fatalities to inform educational outreach and promote programmatic activities.
- Supervise and coordinate paid and volunteer staff activities.
- Interface with federal, state, and local allied agencies and organizations.
- Meet at least quarterly with GHSP/DPS staff to review program implementation plans and financial documentation.

The program will conduct analysis of all data collected to inform public health strategies The program will analyze baseline data to inform implementation of evidence-based strategies within local communities, as well as work with national partners (NIOSH, NIST, and NHTSA), other state health departments and EMS offices, and regional New England states to update data collection and analysis methods to produce reports on program-specific injuries and fatalities while contributing to current public health strategies to decrease the rates of injuries and fatalities.

Collect, maintain, and report on the following data:

- Number/types of trainings and education/outreach events.
- List of program-related partners for both Pedestrian Safety.
- Number and types of 911 calls for pedestrian- and bicycle-related injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

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.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

This Countermeasure best fits the planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402SA405H	Road User's Group	Education and Training
19405H1	Local Motion	Education and Training

5.8.1.1 Planned Activity: Road User's Group

Planned activity name	Road User's Group
Planned activity number	19402SA405H
Primary countermeasure strategy	Education and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Pedestrian-related crashes continue to be a concern for highway safety professionals and citizens of the State. Pedestrian-related crashes impact all ages, with 25 to 44-year-olds the most at risk for pedestrian-related injuries based on state EMS data. Pedestrian safety education is an important component for all age groups, specifically for children and older adults due to their unique needs (longer crossing time, e.g.). Further,

providing pedestrian safety education for children will help the future generation of Vermonters prioritize safety.

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.

Additionally, the program will complement public health approaches to pedestrian safety and injury prevention. This will be accomplished by promoting general safety policy through education and public awareness campaigns that support pedestrian safety, implementing a statewide pedestrian education program for school-aged children, creating safe walking routes for older adults, and conducting law enforcement training for crosswalk enforcement activities. By utilizing Vermont Department of Health 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 communities in teaching Vermonters 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. We will also reach out to partners who serve older Vermonters to provide education on pedestrian safety.

The EMS component of this project is funded with 402SA funds.

The EMS coordinator and the pedestrian safety coordinator are both within the Vermont Department of Health. Statewide EMS coordination is housed within the Department of Health and shares some common linkage with pedestrian safety issues. For instance, EMS personnel provide in-community safety trainings throughout Vermont and many of those trainings include pedestrian safety issues. This linkage provides commonality of messaging throughout the State at the intersection of both of these areas.

The Vermont EMS system is supported by 174 EMS agencies, including 83 transporting ambulance services staffed by over 2,900 EMS providers. In 2017, over 58,000 patients were transported by ambulance. The GHSP is committed to assuring that patients and EMS personnel arrive safely to the nearest emergency care facility.

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

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 focused on implementation of a formal driver training course and the Evidence-Based Fatigue Risk Management Guidelines for Emergency Medical Services
2. Host a "train-the-trainer" course statewide taught by regional OP instructors who are committed to conducting safety trainings at the EMS district level
3. Support EMS agencies in the development of agency and/or EMS district-level ambulance driver training programs
4. Develop a toolkit for emergency vehicle driver training at the agency and/or EMS district-level
5. Create a framework for expanding the program to other occupational groups, including law enforcement agencies

Enter intended subrecipients.

The Vermont Department of Health

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Education and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act 405h Nonmotorized Safety	405h Public Education	\$127,688.00	\$31,922.00	
2018		FAST Act NHTSA 402	Safe Communities (FAST)	\$32,312.00	\$8,078.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.8.1.2 Planned Activity: Local Motion

Planned activity name Local Motion

Planned activity number 19405H1

Primary countermeasure strategy Education and Training

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Local Motion is a member-supported non-profit organization dedicated to helping Vermont communities become safe and welcoming places to bike and walk. The GHSP has funded Local Motion's work with the Safe Streets Network, a broad-based campaign led by non-profits and local governments from across Vermont to provide bike/pedestrian education and outreach. Local Motion continues to strategically build a statewide network of local partners to utilize the existing "toolkit" of community education, activities and materials developed by Local Motion. The continuing goal for this expanded network is to reduce bike-pedestrian/motor vehicle crashes by increasing rates of walking/biking and building a culture of respect on our streets and sidewalks. The philosophy is that everyone has a part to play—cyclists, pedestrians, and motorists alike. Based on their data-driven approach, Local Motion will provide training and technical assistance in the use of the outreach "toolkit" and education strategies and resources to identified communities, thus developing local capacity to promote safe biking and walking.

Activity Name	Start Date	End Date
UVM Students Safety Workshop	10/15/2018 12:00:00 AM	10/15/2018 12:00:00 AM
Bike Smart Fall 2018	10/1/2018 12:00:00 AM	11/30/2018 12:00:00 AM
Safe Routes to School Fall 2018	10/1/2018 12:00:00 AM	11/30/2018 12:00:00 AM
Winter Safety Outreach	12/1/2018 12:00:00 AM	3/30/2019 12:00:00 AM
Safe Routes to School Winter 2019	12/1/2018 12:00:00 AM	3/30/2019 12:00:00 AM
Bike Smart Spring 2019	3/15/2019 12:00:00 AM	6/30/2019 12:00:00 AM
Spring Safety Outreach	4/1/2019 12:00:00 AM	6/30/2019 12:00:00 AM
Safe Routes to School Spring 2019	4/1/2019 12:00:00 AM	6/30/2019 12:00:00 AM

YMCA Healthy Kids Day	4/20/2019 12:00:00 AM	4/20/2019 12:00:00 AM
Burlington Kids Day	5/5/2019 12:00:00 AM	5/5/2019 12:00:00 AM
Bike Smart Summer 2019	7/1/2019 12:00:00 AM	8/30/2019 12:00:00 AM
Summer Safety Outreach	7/1/2019 12:00:00 AM	8/30/2019 12:00:00 AM
Bike Smart Fall 2019	9/1/2019 12:00:00 AM	9/30/2019 12:00:00 AM
Safe routes to School Fall 2019	9/1/2019 12:00:00 AM	9/30/2019 12:00:00 AM
Fall Safety Outreach 2019	9/1/2019 12:00:00 AM	9/30/2019 12:00:00 AM
Fall Safety Outreach 2018	10/1/2018 12:00:00 AM	11/30/2018 12:00:00 AM
UVM Helmet Event	9/15/2019 12:00:00 AM	

Success is measured by the number of participants that receive training and instruction on bike and pedestrian safety. Unequivocally, the greater the number of educated and informed bicyclist and pedestrians sharing our roadways the safer those roadways will be for all.

Enter intended subrecipients.

Local Motion

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year Countermeasure Strategy Name

2019 Education and Training

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019		FAST Act 405h Nonmotorized Safety	405h Public Education	\$92,312.00		\$23,078.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item Quantity Price Per Unit Total Cost NHTSA Share per unit NHTSA Share Total Cost

No records found.

5.9 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) 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.

What We Do

Vermont Governor's Highway Safety Program (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. GHSP is also involved with the Vermont Highway Safety Alliance (VHSA) which has allowed us to build upon a network of highway safety professionals, working in collaboration to increase highway safety through these federally funded programs.

The GHSP has an in-house staff of three Program Coordinators with specific subject matter areas of expertise, to include Occupant Protection, Distracted Driving, Impaired Driving, Law Enforcement (DUI and OP Enforcement) and Education Outreach programs. The staff of the GHSP manages state highway safety grant funds by providing guidance, oversight and monitoring for our partners.

The programs administered through the GHSP are federally funded through the National Highway Traffic Safety Administration (NHTSA). Our programs are defined and approved each year in the GHSP Highway Safety Plan (HSP) and align with the State's Strategic Highway Safety Plan (SHSP). Through these plans, we analyze data, identify problems, define emphasis areas, and set goals in order to administer funds to programs in a responsible manner in accordance with federal guidelines.

Our Mission

Achieve progress "Toward Zero Deaths" by reducing the number of crashes, injuries and fatalities on Vermont's roads and to provide highway safety data and fact-based analyses that will assist communities and safety advocates in implementing effective programs that will change high-risk driving behavior and increase safety on our streets and highways.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402PA1	GHSP Planning and Administration	Planning & Administration

5.9.1 Planned Activity: GHSP Planning and Administration

Planned activity name	GHSP Planning and Administration
Planned activity number	19402PA1
Primary countermeasure strategy	Planning & Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

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

	Salaries and related Expenses for :
	GHSP Chief
Personal	Deputy Chief
	Administrative Services Manager
	Program Coordinator
	Advertising - Print
	Fee for Space
	Office Supplies
Operating Expenses	Postage
	Printing and Binding
	Rental of Copier/Fax/Pinter/Scanner
	Other Purchased Services
Dues	GHSA Dues

Enter intended subrecipients.

GHSP Staff

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Planning & Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2015	164 Transfer Funds-PA	164 Planning and Administration	\$10,000.00		\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402OPE	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement, and Support Equipment	Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children
19402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG4	Windham County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19164AL1	High Visibility Alcohol Enforcement and Support Equipment	High Visibility Enforcement
19164ALREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement
19164ALREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement
19164ALREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement
19164ALREG4	Windham County Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Vermont has 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 indicators of where DUI and drugged driving enforcement efforts must be directed. The TSEP approach is applied to speeding, distracted driving and all other GHSP critical emphasis areas which may emerge.

- > Periodic analysis by the GHSP staff of aggregate statewide crash data coupled with localized data facilitates the states data based approach to highway safety problems. Local data is the cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems which require the application of local data.
- > During the grant application process each potential sub-awardee is issued a pre-loaded application prepared by 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.

It is a policy of the GHSP to assure that all NHTSA funds are being used in the most effective and productive way possible to assure safety on Vermont roadways. To accomplish this is it necessary to monitor and assess ongoing grant programs and performance in those programs. Therefore, in furtherance of this objective all participating agencies are required to submit monthly activity reports and quarterly progress reports.

GHSP Program Coordinators are tasked with evaluating all agency reports and assessing productivity and progress towards defined goals and outcomes. Program Coordinators work closely with other members of the GHSP staff and LELs to determine if any strategic adjustments, modifications or other changes are necessary and appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provides feedback which enables project adjustments where and when appropriate.

Although the exercise of discretion is an important tool in the program coordinators oversight of programmatic activity and systems the following is a partial listing of items and events that shall require a programmatic site visit and program assessment:

1. Over 40% of grant award expended by the end of the first quarter of the fiscal year;
2. Under 10% of grant award expended by the end of the second quarter of the fiscal year;
3. Lack of progress in achieving performance measures;
4. Not participating in a required campaign;
5. Activity reporting two months or more in the arrears;
6. Failure to file a final report within 45 days of the end of the performance period; or
7. Any other just cause as determined by the program administrators.

The redeployment and allocation of resources is a programmatic and data based decision. For instance, the information below indicates that Vermont had 62 fatal crashes during the most recent completed and verified FARS reporting in 2016. A close look at the aggregate data reveals, that when examined by county, the counties with the highest population base are also the counties with the proportionally greatest amount of fatalities. However, the data shows that the greatest amount of fatalities are occurring on rural roadways. Site visits and program monitoring allow GHSP to assess needs within a specific area and effectiveness of specific programs in that area. If it is found that the grantees are not meeting program requirements or vice-versa are meeting program requirements and having success a redeployment of resources may be necessary to achieve GHSP goals and objectives. [See Graphs Below]

The information below is essential in the calculus of determining resources deployment and program priorities.

Total Fatalities

Year	FARS Fatalities	5-Year Average
2004	98	
2005	73.0	
2006	87.0	
2007	66.0	
2008	73.0	79.4
2009	74.0	74.6
2010	71.0	74.2
2011	55.0	67.8
2012	77.0	70.0
2013	70.0	69.4
2014	44.0	63.4
2015	57.0	60.6
2016	62.0	62.0
2017	69.0	60.4
2018*	53.0	57.0
2019**	56.0	59.4

5 Year Trend For The Top 10 Counties of 2016 - Fatalities

Vermont Counties by 2016 Ranking		Fatalities					Percent of Total				
		2012	2013	2014	2015	2016	2012	2013	2014	2015	2016
1	Rutland County	9	9	7	10	10	12	13	16	18	16
2	Windham County	6	10	1	3	8	8	14	2	5	13
3	Addison County	4	4	1	3	6	5	6	2	5	10
4	Chittenden County	10	5	9	9	6	13	7	20	16	10
5	Franklin County	6	6	2	10	6	8	9	5	18	10
6	Bennington County	4	2	4	3	5	5	3	9	5	8
7	Washington County	10	4	4	2	5	13	6	9	4	8
8	Windsor County	9	10	3	5	5	12	14	7	9	8
9	Lamoille County	3	4	2	2	3	4	6	5	4	5
10	Orleans County	9	7	3	2	3	12	10	7	4	5
Sub Total 1.*	Top Ten Counties	72	65	40	51	57	94	94	91	89	92
Sub Total 2.**	All Other Counties	5	4	4	6	5	6	6	9	11	8
Total	All Counties	77	69	44	57	62	100	100	100	100	100

5 Year Trend For The Top 10 Counties of 2016 - Fatalities Year to Year Percent Change

Vermont Counties by 2016 Ranking		Fatalities					Percent Change From Previous Year			
		2012	2013	2014	2015	2016	2013	2014	2015	2016
1	Rutland County	9	9	7	10	10	0	-22	43	0
2	Windham County	6	10	1	3	8	67	-90	200	167
3	Addison County	4	4	1	3	6	0	-75	200	100
4	Chittenden County	10	5	9	9	6	-50	80	0	-33
5	Franklin County	6	6	2	10	6	0	-67	400	-40
6	Bennington County	4	2	4	3	5	-50	100	-25	67
7	Washington County	10	4	4	2	5	-60	0	-50	150
8	Windsor County	9	10	3	5	5	11	-70	67	0
9	Lamoille County	3	4	2	2	3	33	-50	0	50
10	Orleans County	9	7	3	2	3	-22	-57	-33	50

Vermont Counties by 2016 Ranking		Fatalities					Percent Change From Previous Year			
		2012	2013	2014	2015	2016	2013	2014	2015	2016
Sub Total 1.*	Top Ten Counties	72	65	40	51	57	-10	-38	28	12
Sub Total 2.**	All Other Counties	5	4	4	6	5	-20	0	50	-17
Total	All Counties	77	69	44	57	62	-10	-36	30	9

5 Year Trend For The Top 10 Counties of 2016 - Fatality Rates

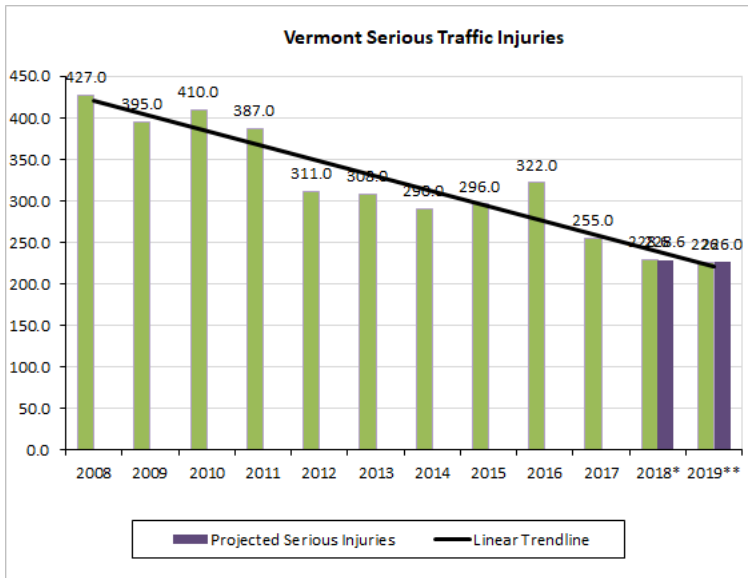
Median Rate for all U.S. Counties: 17.72

Vermont Counties by 2016 Ranking		Fatalities Per 100,000 Population				
		2012	2013	2014	2015	2016
1	Grand Isle County	0.00	0.00	14.34	0.00	28.91
2	Windham County	13.63	22.79	2.29	6.93	18.54
3	Rutland County	14.78	14.86	11.63	16.75	16.86
4	Addison County	10.85	10.84	2.70	8.12	16.23
5	Essex County	16.08	16.16	32.66	32.48	16.19
6	Bennington County	10.90	5.44	10.97	8.24	13.82
7	Franklin County	12.43	12.42	4.11	20.44	12.27
8	Lamoille County	12.03	15.94	7.96	7.94	11.84
9	Orleans County	33.12	25.75	11.08	7.38	11.17
10	Windsor County	16.00	17.81	5.36	8.98	9.01
Sub Rate 1.*	Top Ten Counties	15.70	15.55	8.36	11.89	14.19
Sub Rate 2.**	All Other Counties	6.48	3.41	3.12	5.08	4.65
Total Rate	All Counties	12.29	11.00	7.02	9.10	9.93

Although the fatality rate in Vermont appears to be statistically constant the number of crashes that resulted in serious bodily injury is on the decline. Between 2010 and 2016 there has been an decrease in the number of serious bodily injury due to crashes of approximately 22%.

Vermont Serious Traffic Injuries.

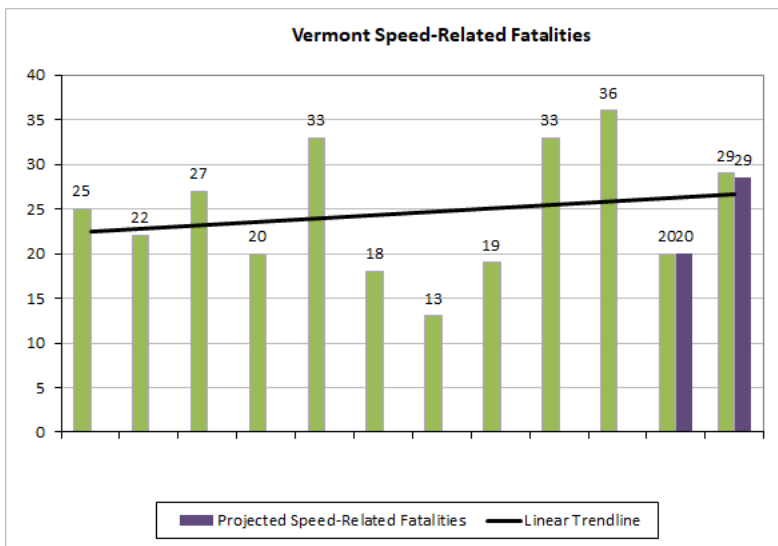
Year	Serious Injuries	5-Year Average
2006	487.0	
2007	384.0	
2008	427.0	
2009	395.0	
2010	410.0	420.6
2011	387.0	400.6
2012	311.0	386.0
2013	308.0	362.2
2014	290.0	341.2
2015	296.0	318.4
2016	322.0	305.4
2017	255.0	294.2
2018*	228.6	278.3
2019**	226	265.5



One area that has received a great deal of attention and focus by HVE and other targeted enforcement is high speed areas the data is clear that Vermont is trending up in the number of fatalities that are speed related and it continues to be an area of attention in allocating law enforcement resources and engineering response. [See Information Below]

Speed Related Fatalities

Year	Speed-Related Fatalities	5-Year Average
2005	33	
2006	33	
2007	23	
2008	25	
2009	22	27.2
2010	27	26.0
2011	20	23.4
2012	33	25.4
2013	18	24.0
2014	13	22.2
2015	19	20.6
2016	33	23.2
2017	36	23.8
2018*	20	24.2
2019**	29	27.4



Enter explanation of the deployment of resources based on the analysis performed.

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 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 Chittenden CSD for the Chittenden project, and the Rutland County Sheriff's Department for the Rutland project, who provide leadership and direction to participating agencies. This year Windham CSD and the Vergennes City Police Department have submitted applications for regional projects.

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.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

Vermont's execution of an Evidence-Based Traffic Safety Enforcement Program (TSEP) is based on three 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. In addition, performance-related 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, and will be, created to increase impact and improve effectiveness of the GHSP communication plan. Vermont's statewide and local data identifies the target audience to deliver the appropriate message to the right demographic. For example, localized data indicates the geographic areas of the state with the lowest belt use rates. The Vermont GHSP will work with three contacted media consultants in creating visual and audio messaging.

The occupant protection public service announcements (PSAs) are produced on location, using recognizable landmarks as points of reference for local viewers. Similarly, impaired driving messaging depicts locations which will resonate with the targeted audience. 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 support enforcement.

The TSEP process incorporates Data Driven Approaches to Crime and Traffic Safety (DDACTS) and closely follows the strategies listed in the seven guiding principles:

1. Partner and Stakeholder Participation
2. Data Collection
3. Data Analysis
4. Strategic Operations
5. Information Sharing and Outreach
6. Monitoring, Evaluation and Adjustments
7. Outcomes

The utilization of geo-mapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of a 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.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

OP Supporting Enforcement

OP Communication Campaign

ID Supporting Enforcement

High Visibility Enforcement

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402OPE	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement, and Support Equipment	Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children
19402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG4	Windham County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19164AL1	High Visibility Alcohol Enforcement and Support Equipment	High Visibility Enforcement
19164ALREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement
19164ALREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement
19164ALREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement
19164ALREG4	Windham County Safe Highway Accident Reduction Program (SHARP)	ID Supporting Enforcement

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area

Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency

Addison County Sheriff's Department
 Barre Town Police Department
 Bennington County Sheriff's Department
 Bennington Police Department
 Berlin Police Department
 Shelburne Police Department
 Franklin County Sheriff's Department
 Grand Isle County Sheriff's Department
 Hardwick Police Department
 Lamoille County Sheriff's Department
 Morristown Police Department
 Montpelier Police Department

Newport Police Department
 Northfield Police Department
 Orange County Sheriff's Department
 Orleans County Sheriff's Department
 Springfield Police Department
 St. Albans Police Department
 St. Johnsbury Police Department
 Vergennes Police Department
 Washington County Sheriff's Department
 Wilmington Police Department
 Windham County Sheriff's Department
 Windsor County Sheriff's Department
 Windhall County Sheriff's Department
 Winhall Police and Rescue
 Woodstock Police Department
 Department of Motor Vehicles
 Vermont State Police
 Chittenden County Sheriff's Department
 Barre City Police Department

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

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 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. 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, sheriff departments, the Vermont DMV Commercial Vehicle Enforcement Unit, and local constables participate in the CIOT campaigns.

In May 2018, 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.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Passenger Safety (CPS) Statewide Program and Data Collection

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405BOP1	Child Passenger Safety (CPS) Statewide Program and Data Support	Child Passenger Safety (CPS) Statewide Program and Data Collection

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

Planned inspection stations and/or events: 83

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

Populations served - urban 34

Populations served - rural 49

Populations served - at risk 25

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

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Child Passenger Safety (CPS) Statewide Program and Data Collection

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19405BOP1	Child Passenger Safety (CPS) Statewide Program and Data Support	Child Passenger Safety (CPS) Statewide Program and Data Collection

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

Estimated total number of classes 4

Estimated total number of technicians 45

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

Primary enforcement seat belt use statute	No
Occupant protection statute	Yes
Seat belt enforcement	Yes
High risk population countermeasure program	Yes
Comprehensive occupant protection program	No
Occupant protection program assessment	No

Occupant protection statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- Requirement for occupants to be secured in a seat belt.
23 V.S.A 1259(a)
- Requirement for occupants to be secured in an age appropriate child restraint.
23 V.S.A 1259(a)
- Coverage of all passenger motor vehicles.
23 V.S.A 1259(a)
- Minimum fine of at least \$25.
23 V.S.A 1259(f)(1)

Click Add New to provide legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citation	Amended Date
23 V.S.A 1259(b)(1)-(7)	7/1/2015

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children
OP Supporting Enforcement
OP Communication Campaign

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402OPE	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement, and Support Equipment	Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children
19402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement

19402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG4	Windham County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children

OP Supporting Enforcement

OP Data Collection

OP Communication Campaign

Child Passenger Safety (CPS) Statewide Program and Data Collection

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19402OPE	Click It or Ticket National Mobilizations, Ongoing and Periodic Seat belt and Child Passenger Restraint Enforcement, and Support Equipment	Short Term, Nighttime and Year Round Seat Belt Enforcement for both Adults and Children
19405BOP1	Child Passenger Safety (CPS) Statewide Program and Data Support	Child Passenger Safety (CPS) Statewide Program and Data Collection
19402OPEREG1	Chittenden County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG2	Rutland County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG3	Vergennes Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19402OPEREG4	Windham County Safe Highway Accident Reduction Program (SHARP)	OP Supporting Enforcement
19405BOP2	Annual Seat Belt Survey	OP Data Collection

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date

7/19/2017

10/18/2017

1/17/2018

4/18/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Jim Baraw and Mandy White

Title of State's Traffic Records Coordinator: Program Coordinator and Data Analyst

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

TRCC Committees

Executive Committee

Name / Title	Organization	Function
John Quinn Secretary and State CIO	Agency of Digital Services	Information Technology
Mark Levine, MD Commissioner	Department of Health	Injury Surveillance System
Joe Flynn Secretary	Agency of Transportation	Crash/Roadway
Keith Flynn Chief	Governor's Highway Safety	Highway Safety
Thomas D. Anderson Commissioner	Department of Public Safety	Law Enforcement
Patricia Gabel State Court Administrator	Court Administrators Office	Citation
Wanda Minoli (Acting Commissioner)	Department of Motor Vehicles	Driver/Vehicle

Technical Committee

Name / Title	Organization	Function
Joe Arduca Safety Program Manager	FMCSA	FMCSA
Jennifer Pittsley IT Manager	ADS IT	Information Tech

Name / Title	Organization	Function
Sgt. Owen Ballinger VT State Police	Vermont State Police – Traffic Operations	Law Enforcement
James H. Baraw Highway Safety Program Coordinator	Governor's Highway Safety	Highway Safety
Chris Bell EMS Director	Department of Health	Injury Surveillance System
Gabriel Cano Deputy Regional Administrator	NHTSA Region 1	NHTSA
Eleni Churchill Sr. Trans Planner	Agency of Transportation	Roadway
Evelyn McFarlane VHSA Coordinator	Vermont Highway Safety Alliance	Highway Safety
Barbara Cormier ADS Program Manager	Agency of Digital Services	Information Tech
Leslie Bodette CJTC Trainer	Vermont Police Academy	Law Enforcement
Johnathan Croft AOT Mapping Chief	Agency of Transportation	Roadway
Dan Demille Regional Program Manager	NHTSA Region 1	NHTSA
Mario Dupigny-Giroux Traffic Safety Engineer	Agency of Transportation	Roadway

Name / Title	Organization	Function
Donna Earle DMV Chief of Records	Department of Motor Vehicles	Driver/Vehicle
Col. William Elovirta Chief	Department of Motor Vehicles	Law Enforcement/ Commercial Driver/Vehicle
Paul White Law Enforcement Liaison	Governor's Highway Safety	Law Enforcement/ Highway Safety
Lt. John Flannigan Lieutenant – VT State Police	Vermont State Police	Law Enforcement
Chelsea Dubie SIREN Data Analyst	Department of Health	Injury Surveillance System
Karen Gennette Director, Crime Research Group	Crime Research Inc.	Research
Dean Hamel DPS IT Manager	Department of Public Safety	Information Tech
Jon Kaplan AOT Bike/Ped Coordinator	Agency of Transportation	Roadway
Deb Laferriere Exec. Assistant	Judiciary	Citation
Mike Smith Director of Driver Improvement	Department of Motor Vehicles	Driver/Vehicle
Jeffrey Loewer Chief Information Officer	Vermont Judiciary	Citation

Name / Title	Organization	Function
Ture Nelson FHWA Region Administrator	FHWA	FHWA
Charlene Oakley Regional Program Manager	NHTSA Region 1	NHTSA
Laurie Roberts AOT Technician II	Agency of Transportation	Crash
Cindy Taylor Training Coordinator	Vermont Police Academy	Law Enforcement
Roger Thompson Safety Engineer	FHWA	FHWA
Lise Veronneau Business Administrator	Burlington PD	Law Enforcement
Mandy White Crash Technician	Agency of Transportation	Crash

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded
No documents uploaded to GMSS

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State’s most recent highway safety data and traffic records system assessment.

State highway safety data and traffic records system assessment section

7.1.1 Crash Recommendations

1. *Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont plans to continue to train more law enforcement officers to use Web Crash electronically in the field as well as researching technologies that could make this easier when connectivity is a problem. We will plan a MMUCC review to see where we are at with our most current crash report form. Since the Traffic Records Assessment, we changed the injury codes on the crash report form to reflect the new MMUCC elements and the manual reflects the same definition as well. We will also continue to explore new interfaces with other traffic records programs such as EMS and enhance those we currently have.

Related Project: AOT Crash Data Reporting System

2. *Improve the data quality control program the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont will explore possible ways to track errors that make it through to the database. Crashes are not “rejected” in Web Crash because they cannot be submitted without a minimum amount of data. We will also look for ways to institute a more formal performance measurement monitoring program.

Related Project: AOT Crash Data Reporting System

7.1.2 Data Use and Integration Recommendation

1. *Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The State of Vermont Department of Information and Innovation will continue existing efforts to implement a formal data governance process.

The TRCC continues to promote the development of a Traffic Records Inventory of the State’s traffic records data systems (i.e. crash, roadway, ISS, citation, vehicle, driver, etc.). The inventory will contain or reference the data dictionaries, ownership, and business rules for each of the constituent data systems

Related Project: No related project.

7.1.3 Driver Recommendations

1. *Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will promote the development of a State of Vermont Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g. vehicle, crash).

Related Project: No related project.

2. *Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The VT TRCC will emphasize the importance of data quality control programs to each of the traffic records data component systems, including the Driver data system.

Related Project: No related project.

7.1.4 Roadway Recommendations

1. *Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: VTrans understands the recommendation and can see the benefits of a single data dictionary. There are currently different data systems and processes, each with specific data schemas that may not be able to be pulled together into a single dataset, but could have their schemas defined in a single data dictionary. This could be done provided adequate resources are available.

Related Project: VTrans will need to define a specific project to address this issue, provided resources can be allocated.

2. *Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Quality assurance and quality control are important to the integrity of any data system, and VTrans needs to review the recommendation and evaluate to what extent this can be implemented within the existing system.

Related Project: VTrans will need to define projects associated with this recommendation, which has not happened at this time.

There are limited resources and staffing available to perform all the necessary tasks to support collection, storage, and analysis of the roadway data elements and as much as we want to implement certain solutions, resources may not be available to do so.

7.1.5 Vehicle Recommendations

1. **Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

2. **Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

3. **Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

7.1.6 Citation/Adjudication Recommendations

1. **Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in pilot phase II, and moving into Phase III; a statewide implementation plan. This will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

2. **Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in its planning phase, will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

7.1.7 EMS/Injury Surveillance Recommendations

1. **Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: The TRCC will review and evaluate integration opportunities of the various traffic records data sets.

Related Project: SIREN

2. **Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

State Accepts Recommendation. State Response: The TRCC will promote the use of completeness and accuracy performance measures for Vermont's Injury Surveillance data systems.

Related Project: SIREN

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each

recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

State highway safety data and traffic records system assessment section

7.1.1 Crash Recommendations

1. ***Improve the procedures/process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: Vermont plans to continue to train more law enforcement officers to use Web Crash electronically in the field as well as researching technologies that could make this easier when connectivity is a problem. We will plan a MMUCC review to see where we are at with our most current crash report form. Since the Traffic Records Assessment, we changed the injury codes on the crash report form to reflect the new MMUCC elements and the manual reflects the same definition as well. We will also continue to explore new interfaces with other traffic records programs such as EMS and enhance those we currently have.

Related Project: AOT Crash Data Reporting System

2. ***Improve the data quality control program the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: Vermont will explore possible ways to track errors that make it through to the database. Crashes are not “rejected” in Web Crash because they cannot be submitted without a minimum amount of data. We will also look for ways to institute a more formal performance measurement monitoring program.

Related Project: AOT Crash Data Reporting System

7.1.2 Data Use and Integration Recommendation

1. ***Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The State of Vermont Department of Information and Innovation will continue existing efforts to implement a formal data governance process.

The TRCC continues to promote the development of a Traffic Records Inventory of the State’s traffic records data systems (i.e. crash, roadway, ISS, citation, vehicle, driver, etc.). The inventory will contain or reference the data dictionaries, ownership, and business rules for each of the constituent data systems

Related Project: No related project.

7.1.3 Driver Recommendations

1. ***Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The VT TRCC will promote the development of a State of Vermont Driver Data Dictionary containing data element definitions, validations, and links to other data sets (e.g. vehicle, crash).

Related Project: No related project.

2. ***Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: The VT TRCC will emphasize the importance of data quality control programs to each of the traffic records data component systems, including the Driver data system.

Related Project: No related project.

7.1.4 Roadway Recommendations

1. ***Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.***

State Accepts Recommendation. State Response: VTrans understands the recommendation and can see the benefits of a single data dictionary. There are currently different data systems and processes, each with specific data schemas that may not be able to be pulled together into a single dataset, but could have their schemas defined in a single data dictionary. This could be done provided adequate resources are available.

Related Project: VTrans will need to define a specific project to address this issue, provided resources can be allocated.

2. *Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Quality assurance and quality control are important to the integrity of any data system, and VTrans needs to review the recommendation and evaluate to what extent this can be implemented within the existing system.

Related Project: VTrans will need to define projects associated with this recommendation, which has not happened at this time.

There are limited resources and staffing available to perform all the necessary tasks to support collection, storage, and analysis of the roadway data elements and as much as we may want to implement certain solutions, resources may not be available to do so.

7.1.5 Vehicle Recommendations

1. *Improve the description and contents of the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

2. *Improve the applicable guidelines for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

3. *Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: Vermont believes that NMVITS, once implemented, will instituted many best practices.

Related Project: No related TRCC project; however, NMVITS is an ongoing project within the Vermont Department of Motor Vehicles.

7.1.6 Citation/Adjudication Recommendations

1. *Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in pilot phase II, and moving into Phase III; a statewide implementation plan. This will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

2. *Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The Vermont Judiciary has embarked on a multi-year initiative to implement a Next Generation Case Management System (NG-CMS). This initiative, currently in its planning phase, will drive and enable the transformation of the Judiciary's case management process from a paper-driven to an electronic-focused business model that will improve access to justice for our citizens, strengthen inter-agency communication, and enable more efficient court operations through faster court case initiation, more accurate electronic case files, and improved document availability and accessibility. Additionally, this initiative will facilitate improvements to the E-Ticket Upgrade project.

Related Project: DPS E-Citation Implementation

7.1.7 EMS/Injury Surveillance Recommendations

1. *Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The TRCC will review and evaluate integration opportunities of the various traffic records data sets.

Related Project: SIREN

2. *Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.*

State Accepts Recommendation. State Response: The TRCC will promote the use of completeness and accuracy performance measures for Vermont’s Injury Surveillance data systems.

Related Project: SIREN

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
19405CTR1	AOT Crash Data Reporting System	Improves accessibility of a core highway safety database
19405CTR4	e-Citation	Improves accessibility of a core highway safety database
19405CTR2	SIREN	Improves completeness of a core highway safety database
19405CTR3	TRCC Consultant	Highway Safety Office Program Management
19402TR1	TRCC Program Coordinator	Highway Safety Office Program Management
19405CTR5	Intersection Data Collection	Data Improvement
19405CTR6	POLD	Improves integration between one or more core highway safety databases
19402TR405D2	Attitude Survey	Survey and Analysis

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

The State accepted all recommendations and is planning to implement each that was proffered.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State’s core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the “Model Performance Measures for State Traffic Records Systems” (DOT HS 811 441), as updated.

1. **Progress**

1. **Traffic Records Performance Measures**

3.1.1 **Citation Completeness– Agencies Deployed**

Label: C-C-01

Status of Improvement: Demonstrated Improvement

Active Status: Active

Last Updated: 04-April-2018

Related Project: eCitation

Narrative

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

The State began piloting its eCitation program in 2016 and continues to rollout eCitation statewide as resources and interfaces become available. Beginning in July 2016, Vermont law enforcement started issuing citations electronically in three of the State’s 95 law enforcement agencies. By the end of March 2018, eCitation has been deployed to 21 of the State’s 95 agencies with 60 equipped vehicles on the system.

Measurements

Start Date	End Date	Agencies	Percent of Total Agencies
April 1, 2015	March 31, 2016	0	0%

April 1, 2016	March 31, 2017	11	12%
April 1, 2017	March 31, 2018	21	22%

Supporting Materials (Backup)

Count of Agencies Where eCitation is Deployed

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

3.1.2 Citation Uniformity – Paper vs Electronic

Label: C-CU-02**Status of Improvement:** Demonstrated Improvement**Active Status:** Active**Revision Date:** 14-May-2018**Related Project:** eCitation

Narrative

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

For the current measurement period, 12.2% of Vermont citations were issued electronically.

Measurements

Start Date	End Date	Paper	Electronic	Percent Electronic
April 1, 2015	March 31, 2016	88,926	0	0%
April 1, 2016	March 31, 2017	94,908	1,218	1.2%
April 1, 2017	March 31, 2018	95,198	11,687	12.2%

Supporting Materials (Backup)

Citations – April 01, 2015 through March 31, 2016

```

rsi01 04/01/2015 03/31/2016                               Page 1
01:27 pm                                                    06/06/2017

      STATE OF VERMONT
      JUDICIAL BUREAU

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

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

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

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

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

Citations – April 01, 2016 through March 31, 2017

Tickets Entered;		94908
Answers Entered;		
	Other:	1 (00.0)
	Contested:	15441 (23.9)
	Not Contested:	49168 (76.1)

		64610
Appeals Entered;		
	De Novo Before Court:	20 (20.2)
	De Novo Before Jury:	56 (56.6)
	On The Record:	23 (23.2)

		99
Judgments Entered;		
	Other:	2 (00.0)
	Defendant:	222 (00.3)
	State as Charged - Default:	25635 (29.8)
	State as Charged - Default at Hearing:	2502 (02.9)
	State as Charged - Hearing:	797 (00.9)
	State as Charged - Not Contested:	56724 (66.0)
	State as Lesser Offense - Hearing:	18 (00.0)

		85901
Dismissals Entered;		
	Other:	1 (00.0)
	clerk:	1087 (13.4)
	Deputy State's Attorney:	4 (00.0)
	Hearing Officer:	3055 (37.7)
	Police Officer:	1433 (17.7)
	Police Officer with Supervisor:	2326 (28.7)
	State's Attorney:	203 (02.5)
	State's Attorney with Hearing Officer:	4 (00.0)
	Superior Court Judge:	1 (00.0)

		8114

Citations – April 01, 2017 through March 31, 2018

Tickets Entered;		95198
Answers Entered;		
	Other:	3 (00.0)
	Contested:	15546 (23.9)
	Not Contested:	49509 (76.1)

		65058
Appeals Entered;		
	De Novo Before Court:	21 (22.6)
	De Novo Before Jury:	57 (61.3)
	On The Record:	15 (16.1)

		93
Judgments Entered;		
	Other:	5 (00.0)
	Defendant:	189 (00.2)
	State as Charged - Default:	26309 (31.0)
	State as Charged - Default at Hearing:	2575 (03.0)
	State as Charged - Hearing:	922 (01.1)
	State as Charged - Not Contested:	54866 (64.6)
	State as Lesser Offense - Hearing:	23 (00.0)

		84889
Dismissals Entered;		
	clerk:	916 (10.4)
	Deputy State's Attorney:	11 (00.1)
	Hearing Officer:	3612 (41.2)
	Hon. Michael C. Pratt:	1 (00.0)
	Police Officer:	1843 (21.0)
	Police Officer with Supervisor:	2146 (24.5)
	State's Attorney:	246 (02.8)

		8775

3.1.3 EMS Uniformity

Label: I-U-02

Status of Improvement: Demonstrated Improvement

Active Status: Active

Revision Date: 14-May-2018

Narrative

This performance measure is based on the I-U-02 model performance measure.

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

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

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

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

Measurements

Start Date	End Date	NEMSIS V2 Reports	NEMSIS V3 Reports	NEMSIS V3 Percentage
April 1, 2015	March 31, 2016	88,552	0	0%
April 1, 2016	March 31, 2017	68,731	21,058	23.5%
April 1, 2017	March 31, 2018	0	69,426	100%

Supporting Materials (Backup)

NEMSIS V2 Compliant Reports April 1, 2015-March 31, 2016

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2015				7,325	7,434	7,140	7,768	7,706	7,444	7,215	6,723	7,291	88,552
2016	7,513	7,358	7,635										

NEMSIS V2 Compliant Reports April 1, 2016-March 31, 2017

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016				7,227	7,166	7,076	7,666	7,447	7,379	7,068	5,963	6,358	68,731
2017	3,287	1,658	436										

NEMSIS V3 Compliant Reports April 1, 2016-March 31, 2017

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2016								18	261	1,043	1,649		21,058

2017 4,698 5,868 7,521

NEMSIS V3 Compliant Reports April 1, 2017-March 31, 2018

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2017				5604	5674	5632	6163	6000	5940	5635	5168	6023	
													69,426
2018	4656	5819	7112										

3.2 Traffic Records Performance Targets

3.2.1 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, 2018	March 31, 2019	25	25.3%

3.2.2 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, 2018	March 31, 2019	18%

3.2.3 Target for EMS Uniformity

The target for EMS Uniformity has reached maximum performance for NEMSIS V3 compliance.

Start Date	End Date	NEMSIS V3 Percentage
April 1, 2018	March 31, 2019	100%

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded

No documents uploaded to GMSS

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 2/6/2017

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

11 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	No
Reduction of fatalities and crashes	No
Impaired driving program	Yes
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	No

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Department of Motor Vehicles
 State authority name/title: Wanda Minoli, Acting Commissioner

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula: MSF RiderCoach

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

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
Caledonia County	1120
Chittenden County	5057
Franklin County	1867

Washington County	2238
Windham County	1781
Rutland County	2436

Enter the total number of registered motorcycles in State.

24074

Impaired driving program

Select one or more performance measures and corresponding performance targets developed to reduce impaired motorcycle operation. Each performance measure and performance target shall identify the impaired motorcycle operation problem area to be addressed. Problem identification must include an analysis of motorcycle crashes involving an impaired operator by county or political subdivision.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	-1.1
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	9.4
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	0.5

Submit the countermeasure strategies demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name

- Motorcycle Rider Training
- Motorcycle Rider Training
- High Visibility Enforcement

Submit the planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
19164AL1	High Visibility Alcohol Enforcement and Support Equipment	High Visibility Enforcement
19402MC405F	State Motorcycle Rider Education Program	Motorcycle Rider Training

Enter counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving an impaired operator
Orange County	1
Windsor County	1
Bennington County	2
Chittenden County	2
Franklin County	1
Washington County	1
Rutland County	1

Enter total number of motorcycle crashes involving an impaired operator.

Total # of MCC involving an impaired operator 9

12 405(h) Nonmotorized

Nonmotorized information

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

13 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)

Assurance

Assurance

Submit countermeasure strategies, at the level of detail required under section 1300.11(d), supporting the assurance that the State will undertake activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

***Reminder:** When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Fiscal Year Countermeasure Strategy Name

2019 Data Collection and Analysis

Submit planned activities, at the level of detail required under section 1300.11(d), supporting the assurance that the State will undertake activities during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

***Reminder:** When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
191906	Traffic Stop and Race Data Collection, Automation and Analysis	Data Collection and Analysis

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded

No documents uploaded to GMSS