



Vermont Annual Grant Application

Federal Fiscal Year 2025

PREPARED FOR



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Table of Contents

1	Preamble	1
2	Updates to the Triennial HSP	1
2.1	Adjustments	1
	Adjustments to Countermeasure Strategy for Programming Funds	1
3	Project and Subrecipient Information	2
3.1	Police Enforcement Services	2
3.1.1	Activity Name: Crash Reconstruction Team (CRT) Support	2
3.1.2	Activity Name: Highway Safety Office Program Coordinator – Law Enforcement	3
3.1.3	Activity Name: Law Enforcement Liaison	4
3.1.4	Activity Name: Rutland County – Enforcement & Equipment (SHARP)	6
3.1.5	Activity Name: Rutland/Windsor Regional Community Education Program (SHARP)	7
3.1.6	Activity Name: Rutland/Windsor Highway Safety Coordinator (SHARP)	9
3.1.7	Activity Name: Vergennes – Enforcement & Equipment (SHARP)	10
3.1.8	Activity Name: Addison County Project Director (SHARP)	12
3.1.9	Activity Name: Chittenden County – Enforcement & Equipment (SHARP)	13
3.1.10	Activity Name: Chittenden County Director (SHARP)	15
3.1.11	Activity Name: Chittenden County Community Education (SHARP)	17
3.1.12	Activity Name: Windham County – Enforcement & Equipment (SHARP)	18
3.1.13	Activity Name: Windham County Regional Highway Safety Coordinator (SHARP)	20
3.1.14	Activity Name: Safe Streets	21
3.1.15	Activity Name: Motor Vehicle Safety Education, Bike Safety Education, and Child Safety Seat Education	22
3.1.16	Activity Name: Enhanced Driver Safety Program	23
3.2	Impaired Driving	24
3.2.1	Activity Name: High Visibility Enforcement	24
3.2.2	Activity Name: DRE Call-Out Pay	25
3.2.3	Activity Name: Vermont Police Academy Highway Safety Training Coordinator	26
3.2.4	Activity Name: Judicial Outreach Liaison	28
3.2.5	Activity Name: Vermont Safe Driver Program	29
3.2.6	Activity Name: Forensic Laboratory Support Program	30
3.2.7	Activity Name: Traffic Safety Resource Prosecution Program	31
3.3	Occupant Protection	32
3.3.1	Activity Name: Child Passenger Safety (CPS) Statewide Program	32
3.3.2	Activity Name: Safety Education for Child Passenger Seats	34
3.3.3	Activity Name: Annual Seat Belt Survey	35
3.3.4	Activity Name: Click It or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement	36
3.3.5	Activity Name: Highway Safety Conference	37
3.4	Vulnerable Users	38
3.4.1	Activity Name: VDH Road Users Safety Group	38
3.4.2	Activity Name: Bicycle and Pedestrian Safety Programming	40

3.5	Distracted Driving	42
3.5.1	Activity Name: VSP and Local LEA Distracted Driving Enforcement	42
3.5.2	Activity Name: Annual Distracted Driving Survey	43
3.6	Motorcycle Safety	43
3.6.1	Activity Name: State Motorcycle Rider Education Program.....	43
3.7	Young Driver	45
3.7.1	Activity Name: Local Law Enforcement Community Education Programs	45
3.7.2	Activity Name: Vermont State Police Traffic Safety Education Programs.....	46
3.7.3	Activity Name: Summer Summit for Driver Educators.....	47
3.7.4	Activity Name: Vermont Highway Safety Alliance.....	48
3.7.5	Activity Name: Vermont Principals Association.....	49
3.7.6	Activity Name: Rutland County Highway Safety Education.....	51
3.7.7	Activity Name: Highway Safety Program Coordinator - Education.....	52
3.8	Traffic Records.....	53
3.8.1	Activity Name: TRCC Program Coordinator.....	53
3.8.2	Activity Name: TRCC Consultant	53
3.8.3	Activity Name: AOT Crash Data Reporting System.....	55
3.8.4	Activity Name: Statewide Incident Reporting Network (SIREN)	56
3.8.5	Activity Name: Data Integration of Impaired Driving Systems	58
3.8.6	Activity Name: Collection of Urban Safety Data Elements.....	59
3.9	Planning and Administration.....	60
3.9.1	Activity Name: SHSO Planning and Administration	60
3.9.2	Activity Name: Electronic Grant Management.....	61
3.10	Media.....	61
3.10.1	Activity Name: Drive Well Vermont - Impaired Driving, Occupant Protection, Speed & Aggressive Driving, Distracted Driving, Motorcycle Safety.....	61
3.10.2	NHTSA Equipment Approval	63
4	Grant Applications	65
5	Certifications and Assurances	66
6	Appendix A	67
7	Appendix B	82
8	Appendix C: Occupant Protection Grants – Supplemental Information	97
9	Appendix D: Distracted Driving Countermeasures Grants – Supplemental Information ..	101
10	Appendix E: Motorcyclist Safety Grants – Supplemental Information.....	102
11	Appendix F: Impaired Driving Countermeasures Grants – Supplemental Information	104
12	Appendix G: Equipment Requests Over \$10,000.....	105

List of Tables

Table No.	Description	Page
Table 1	Adjustments to countermeasure strategies.....	2
Table 2	Vermont Principals Association’s Critical Emphasis Area problem prioritization.	50
Table 3	Performance measures and targets to reduce impaired motorcycle operation.....	102
Table 4	2024 motorcycle registrations by county.....	102

Acronym Guide

3HSP	Triennial Highway Safety Plan	HSP	Highway Safety Plan
AAA	American Automobile Association	HVE	High-Visibility Enforcement
AARP	American Association of Retired Persons	LEA	Law Enforcement Agency
AOT	Agency of Transportation	LEL	Law Enforcement Liaison
ARIDE	Advanced Roadside Impaired Driving Enforcement	MMUCC	Model Minimum Uniform Crash Criteria
BAC	Blood Alcohol Concentration	NHTSA	National Highway Traffic Safety Administration
B2B	Border to Border	OP	Occupant Protection
CIOT	Click It or Ticket	RFP	Request for Proposal
CPS	Child Passenger Safety	SBI	Serious Bodily Injury
CPST	Child Passenger Safety Technician	SFST	Standardized Field Sobriety Testing
CRT	Crash Reconstruction Team	SHARP	Safe Highway Accident Reduction Program
DITEP	Drug Impairment Training for Educational Professionals	SHSO	State Highway Safety Office
DMV	Department of Motor Vehicles	SHSP	Strategic Highway Safety Plan
DMT	DataMaster Transportable	SIREN	State Incident Reporting Network
DLC	Department of Liquor Control	SRTS	Safe Routes To School
DRE	Drug Recognition Expert	SVI	Social Vulnerability Index
DUI	Driving Under the Influence	TBD	To Be Determined
EMS	Emergency Medical Services	TRCC	Traffic Records Coordinating Committee
EMT	Emergency Medical Technician	TSRP	Traffic Safety Resource Prosecutor
FARS	Fatality Analysis Reporting System	VCJC	Vermont Criminal Justice Council
FFY	Federal Fiscal Year	VDH	Vermont Department of Health
FHWA	Federal Highway Administration	VFL	Vermont Forensic Laboratory
GEARS	Grant Electronic Application and Reporting System	VHSA	Vermont Highway Safety Alliance
GHSA	Governor's Highway Safety Association	VMT	Vehicle Miles Traveled
HSM	Highway Safety Manual	VPA	Vermont Principals Association
		VSP	Vermont State Police
		VTrans	Vermont Agency of Transportation



Preamble

Vermont Agency of Transportation Annual Grant Application Triennial Highway Safety Plan 2025-2027

Mission

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

Vision

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

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

The leading causes of fatalities and serious injury crashes in Vermont are unrestrained passenger vehicle occupants, impaired driving, speeding, and distracted and reckless driving. These critical emphasis areas are a focus of the Vermont Strategic Highway Safety Plan (SHSP), and the funding for the federal fiscal year's 3HSP (FFY25-FFY27) will address those concerns. The SHSP 2022-2026 reviewed five years of state crash data (2016 through 2020) and assessed and evaluated trend lines and indicators. The data team analyzed a five-year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes, defined as those which result in either a fatality or serious injury, the analytic team was better able to identify areas as statistically relevant for programmatic focus. A description of the core data performance measures in this document includes analysis of trends in each area. The SHSP multi-year comprehensive Plan takes a holistic and integrated approach in establishing statewide goals by embracing the use of data and the five Es of highway safety as outlined by the Federal Highway Administration (FHWA): Education, Enforcement, Engineering, Emergency Services and Equity.

The updated 2022-2026 SHSP recognizes the value in the Safe System Approach and seeks to integrate this outlook and approach to the wider state safety program. The Operations and Safety Bureau within VTrans has reorganized to add a newly created Safe Systems Team that includes the

SHSO, bike and pedestrian micromobility engineers, and an HSIP engineer who now reside within the same unit and report to a Unit Supervisor who is a Safe System subject matter expert.

The 3HSP is devoted to providing education on and enforcement of occupant protection, impaired driving, speeding, aggressive driving, and distracted driving. VTrans acknowledges that accurate and timely traffic and crash data is key to problem identification. Vermont's SHSO planning process includes analysis of statewide data, setting realistic and achievable goals, implementation of data-driven countermeasures, use of relevant evaluation metrics, and use of projected outcomes. Connecting and integrating each of these steps is an essential part of Vermont's pragmatic process for developing a successful statewide plan that reduces crashes, injuries, and fatalities on Vermont roadways. The 3HSP expands the data collection and resources to include the Youth Risk Behavior Survey and the Behavioral Risk Factor Surveillance System to monitor trends in younger populations and help tailor age-related strategies. In addition to the Fatality Analysis Reporting System (FARS), the Operations and Safety Bureau now has access to multiple data resources due to a new contract with data analytics company INRIX, the Regional Integrated Transportation Information System (RITIS) analytic tool from the UMD CATT Lab, and data obtained from the Eastern Transportation Coalition. Vermont joined the RITIS community in May of 2023, and VTrans' Transportation Management Center (TMC) staff have been actively developing use cases to visualize traffic incident data and its impacts. This work aims to raise awareness of the TMC's role in traffic incident management leading to faster response times and improved efficiency on the state's highways. One of the first initiatives was to build out an operations dashboard with a series of real-time speed and travel time indicators for several key corridors throughout the state.

The SHSO conducts annual seat belt and Distracted Driving observational surveys, providing data sets which allow safety stakeholders to understand risk that may not be present in crash data. Through Traffic Records Coordinating Committee (TRCC) grant activity, Vermont has collected Federally mandated Model Inventory of Roadway Elements (MIRE) on State highways over the past five years, and VTrans works collaboratively with Regional Planning Commissions on the collection of fundamental data elements on paved local roads. These data elements support core safety analyses outlined in the Highway Safety Manual (HSM), as well as a systematic approach that focuses on risk rather than on historic crash hot spots alone.

The SHSO annually offers training on data and problem identification as a component of the annual grant application training. The training now includes an explanation of the Infrastructure Investment and Jobs Act (IIJA) and requires each agency to identify the underserved communities to engage in future activities. The staff presents examples of how to use the data to identify highway safety problems and focus proposed projects. Links and resources are shared to access data generated by VTrans identifying vulnerable and underserved communities based on census tract analysis. The analysis yielded data that charted the County, Population Numbers, and a Social Vulnerability Index (SVI) with crash data for each of the critical emphasis areas. In addition to the SVI data, the agencies are provided with interactive workbooks for 2018-2022 crash data that allows them to easily toggle criteria for counties and local jurisdictions for impaired driving, distracted driving, speeding, seat belt use, and crash factors. The workbook also allows filtering for where people are crashing, who is crashing (age and sex), when they are crashing (month, day, and time), and how they are crashing (causal factors). Five-year rolling averages for fatalities, serious injuries, and all crashes including Property Damage Only are graphed with trend lines for applicants to measure the progress in crash reductions or increases over time by location and causal factor.

Although Vermont saw some progress over the past five years in its goal to reduce fatalities and suspected serious injuries toward zero, the State has challenges to overcome with many of its performance targets not meeting the objectives identified in the last HSP. The events of 2020 were challenging for implementing highway safety activities in Vermont and national highway safety continues to present challenges as well. Many States are experiencing sharp increases in fatalities on public roads. It is unclear if the trend observed in 2020 and early 2021 will continue from 2025 to 2027.

2

Updates to the Triennial HSP

Section 2 describes changes made to Vermont's countermeasure strategy through new, modified, and removed programs. A summary table of all adjustments is provided, followed by details about the updates being introduced to programs for each emphasis area. Programs that are not being modified or removed have been effective and will be continued in their current form.

2.1 Adjustments

2.1.1 Adjustments to Countermeasure Strategy for Programming Funds

Table 1 Adjustments to countermeasure strategies.

Measure	Emphasis Area	Target Met?	New Projects	Modified Projects	Removed Projects	Safe System Approach Objective
C-1	Total Fatalities	N	2	3	0	Post-Crash Care, Safer People
C-2	Total Serious Injuries	N	0	2	0	Post-Crash Care, Safer People
C-3	Fatalities per 100 Million VMT	N	0	1	0	Safer People
C-4	Unrestrained Fatalities	Y	1	0	0	Safer People, Safer Vehicles
C-5	Alcohol-Involved Fatalities	Y	2	2	0	Safer People
C-6	Speed-Related Fatalities	Y	1	0	0	Safer People, Safer Speeds
C-7	Motorcyclist Fatalities	N	1	1	0	Safer People, Safer Speeds
C-8	Un-helmeted Motorcyclist Fatalities	N	1	0	0	Safer People
C-9	Fatalities Involving a Younger Driver	N	3	0	0	Safer People, Safer Speeds
C-10	Pedestrian Fatalities	Y	0	1	0	
C-11	Bicycle Fatalities	N	0	1	0	
C-12	Distracted Driving SBI Crashes	Y	1	1	0	Safer People
C-13	Impaired (Drugs and/or Alcohol) Fatalities	N	1	1	0	Post-Crash Care, Safer People
B-1	Seat Belt Use Rate	N	1	0	0	Safer People
TR-1	Citation Uniformity	Y	0	0	0	
TR-2	Electronic Citation Usage	Y	0	0	0	
TR-3	Evidence Based Race Data Enforcement Reporting	N	0	0	1	

C-1: Total Fatalities

New Projects

Name: Project Yellow DOT

Description: Funding and support of a mature driving program, "Yellow Dot," through the Department of Health.

Name: Enforcement/Equipment

Description: Digital Alert System distributed to law enforcement grantees to notify First Responders for roadside safety and move-over law.

Modified Projects

Name: Law Enforcement Roundtable

Description: The SHSO will coordinate and implement a law enforcement roundtable event for idea and strategy sharing between law enforcement partners with the goal of increasing participation and including discussion of the BIL requirements.

Name: DITEP

Description: Support for the Drug Impairment Training for Educational Professionals (DITEP).

Name: Drive Well Vermont

Description: Sustained Drive Well Vermont media campaign for impaired driving, seatbelts, distracted driving, motorcycle safety, teen safety, and speeding, and translation of Drive Well Vermont media material to additional languages made available to all partners for distribution.

Removed Projects

No removed projects.

C-2: Total Serious Injuries

New Projects

No new projects.

Modified Projects

Name: SHSO Grant Application

Description: The SHSO has modified grant application criteria to allow all LEAs the possibility to apply for funding to train an officer in crash reconstruction. Currently, most jurisdictions in Vermont rely heavily on the Vermont State Police (VSP) Crash Reconstruction Team (CRT) to reconstruct major/fatal crashes. However, due to staffing issues the VSP currently has a limited CRT. Courses are hosted by the Institute of Police Training and Management (IPTM) or other certified course curriculum.

Name: Safe Systems Unit

Description: A restructuring of the VTrans SHSO under the umbrella of a Safe Systems Unit. A new manager has been appointed as the Safe Systems manager to include the SHSO, bike and pedestrian unit, and an HSIP engineer.

Removed Projects

No removed projects.

C-3: Fatalities per 100 Million Vehicle Miles Traveled

New Projects

No new projects.

Modified Projects

Name: Drive Well Vermont

Description: Creation and deployment of additional Drive Well Vermont media campaigns to target leading contributing factors to fatal crashes, heat stroke awareness, older driver safety, and Slow Down Move Over campaigns.

Removed Projects

No removed projects.

C-4: Unrestrained Fatalities

New Projects

Name: Occupant Protection Brochures

Description: Creation and distribution of OP brochures in multiple languages.

Modified Projects

No modified projects.

Removed Projects

No removed projects.

C-5: Alcohol-Involved Fatalities

New Projects

Name: DRE Assessment

Description: In partnership with the SHSO, the Vermont Criminal Justice Council (VCJC) will host a Drug Recognition Expert (DRE) Assessment facilitated by NHTSA.

Name: Impaired Driving Conference

Description: The VCJC will host an Impaired Driving Summit.

Modified Projects

Name: Cannabis Goggles

Description: Cannabis Goggles will support the education and community outreach by Law Enforcement to address noted public misconceptions about cannabis use and driving.

Name: DRE

Description: Expanding the DITEP program.

Removed Projects

No removed projects.

C-6: Speed-Related Fatalities

New Projects

Name: TrypScore Safe Roads Challenge

Description: Involvement of stakeholders and partners in the use of the TrypScore App to promote safe driving with the goal of collecting and using data from Vermont road users.

Modified Projects

No modified projects.

Removed Projects

No removed projects.

C-7: Motorcyclist Fatalities

New Projects

Name: Rider Education Program PSAs

Description: Creation of two PSAs advertising the Road Safe program for motorcycle safety classes to run in DMV waiting rooms.

Modified Projects

Name: Rider Education Program

Description: Attend events for public outreach to provide the community with information about the program and attract new Rider Coaches.

Removed Projects

No removed projects.

C-8: Un-Helmeted Motorcyclist Fatalities

New Projects

Name: Drive Well Vermont

Description: Creation of a new Motorcycle Safety Gear campaign.

Modified Projects

No modified projects.

Removed Projects

No removed projects.

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

New Projects

Name: Driver's Ed Translation Services

Description: Meet the recent requests and need for interpreters to attend driver's education classes to help new Americans understand the content.

Name: Rutland County Highway Safety Education

Description: Use virtual driver training equipment to address young drivers who are identified as overrepresented in crash data. Training will additionally be focused on fleet car drivers and first responders.

Name: Driver Education Committee

Description: Formation of a driver education committee to address the critical areas from the DE assessment. Committee includes the SHSO, Department of Education, and DMV unit for driver's education.

Modified Projects

No modified projects.

Removed Projects

No removed projects.

C-10: Pedestrian Fatalities

New Projects

No new projects.

Modified Projects

Name: Safe Systems Unit

Description: A restructuring of the VTrans SHSO under the umbrella of a Safe Systems Unit. A new manager has been appointed as the Safe Systems manager to include the SHSO, bike and pedestrian unit, and an HSIP engineer.

Removed Projects

No removed projects.

C-11: Bicycle Fatalities

New Projects

No new projects.

Modified Projects

Name: Safe Systems Unit

Description: A restructuring of the VTrans SHSO under the umbrella of a Safe Systems Unit. A new manager has been appointed as the Safe Systems manager to include the SHSO, bike and pedestrian unit, and an HSIP engineer.

Removed Projects

No removed projects.

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

New Projects

Name: E-Bikes for DD Enforcement

Description: Use of e-bicycles by LEAs to target distracted drivers, with the bike advantage of visual confirmation of handheld use.

Modified Projects

Name: Milton Golf Cart DD Training

Description: This year's grant to add a Golf Cart to the program for use in demonstrations on impaired and distracted driving on a controlled course for community outreach events.

Removed Projects

No removed projects.

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

New Projects

Name: Impaired Driving Conference

Description: Hold a one or two-day impaired driving/highway safety conference for law enforcement.

Modified Projects

Name: Red Ribbon Project

Description: Expand the Red Ribbon Project by promoting the Red Ribbon ceremony with displays in DMVs and other venues.

Removed Projects

No removed projects.

B-1: Seat Belt Use Rate

New Projects

Name: Pick Up Truck Roll Over Vehicle

Description: An additional roll over vehicle outfitted with a truck to address the demographic of younger males who are overrepresented in un-belted crashes.

Modified Projects

No modified projects.

Removed Projects

No removed projects.

TR-3: Evidence Based Race Data Enforcement Reporting

New Projects

No new projects.

Modified Projects

No modified projects.

Removed Projects

Name: Racial Profiling Data Collection and Analysis

Description: No application for this project in FFY25.

3

Project and Subrecipient Information

Section 1 shows what activities will take place in FFY 2025 by program area. Each section contains a description of the problem using state crash and demographic data that justifies inclusion of the program area and guides the selection and implementation of countermeasures to address the problem in a way that is specific to Vermont.

3.1 Police Enforcement Services

3.1.1 Activity Name: Crash Reconstruction Team (CRT) Support

Project Agreement No.: NH25402-700

Subrecipient: Department of Public Safety

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategies: Motor Vehicle Crash Investigation and Incident Reporting

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402AI	Crash Investigation	\$100,280	\$25,070	

Description

The Vermont State Police (VSP) Crash Reconstruction Team (CRT) responds to fatal and other major crashes throughout the state. This funding allows VSP CRT to purchase equipment that is essential for performing crash reconstruction, including unmanned aerial systems, total stations, and global navigation satellite systems. The funding also provides an opportunity for current and future members of the CRT to pursue further professional development and continued education. The technical analysis completed by the CRT provides both accurate crash reporting data and the determination of fault and crash causal factors. Further, the written reports and courtroom testimony of CRT members are critical to the successful prosecution of offenders in cases where criminal charges are brought as the result of these major crashes.

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

The overrepresented communities in fatal crash statistics are found in rural Vermont, which comprises a large majority of the State's geographic area. The State of Vermont reports statistics to the National Safety Council regarding where traffic fatalities occur. In 2021, 92 percent of traffic fatalities occurred in rural communities, while that number was 85 percent for 2022 and 90 percent for 2023. Rural communities are also often the most underserved, having limited access to governmental resources such as full-time law enforcement, EMS, and public transportation.

The goal of this grant cycle is to provide the necessary tools for members of the VSP CRT to investigate collisions that result in fatal and serious-bodily injuries. To achieve this goal, team members require specific training which consists of At Scene, Advanced, and Reconstruction level courses. Upon completion of the initial required training, members can take on more specialized training including topics such as pedestrian collision investigation, motorcycle collision investigation, or commercial vehicle collision investigation. NHTSA has identified pedestrian collisions as an area of concern with fatal pedestrian crashes being on the rise nationally. The hope is to have more members attend these courses and gain the necessary expertise so that when investigating a crash, only the most relevant and essential information is collected. With this information, Vermont will be able to identify potential trends and traffic safety solutions.

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

Lastly, the goal of the CRT is to continue using their extensive knowledge and experience to train both new and tenured law enforcement officers at the Vermont Police Academy. Sharing this knowledge and experience with other law enforcement officers is key to ensuring Vermont has an adequate number of officers throughout the state capable of properly investigating serious crashes.

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

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

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

Project Agreement No.: NH25402-290

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$125,000	\$31,250	

Description

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

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

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

3.1.3 Activity Name: Law Enforcement Liaison

Project Agreement No.: NH25402-202-204, NH25405D-010-012, NH25405E-101-103

Subrecipient: Law Enforcement Liaisons

Subrecipient Type: Private Firms

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT		\$50,000	\$12,500	
Section 402PT	Police Enforcement Services	\$10,000	\$2,500	
Section 402PT		\$45,000	\$11,250	
Section 405D	Impaired Driving Countermeasures -	\$50,000	\$12,500	
Section 405D	Low Other Based on Problem ID	\$10,000	\$2,500	
Section 405D		\$40,000	\$10,000	
Section 405E	Distracted Driving - Law	\$10,000	\$2,500	
Section 405E	Enforcement	\$50,000	\$12,500	
Section 405E		\$45,000	\$11,250	

Description

Vermont contracts with Law Enforcement Liaisons (LELs) who are responsible for providing law enforcement expertise, encouraging involvement in traffic safety initiatives, and acting as a conduit between the law enforcement community and the SHSO staff. This coordination facilitates statewide mobilizations of impaired driving, occupant protection, distracted driving, speeding/aggressive driving, and other high visibility enforcement (HVE) campaigns, such as the Buckle Up (formerly Click it or Ticket) and *Drive Sober or Get Pulled Over* national mobilizations. Coordinating these activities requires collaboration with law enforcement agencies (LEAs), VTrans, the Departments of Motor Vehicles, Public Safety, Liquor Control, Health, Education, and other state, county, and municipal agencies and organizations.

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

The SHSO contracts with two LELs who divide coverage of the state into north and south regions; however, the LELs coordinate their activities and work together to provide seamless coverage for the entire state. For the month of October in FFY 2025, the SHSO plans to contract with a third LEL to provide overlap and continuity as one of the incumbent LELs is not returning.

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

Distracted Driving: The LELs support efforts to curb distracted driving and promote and collect data for the Distracted Driving Campaign and its associated "*Connect to Disconnect*" (C2D) media kick-off event. This national campaign is a High Visibility Enforcement Campaign that focuses on reducing the use of hand-held electronic devices while driving a motor vehicle. In addition, the SHSO will issue up to \$2M in Distracted Driving Enforcement grant funds to LEAs statewide, and the LELs will assist with coordinating those efforts.

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

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

Traffic Law: The LELs are subject matter experts in traffic law and are a valuable resource to VTTrans. The LELs assist the SHSO Administrator and staff with legislative bill reviews, traffic inquiries by the public, and provide guidance to all members of the SHSO on programmatic questions, procedures, and processes as they pertain to police matters.

Project Costs: Funding includes contracted services.

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

3.1.4 Activity Name: Rutland County – Enforcement & Equipment (SHARP)

Project Agreement No.: NH25402-109, NH25164-108 NH25405E-111

Subrecipient: Rutland County Sheriff’s Department

Subrecipient Type: County Sheriffs and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Occupant Protection	\$164,200	\$41,050	\$164,200
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$167,700		\$167,700
Section 405E	Distracted Driving Law Enforcement	\$91,825	\$22,956	

Description

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

Occupant Protection

There were 33 fatalities in Rutland and Windsor Counties between 2018 and 2022 related to unrestrained drivers and occupants. An additional 84 crashes resulted in serious injuries. There were a total of 378 crashes where the driver and occupants were not restrained. The highest percentage of the age group was 25-34 years old with eight females and 28 males not restrained. There is a significant difference between males and females not wearing their belt with a high percentage of males operating pickup trucks and not wearing their seat belt. The most prevalent months involving unrestrained crashes were June and March, however January, July, August, September, and October were also high showing this is a yearlong problem. 2021 saw the lowest number of unrestrained crashes, however 2022 showed a dramatic increase in this trend. Saturday was the most prevalent day for unbelted crashes, with the most common time of day

being between 2 PM and 6 PM. Several areas have been identified as high-risk locations for unrestrained occupant crashes in Rutland and Windsor Counties, and these locations will be the focus of occupant protection enforcement efforts.

Grant funds will also be utilized to protect vulnerable users such as bicyclists, pedestrians, horses, and other vulnerable users. Activity includes the enforcement of the move over law for Law Enforcement, Fire Fighters, EMTs, wrecker operators and other personnel working on Vermont roadways.

Impaired Driving

There were a total of 409 crashes involving impaired drivers between 2018 and 2022 in Rutland and Windsor Counties; this included 35 fatal crashes and 72 serious injury crashes. The most prevalent age group was between 25 and 34 with 11 females and 24 males. The most prevalent months for impaired crashes were May and September, however, April, June, and August were also very high in impaired crashes. The most prevalent days of the week were Saturday and Sunday. The time of day listed as most common was between 2 PM and 6 PM, followed by 6 PM to 2 AM. The lowest period was between 10 AM and 2 PM.

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

Distracted Driving

There were 58 fatal and serious injury crashes from 2018 to 2022 involving distracted driving. The five-year rolling average for fatalities and serious injuries involving distracted driving in 2022 is 268. The Rutland and Windsor Team will increase enforcement, focusing on problem roadways, and raise awareness of the importance of distraction-free driving. Efforts will include media messaging and community education and outreach programs.

Project Costs: Funding for this activity includes enforcement costs, salaries, travel expenses, and other indirect costs. Equipment will include radar and LIDAR units, cameras, printers, flash lights, and flares.

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

3.1.5 Activity Name: Rutland/Windsor Regional Community Education Program (SHARP)

Project Agreement No.: NH25402-208

Subrecipient: Rutland County Sheriff's Department

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$66,444	\$16,611	\$66,444

Description

From the period of 2018 to 2022, 15 operators under the age of 20 years old were involved in fatal driving crashes, and nine operators and passengers were not wearing restraints during a crash. Data also shows that seven operators under 20 years old were involved in speed related crashes during the same period.

The Rutland County Sheriff's office and sub grantees will focus on the following areas this year: working with driver's ed classes in the areas of OP, DUI, and distracted driving, safe biking for elementary school children, and child seat safety in the general community. During this grant period, the grantees will engage with Rutland High School and other local high schools that need community education. Presentations to high schools include use of the 'roll over car' and fatal vision goggles.

The SHARP program plans to share public education on OP, DUI, distracted driving, speeding, and CPS by working with local media, day care centers, and car dealerships. The program will also deliver messaging through the New Americans and New Refugees programs. Coordination with these programs will help expand outreach into underserved, disadvantaged, and limited English-proficiency communities.

Key activities include:

- › Training of school educators, administrators, and health care professionals
- › Attendance and presentations at safety events throughout the year with a focus on Child Passenger Safety
- › Bicycle and pedestrian safety events with local Recreation Departments and/or other partners
- › Police officer attendance of Driver's Education classes each semester
- › Refugee Driver's Education classes taught with an interpreter
- › Maintenance and distribution of messaging through online platforms, such as Front Porch Forum

Project Costs: Funding will cover salaries, supplies, travel, equipment, and other operating expenses related to community education at schools and local community events. Supplies include alcohol/cannabis goggles and slap bracelets.

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

3.1.6 Activity Name: Rutland/Windsor Highway Safety Coordinator (SHARP)

Project Agreement No.: NH25402-126, NH25164-125, NH25405E-128

Subrecipient: Rutland County Sheriff's Department

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Occupant Protection	\$185,000	\$46,250	\$185,000
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$35,000		\$35,000
Section 405E	Distracted Driving Public Education	\$11,150	\$2,788	

Description

The Rutland County Sheriff's Department (RCSD) will focus this year's outreach efforts on older drivers, teen drivers, large vehicles, and CPS. Older drivers involved in fatal crashes rose from 14 in 2018 to 25 in 2022. Rutland SHARP will engage with partners, including the American Automobile Association (AAA), to reduce this trend. Data analysis also determined that large vehicles involved in fatal crashes doubled from 2021 to 2022. The RCSD will work with federal motor carriers to identify solutions.

Continued engagement with the New Americans program and the New Refugees program will seek to improve CPS. By expanding outreach in these programs, RCSD will be able to reduce racial and social disparities in traffic safety.

The Rutland Traffic Safety Coordinator will work with driver's education classes with a focus on OP, DUI, speeding, seat belt use, and distracted driving. The RCSD taught at the driver's education class at Spectrum Vermont last year and hopes to continue expanding outreach to help educate under privileged communities. Additionally, this program will engage with elementary schools to provide bicycle and pedestrian safety education. CPS messaging will be distributed to local media, day care centers, car dealerships, and other community organizations.

Enforcement – Key Activities

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

Education, Outreach, and Media – Key Activities

- › Education outreach efforts with schools, alliances, and community organizations

- › Evaluation of community events and outreach with evaluation forms and summary progress reports
- › Coordination of Traffic Safety and Media PSAs and Press Releases
- › Participation in road safety audits administered by VTrans
- › Attendance of meetings with the VHSA, Vermont Police Association and FBI National Academy
- › Coordination of ARIDE and other traffic safety training for law enforcement officers in Rutland and Windsor County
- › Liaising with SHSO
- › Liaising with all Rutland and Windsor County LEAs

Administration – Key Activities

- › Inventory assessment of current activities
- › Issuing of 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 LEAs
- › Preparation and submission of final report and close out
- › Monitoring of budget and equipment
- › Onsite monitoring of sub-grantees every two years to ensure they are abiding by NHTSA guidelines

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

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

3.1.7 Activity Name: Vergennes – Enforcement & Equipment (SHARP)

Project Agreement No.: NH25402-105, NH25164-105 NH25405E-108

Subrecipient: City of Vergennes

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Occupant Protection	\$36,500	\$9,125	\$36,500
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$35,000		\$35,000
Section 405E	Distracted Driving Law Enforcement	\$22,000	\$5,500	

Description

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

Occupant Protection

From 2018 to 2022, there were 12 fatalities due to failure to use occupant protection devices, and 30 serious injuries; OP fatalities ranked as the first highest cause of death and serious injuries during this five-year period. The top demographics in this category were males aged 35-44, females 65+, and males 45-54 in order of precedence. January, February, July, and August were the months with the greatest frequency of occupant protection fatalities and serious injuries. The four most frequent days for OP fatalities and serious injuries were Saturday, Sunday, Wednesday, and Friday. The most frequent time periods for OP fatalities and serious injuries were 2 PM to 6 PM, with 52 percent of these incidents occurred within a 50 MPH zone, which follows distracted driving fatalities and serious injury collisions. Most Addison County highways are posted 50 MPH speed zones.

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

Impaired Driving

Addison County experienced 13 highway fatalities and 19 serious injuries during the period of 2018 to 2022 related to impaired driving. These incidents were most likely to occur between the hours of 2 PM and 6 PM, 6PM and midnight, and 10 AM and 2 PM. The most prevalent days of the week for these incidents were Saturday, Sunday, and Friday. The most prevalent age group was 35-44 (six males and five females) followed by 20-24 (four males and zero females). Fatalities and serious injuries recorded during this period showed a slight decrease in numbers.

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

served. Law enforcement efforts will be centered around these areas during these time periods and events. Collaborative strategies will be employed during law enforcement, public education, and public awareness efforts. Over the past five years, Vergennes has been directly involved in the State of Vermont Safe Drivers Course for Offenders, supported by the State Highway Safety Office (SHSO).

Distracted Driving

Distracted driving continues to be an extremely concerning issue for traffic safety. Between 2018 and 2022, Addison County has seen two fatalities attributable to distracted driving, fifteen serious injuries, and three hundred eighty-nine total crashes. Although the largest numbers of incidents were recorded in 50 MPH speed zones, distracted driving enforcement efforts will be equally divided between urban areas (easier to detect due to lower vehicle speeds and greater numbers) and rural locations in which 50 mph zones are located. Proactive and data-driven enforcement, coupled with education and awareness efforts, will be the general strategy during collaborative efforts between LEAs, educational facilities, and civic organizations.

Project Costs: Funding for this activity includes salaries, equipment, and travel expenses related to enforcement. Equipment will include radar units.

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

3.1.8 Activity Name: Addison County Project Director (SHARP)

Project Agreement No.: NH25402-127, NH25164-127, NH25405E-126

Subrecipient: City of Vergennes

Subrecipient Type: Municipal Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Occupant Protection	\$165,404	\$41,351	\$165,404
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$17,000		\$17,000
Section 405E	Distracted Driving Public Education	\$18,500	\$4,625	

Description

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

Targeted, data driven, high intensity enforcement activities will be utilized to address DUI, the leading cause of highway fatalities and serious injuries in Addison County. Sobriety checkpoints

and public awareness campaigns using local news agencies, social media, and television will be utilized, along with compliance checks by the Vermont Department of Liquor Control (DLC) on alcohol serving establishments which have been identified as origins of DUI offenders. Frequent bar checks by law enforcement will also be utilized to help lessen or prevent this problem.

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

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

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

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

Project Costs: Funding includes salary for the traffic safety coordinator's salary, required equipment, and travel expenses. Equipment will include a new patrol vehicle and associated striping, outfitting, and camera/radio/radar units.

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

3.1.9 Activity Name: Chittenden County – Enforcement & Equipment (SHARP)

Project Agreement No.: NH25402-102, NH25164-102, NH24405E-105

Subrecipient: Chittenden County Sheriff's Department

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Occupant Protection	\$230,540	\$57,635	\$230,540
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$185,540		\$185,540
Section 405E	Distracted Driving Law Enforcement	\$210,540	\$52,635	

Description

Multiple counties are part of this SHARP program, making it the largest county-wide enforcement group in the state. The most populous county in the state, Chittenden County, is home to four Colleges/Universities. Burlington is the largest city in the county with eight other Chittenden County towns and cities in the top 15 for population in Vermont. With almost 169,000 residents, this number increases drastically during events. Franklin County is more rural and less populated, but has a substantial amount of traffic due to its location on the shores of Lake Champlain and border crossings with Canada located in Swanton and Richford, as well as close proximity to a third in Rouses Point, New York. Franklin County also hosts the Vermont Dairy Festival, Vermont Maple Festival, and Franklin County Fair. Grand Isle has a low population but has substantial pass-through and destination traffic. Lamoille County borders both Franklin and Chittenden County and serves as a pass-through area to access the Northeast Kingdom as well as Washington County destinations. The area is host to two major ski resorts, many outdoor activities, and Northern Vermont University. Orleans county, which joined the program last year, is home to the Bread and Puppet Theatre, Parker Pie Company, and the Great Vermont Corn Maze, and has border crossings with Canada and New Hampshire.

Occupant Protection

The total number of fatality and serious injury crashes involving improper occupant protection in the five counties over 2018 to 2022 was 202 with a five-year average of 40. The five-year average has gone up, with fatalities rising over the past three years.

July had the highest rate of OP crashes at 15 percent, followed by May. Friday and Saturday were the days of the week with the highest rates, with 2 PM to 6 PM being the most prevalent time of day. 50 percent of OP crashes happened in 50 MPH zones, and the 25-34 age group had the highest share of these crashes, with 15 females and 37 males.

Impaired Driving

The total number of fatality and serious injury crashes involving DUI in the five from 2018 to 2022 was 188, with a five-year average of 38.

July had the highest rate of DUI crashes at 15 percent, followed by September. Friday and Saturday were the days of the week with the highest rates, with 6 PM to 10 PM being the most prevalent time of day. 50 percent of OP crashes happened in 50 MPH zones, and the 25-34 age group had the highest share of these crashes, with 11 females and 40 males.

Distracted Driving

The total number of all crashes using only Distracting Driving as a factor in Chittenden, Franklin, Grand Isle, Orleans, and Lamoille County from 2018 to 2022 was 94 with a five-year average of

19. This is a decrease from the five-year average from previous years. Based on a sample of cell phone surveys this year, constructions areas are seeing high rates of distracted driving, and spotters have observed over 40 violations per day.

Project Costs: Funding for this project includes salaries and mileage related to enforcement. Equipment funded includes road spikes, radar and LIDAR units, breath testing equipment, vehicle data collectors, and other HVE equipment. Funding will also be used for purchasing a roll over car.

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

3.1.10 Activity Name: Chittenden County Director (SHARP)

Project Agreement No.: NH25402-125, NH25405E-129, NH25164-124

Subrecipient: Chittenden County Sheriff’s Department

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Occupant Protection	\$165,000	\$41,250	\$165,000
Section 405E	Distracted Driving Public Education	\$10,000	\$2,500	
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$28,000		\$28,000

Description

There were 633 fatalities and serious injuries in the five-year period from 2018 to 2022 in Chittenden, Grand Isle, Lamoille, Orleans, Caledonia, and Franklin Counties. During the same period, there were a total of 24,523 crashes, and 16 fatalities related to distracted driving and unrestrained drivers or occupants. There were an additional 46 crashes that resulted in serious injuries. There were 21 fatal and 42 serious injury crashes involving impaired or speeding drivers during the same period. Focus on outreach is necessary for the 25-34 year old age group, which is overrepresented in this data.

Community Outreach and Engagement

During this grant period, the Chittenden County Sheriff’s Department (CCSD) has a goal of expanding outreach through the Child Passenger Safety Program to work with the New Americans and New Refugee programs to reduce racial and social disparities in traffic safety. To expand messaging, pamphlets will be distributed and in-person events will be held to discuss current traffic safety issues. VDH data shows that Vermont has a car seat misuse rate of over 50 percent.

The rates of older drivers and large vehicles involved in fatal crashes have increased over the past five years, so CCSD will work with partners like AAA and federal motor carriers to reduce these numbers.

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

Description of Duties

The role of the Coordinator for the Chittenden, Grand Isle, Lamoille, Orleans, Caledonia, and Franklin County SHARP Project is to lead in efforts to improve occupant protection compliance, impaired driving enforcement, speed enforcement and distracted driving enforcement. The coordinator will be the point of contact for traffic safety enforcement and education through performance of the following activities and duties:

Enforcement – Key Activities

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

Education, Outreach, and Media – Key Activities

- › Education outreach efforts with schools and alliances
- › Coordination, planning and participation of/in community events and outreach with evaluation forms and summary progress reports for events
- › Education with CPS including training and support for Be Seat Smart
- › Coordination of Traffic Safety and Media PSAs and Press Releases
- › Participation in road safety audits administered by VTtrans
- › Attendance of meetings with the VHSA
- › Coordination of ARIDE and other traffic safety training for law enforcement officers in Chittenden and Franklin
- › Liaising with SHSO staff and LELs
- › Liaising with all Chittenden and Franklin County LEAs

Administration – Key Activities

- › Coordination of grants and grant application
- › Inventory/needs assessment of current activities
- › Issuance of sub-awards to recipients in Chittenden and Franklin County

- › Understanding of the 2 CFR 200 and NHTSA Grant Regulations
- › Monthly preparation and submission of financial forms and activity sheets for each agency
- › Monthly reimbursements and payments to sub-grantees
- › Preparation and submission of monthly progress reports
- › Administrative support to participating county LEAs
- › Preparation and submission of final report and close out
- › Tracking and monitoring of budget and equipment

Project Costs: Funding for this activity will include a salary for the director, supplies, travel expenses, equipment, and other operating expenses.

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

3.1.11 Activity Name: Chittenden County Community Education (SHARP)

Project Agreement No.: NH25402-205

Subrecipient: Chittenden County Sheriff’s Department

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$102,405	\$25,601	\$102,405

Description

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

Driver Education

Trained Police Department and Sherriff’s Office employees will work with driver’s ed teachers for the purpose of providing young, inexperienced drivers with the education needed to make better decisions in a motor vehicle, either as an operator or as a passenger. Classes will address the dangers of texting while driving, driving under the influence of alcohol or other drugs, and improper restraint use. The driver’s ed teachers will survey the students on what they learned from the officers’ talks. This program will start in October of 2024, with a goal of one presentation per quarter.

Bike Safety

The Sherriff’s Department will work with local recreation departments, schools, and Local Motion to educate young adults on safe bicycling and pedestrian practices, and partner with Local Motion for the national bike to school day. This program will begin in October of 2024.

Child Seat Safety

The Sherriff’s Department will partner with the Vermont Health Department to increase CPS through seat check events and fitting stations. They will work to get more people involved in CPS by teaching them to be car seat technicians and increase the number of fitting stations in the five counties from ten to 15. Two multilingual employees of the US Committee for Refugees and Immigrants will aid in expanding communication and outreach to the New Americans and New Refugees communities.

Community and Public Education

The Sherriff’s Department will partner with the VHSA to increase their presence at community events with a focus on traffic safety. Over 4,000 people were engaged with last year at Champlain Valley Fair with the roll over car and DUI goggles. Additional work includes expanding outreach at events like the Barre Heritage Festival, as well as other county fairs across Vermont. Through partnership with the New Americans group, the hope is to reach more underserved, linguistically isolated, and under privileged communities.

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

Geographic Areas to be Served: *Geographic Areas to be Served:* This project will be focused in Chittenden, Franklin, Grand Isle, Lamoille, Caledonia, and Orleans counties.

3.1.12 Activity Name: Windham County – Enforcement & Equipment (SHARP)

Project Agreement No.: NH25402-123, NH25164-122, NH25405E-124

Subrecipient: Windham County Sheriff’s Department

Subrecipient Type: County Sheriff and Municipalities

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Occupant Protection	\$62,500	\$15,625	\$62,500
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$62,500		\$62,500
Section 405E	Distracted Driving Law Enforcement	\$19,800	\$4,950	

Occupant Protection

Between 2018 and 2022 there were 187 total crashes in Windham County involving unrestrained operators and occupants. Of those, 12 crashes involved fatalities while another 29 involved serious bodily injuries. Of the 41 fatal and serious injury crashes, 31 were male while 10 were female. The months between April and December all had at least three fatal or serious injury

crashes, showing this is a year-round problem. Friday was the day with the most fatal or serious injury crashes involving unrestrained occupants, however there are a large amount spread out between the rest of the week as well. The hours between 6 PM and 10 PM had the most fatal or serious injury crashes involving unrestrained occupants, however the blocks of hours between 6 AM and 2 AM all showed at least five indicating that this is an all-day issue.

Windham County has seen a fairly steady rate of crashes involving unprotected occupants since 2017. The peak year was 2018 with 61, and the lowest year was 2020 with 28.

The FY 2022 VT HSP indicates that 25 percent of all fatal crashes in VT are speed related. Between 2018 and 2022 there were 531 total crashes in Windham County involving speed. Of those, ten crashes involved fatalities while another 27 involved serious bodily injuries. Most occurred in 50 MPH and 35 MPH speed zones. Of the fatal and serious injury crashes, 25 were male and 12 were female. The majority were between the ages of 15 and 44. Saturday was the day with the most fatal or serious injury crashes involving speed at nine, however, there are a large amount spread out between the rest of the week. The hours between 6 PM and 10 PM had the most fatal or serious injury crashes involving speed, however the blocks of hours between 6 AM and 2 AM all showed at least four, indicating that this is an all-day issue.

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

Occupant Protection

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

Impaired Driving

Between 2018 and 2022 there were 218 total crashes in Windham County involving impaired operators. Of those, 16 crashes involved fatalities while another 21 involved serious injuries. Most occurred in 50 MPH speed zones. Of the fatal and serious injury crashes, 25 were male while 12 were female. The age group 25-54 had the most fatal or serious injury crashes with males having significantly more (16) than females (five). Of the 37 fatal or serious bodily injury crashes in Windham County, December had the most with nine, however, January, April, June, July, September, and November all had at least three, showing this is a year-round problem. Sunday and Friday were the days with the most fatal or serious injury crashes however every other day of the week had at least three indicating this is a problem all week long. The majority of fatal or serious injury crashes occurred between the hours of 2 PM and 10 PM.

Although there was a drop in DUI related crashes between 2020 (56) and 2021 (37), there was a slight increase from 2021 to 2022 (40). Enforcement and outreach for impaired driving will be focused in similar areas as occupant protection. Enforcement will take place during the Drive Sober or Get Pulled Over NHTSA campaign, through the activation of the DUI Task Force with saturation patrols, and DUI checkpoints by way of coordinated countywide activities. Special emphasis will be placed on identified high crash areas.

Distracted Driving

Between 2018 and 2022 there were 824 total crashes in Windham County involving distracted driving. There was a significant drop in DD related crashes between 2021 (113) and 2022 (105), bringing the five-year average for DD related crashes down to 165 from 185 the year prior, indicating there is still work to be done. Although this information is valuable to the program, distracted driving is very underreported due to the difficulty of obtaining information during traffic crash investigations.

Strategies for Distracted Driving Enforcement:

- Aggressive and active use of social media to reach target audiences.
- Use of unmarked vehicles to detect those using handheld devices.
- Use of plain clothes officers stationed in areas where evidence-based policing indicates people are texting/using their handheld devices.
- Officers stationed near high schools where handheld device violations are frequent.
- Stop light/sign enforcement for cell phone violations.
- Monitoring work zones for distracted drivers.

Project Costs: Funding for this activity includes salaries, travel expenses and equipment. Equipment includes radar and LIDAR units, and e-citation supplies.

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

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

Project Agreement No.: NH25402-128, NH25164-126, NH25405E-127

Subrecipient: Windham County Sheriff’s Department

Subrecipient Type: County Sheriff

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Occupant Protection	\$100,300	\$25,075	\$100,300
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$20,000		\$20,000
Section 405E	Distracted Driving Public Education	\$25,000	\$6,250	

Description

In Windham County between 2018 and 2022, there were a total of 5,304 crashes, of which 133 resulted in fatalities or serious injuries. 187 crashes involved unrestrained operators or occupants, 218 involved impaired operators, 824 involved distracted driving, and 37 involved speed.

Routine and sustained traffic enforcement for seatbelt compliance, impaired driving, excessive speed, and distracted driving have historically been most successful when teams of officers from multiple agencies participate in joint operations. The grant funds allow the small agencies to

authorize their officers to work in the planned overtime details without sacrificing the day-to-day calls for service at their home agency. The coordination of HVE campaigns and the efforts of Regional Task Force operations for Click It or Ticket and DUI enforcement are examples of successes using the regional approach. In order to capitalize on the HVE and education model necessary to change driving behavior, the Coordinator will perform the following tasks:

- › Engage in local outreach and publicity including television and radio, print media such as local newspapers and publications, print ads, press releases, posters and flyers.
- › Continue to update social media sites with current activities, statistics, and safety reminders, along with product recalls.
- › Continue to work with the Enhanced Driver Safety Program (EDSP) and driver’s education instructors to focus on producing data informed instruction for teens and underserved communities and in turn build better relationships with these communities. This is being accomplished by expanding what was once the Enhanced Teen Driver Safety Program (ETDSP) into the new Enhanced Driver Safety Program (EDSP) that will continue to provide training not only to teens and members of the refugee community, but also other underserved communities in a new collaboration with HireAbility Vermont which is a division of the VT Department of Aging and Independent Living.
- › Plan and conduct Child Safety Seat events to help spread the word on proper use of CRS.

Project Costs: Funding for this activity will include a salary for the coordinator, supplies, travel expenses, and other operating expenses such as social media and presentation materials. Funding includes trainings and conference attendance, including Lifesavers, FBINAA New England, and National Sherriff’s conferences and trainings.

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

3.1.14 Activity Name: Safe Streets

Project Agreement No.: NH25402-206

Subrecipient: Town of Milton

Subrecipient Type: Municipal Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$31,200	\$7,800	\$31,200

Description

Data shows that Milton’s total serious crash rate increased in 2023 by 38 percent from the year prior, the fatal crash rate alone increased by 200 percent, and the total number of all types of crashes increased by three percent from the year prior. Addressing this problem needs to start at the high school driver education level and continue up with adult drivers. With proper early education, future crashes can be reduced. All education requires emphasis on the causes of these crashes and fatalities such as distracted driving, impaired driving, speeding, lack of seat belt usage, etc. This will be done through the following programs and events:

- › Tackling the problem of impaired/distracted/aggressive driving and occupant protection in high school driver education classes through multiple different types of classroom programs, presentations, speakers, and firsthand practical educational training involving an impaired/distracted pedal cart course.
- › Continuing public education on proper bike safety, helmet use, and roadway safety during the annual May bike rodeo event. This all-ages event shows the safety properties of helmets and proper bike operation.
- › Raising awareness of school zone safety and the dangers of passing school buses loading and unloading children at the annual "Red light flashing no passing" barbecue event. This event involves the local school bus company, the schools, other highway safety partners, and the news media.
- › Bringing attention to the dangers of impaired and distracted driving, importance of occupant protection, bike safety, etc. at the annual National Night Out event, which is the town's biggest public education event. Held every August, this event provides opportunities for connecting with the public and bringing awareness to these critical areas. This is a multi-agency event that is free and community based.
- › Emphasizing the danger of impaired driving during prom season with the mock DUI fatal crash event, held in May around high school graduation and prom time. This event occurs at the high school for students to watch, and the role players involved are actual students from the school, which drives the point home further.
- › Continuing to work with the national and statewide educational campaigns promoting safety on the roadways throughout the grant period. During each grant term, two to three public relations events with other communities and agencies are usually held as a multi-agency approach. These events include child safety seat check events, press events, the Champlain Valley Fair, etc.
- › Educating police officers on detecting dangerous driving behaviors prior to a crash occurring. This includes sending officers to advanced out-of-state training, such as the Maine DUI conference, that will better sharpen their ability to observe and detect these violations, ultimately preventing serious crashes from occurring. These trainings will also help the officers be better at teaching the dangers of impaired driving.

Project Costs: Funding includes salaries and travel expenses, as well as equipment including a golf cart.

Geographic Areas to be Served: This activity will be focused in the town of Milton.

3.1.15 Activity Name: Motor Vehicle Safety Education, Bike Safety Education, and Child Safety Seat Education

Project Agreement No.: NH25402-207

Subrecipient: Town of Randolph

Subrecipient Type: Municipal Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$19,634	\$4,909	\$19,634

Description

Most towns, villages, and schools in Orange County are in rural areas, and many do not have programs for driver’s education, bicycle safety, or child car seat use. The Randolph Police Department will continue providing education to young motorists on the dangers of distracted operation, impaired operation, occupant protection, and the rules and consequences of violating Vermont traffic laws, in addition to educating young cyclist in safe bicycle operation and the use of safety gear while operating a bicycle on Vermont roadways. Education and instruction for parents in the safe installation of child safety seats and occupant protection is also provided.

The project will continue to grow through the following efforts:

- › Reaching out to other departments and agencies to assist them in implementing programs in their own communities
- › Getting parents involved in driver's education and occupant protection programs
- › Increasing awareness of the dangers of distracted operation, impaired operation, occupant safety, crash dynamics, and rules of the roadway, including through the utilization of fatal vision goggles demonstrating the dangers of impaired operation
- › Conducting bike rodeos teaching young cyclists about rules and safe bike handling, and providing bike safety information to both children and parents
- › Holding community events instructing parents in the proper and safe installation of child safety seats and the different levels of safety seats

Project Costs: Funding includes salaries, travel to events and conferences, equipment, and other operating expenses for presentations and training. Equipment will include alcohol/cannabis goggles and a laptop.

Geographic Areas to be Served: This activity will be focused in the town of Randolph.

3.1.16 Activity Name: Enhanced Driver Safety Program

Project Agreement No.: NH25402-209

Subrecipient: Windham County Sherriff’s Department

Subrecipient Type: Municipal Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$47,000	\$11,750	\$47,000

Description

Teen and underserved drivers in Windham County pose unique challenges that the Enhanced Driver Safety Program (EDSP) is addressing. The program started as just a teen driver program

but has expanded in recent years to include the local refugee population as well. This year the EDSP is looking to partner with HireAbility Vermont, a division of the Department of Aging and Independent Living, to proactively help older drivers and those with disabilities gain or retain their driver's licenses, allowing them to remain active in the community.

The EDSP offers driving practice with a simulator, as well as classroom instruction on a variety of topics, including defensive driving, driving in inclement weather, emotionally compromised driving, and intersection negotiation. These classes are also provided to refugee populations with interpreters and multi-language course materials.

Graduating seniors are surveyed on the driver's education they received, and their personal driving record, which helps identify trends year-to-year and informs future curriculum. Currently, EDSP enrolls more than 500 students per year, and connects with an additional 240 community members at parent conferences.

Project Costs: Funding includes salaries, travel, supplies, and other operating and indirect costs associated with operating the simulators, giving presentations, and training instructors.

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

3.2 Impaired Driving

3.2.1 Activity Name: High Visibility Enforcement

Project Agreement No.: NH25164-101-123, -TBD

Subrecipient: State, County, and Local Law Enforcement

Subrecipient Type: State, County, and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$1,250,318		\$765,318

Description

More than 70 LEAs serve Vermont, including 55 municipal police departments, 14 county sheriff's departments, the VSP, the DMV Commercial Vehicle Enforcement Unit, and the DLC. The enforcement of drug and alcohol-impaired driving is a high priority for LEAs throughout the state.

There were 409 crashes involving drug and/or alcohol impairment in 2023, including 236 resulting in injuries or fatalities. This is down from 2022, which had 454 crashes involving impairment, but reflects the need for further enforcement to continue driving that number down.

Low staffing levels continue to impact agencies' ability to participate in traffic safety mobilizations and sustained enforcement, and the VSP and DMV assist towns without full-time police departments.

The enforcement model consists of a two-pronged approach:

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

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

The SHSO partners with LEAs around the state to increase patrols focused on impaired driving. This includes promoting NHTSA's Drive Sober or Get Pulled Over HVE Campaigns in August and December. While out enforcing impaired driving laws, Law Enforcement members do not limit their focus to one type of vehicle and are looking for anyone who is operating a motor vehicle while impaired. This HVE campaign includes apprehending motorcycle operators who are riding while impaired. In 2023 there were 13 fatal motorcycle crashes involving an impaired operator in Vermont, including three in Rutland County, two each in Chittenden, Franklin, Washington, and Windham counties, and one each in Addison and Lamoille counties. This activity will provide additional focus towards counties with a history of impaired motorcycle crashes during the FY25 grant period.

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

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

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

3.2.2 Activity Name: DRE Call-Out Pay

Project Agreement No.: NH25405D-014-018

Subrecipient:

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

Subrecipient Type: State, County, and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	Impaired Driving Countermeasures – Low Other Based on Problem ID, Low Court Support, Low Media/ID Training/Enf. Related Exp., Low BAC Testing/Reporting	\$207,927	\$51,982	

Description

The Drug Recognition Expert (DRE) program is a specialty area in law enforcement that improves the identification and prosecution of drug-impaired drivers. Vermont’s DRE program is in its twentieth year and is constantly looking to grow to expand its coverage throughout the state. Annual drug influence evaluations have increased nearly every year since the beginning of the DRE program, but the statewide number of DREs is falling in line with statewide staffing numbers for police officers in general. Non-DRE officers who make DUI arrests are sometimes unable to get a DRE to respond due to unavailability, with a non-response rate generally greater than 10 percent. DRE funding assists with overtime pay for responses outside of normal shift times, training and certification for new DREs, and in-service learning opportunities for existing DREs.

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

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

3.2.3 Activity Name: Vermont Police Academy Highway Safety Training Coordinator

Project Agreement No.: NH25402-213, NH25405D-019

Subrecipient: Vermont Criminal Justice Council

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management and Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$35,000	\$8,750	
Section 405D	Impaired Driving Countermeasures – Low Information System	\$391,350	\$97,838	

Description

Impaired driving is plaguing our nation. Vermont Highway Safety data shows that approximately 65 percent of fatal crashes in 2023 involved an impaired driver, and approximately 14 percent of fatal crashes in 2023 involved speeding. Fatal motor vehicle crashes involving operators suspected of driving under the influence increased in 2023, as did positive cannabis toxicology

results with 113 in 2023. Narcotic Analgesics show the highest number of drug positive results with 177 in 2023.

Overall, data from 2018-2023 has shown the number of fatal crashes with impaired drivers are continuing to increase each year. There is a great need for more resources, officer trainings, additional DREs, and expanded lab capacity. Police activities, as specific as checkpoints and radar usage to the general work of basic patrol, are important deterrents in this battle. Knowledge and skills in investigating impaired driving and crashes are critical for successful prosecution. A Highway Safety Training Coordinator is necessary to ensure police officers are well-trained in every facet of impaired driving detection, investigation, and prosecution, as well as in speed enforcement and conducting crash investigations.

The VCJC trains officers on how to document, collect, and analyze evidence of crashes to include reconstruction and causation. Officers being able to identify impaired driving causation and call upon a DRE to respond is critical in capturing all aspects of a crash. In addition, DREs teach DITEP (Drug Impairment Training for Educational Professionals) and need additional resources to learn how to teach this course.

A Training Coordinator (TC) will monitor statewide problems and trends, and, in partnership with other highway safety leaders, will seek to address issues through course offerings. Quality program administration is essential and encompasses accurate course registration methods, ensuring prerequisites are met, meticulous record-keeping, managing instructors, maintaining up-to-date curriculum, and more. Acting as a liaison with law enforcement leaders and policy makers facilitates support for highway safety efforts as evidenced by current Vermont training mandates that require officers to achieve training markers above and beyond recommended national standards. VCJC programs provide tools that facilitate thorough investigations long after the training occurs. These tools support officers in conducting complete, accurate field assessments, and promoting data gathering functions.

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

There are 1,497 level-III and 342 level-II certified officers in Vermont. Just over 1,200 officers are ARIDE trained and there are 39 certified DREs. Most officers have been DUI/SFST trained, but many have not received SFST refresher training since the beginning of their career. VCJC is striving to address highway safety concerns by providing a TC with statewide impact to act as a focal point for all of these training efforts. Having a dedicated subject matter expert to oversee this enables VCJC to make certain that these trainings remain a priority, the most up-to-date curricula are utilized, and instructors are held to high standards.

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

Geographic Areas To Be Served: This activity is focused at the Vermont Police Academy and DRE training locations.

3.2.4 Activity Name: Judicial Outreach Liaison

Project Agreement No.: NH25405D-022

Subrecipient: TBD

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management and Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	Impaired Driving Countermeasures – Low Court Support	\$85,000	\$21,250	

Description

The State Judicial Outreach Liaison is a position that will be procured through an RFP in FY25.

The individual selected for the State Judicial Outreach Liaison (JOL) is accountable for promoting NHTSA impaired driving and other traffic safety priorities through the Vermont SHSO as submitted to NHTSA in the state’s annual application. The JOL position, currently existing in many other states, provides a versatile resource within the judicial community and by extension, to all traffic safety advocates statewide. This position will support the work of the GHSP staff, joining several other contractors specializing in particular disciplines. Currently GHSP engages two LELs and one TSRP. The LELs provide broad range support to law enforcement partners and the TSRP is regularly deployed to assist prosecutors handling traffic related cases.

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

- › Work with the SHSO staff, LELs and TSRP to improve Vermont’s DUI program.
- › Provide assistance to the state’s DUI Courts Coordinator promoting the expansion of DUI Courts into the designated counties.
- › Establish a network of partnerships with judges, prosecutors, defense attorneys, court administrators, legislators, law enforcement executives, state agencies, community leaders, other traffic safety advocates and key resources to promote the campaign against impaired driving.
- › Attend meetings, conferences, workshops, media events, and other gatherings focused on issues relating to DUI.

- › Assist the Vermont Police Academy and other training organizations to develop or improve DUI training curriculum.
- › Be a resource to all partners in matters relating to the reduction of impaired driving.
- › Identify issues that are of concern to judges and other judiciary officials relating to impaired driving.
- › Work with the DMV to promote the expansion of the Ignition Interlock Program.
- › Remain informed on emerging impaired driving issues and possible strategies to address those issues.
- › Share information and coordinate with LELs, TSPRs, the Governor’s Highway Safety Program, the NHTSA Regional 1 Office, and other highway safety partners to help identify opportunities for improving the criminal justice system.
- › Participate in the State TRCC, promote electronic DUI tracking systems, and assist in linking court data with arrest data and other available data systems.

Project Costs: Funding includes contract services.

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

3.2.5 Activity Name: Vermont Safe Driver Program

Project Agreement No.: NH25402-401

Subrecipient: Hartford Community Restorative Justice Center, Inc

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$26,824	\$6,706	

Description

The Safe Driving Classes that are one of the primary projects of the Safe Driver Program are delivered at six Community Justice Centers via in-person or online formats throughout Vermont. The Classes are educational programs designed using restorative justice principles, values, and practices to teach participants about the human consequences of unsafe, impaired, and distracted driving. Through discussion and interactive activities, participants learn how unsafe driving affects them, their family, and the community. The access to classes with referrals from the courts, restorative justice panels, and attorneys supports the VHSO’s objective to improve the quality of driving in Vermont by lowering the rates of fatal crashes due to impaired or distracted driving; raise awareness of those charged with driving offenses about their responsibility to engage in safe driving habits; and help participants recognize the decision points involved in deciding to drive so they can create an effective Safe Driving Plan. The curriculum reinforces that driving is a privilege and that safe driving practices are a community responsibility.

The Safe Driving Participant Manual has been updated to include more current statistical data and resources and a simplified template for creating a Safe Driving Plan that will include behavior-based SMART goals and help participants identify solutions to barriers to committing to and carrying out the plan. The class Facilitator Manual has also been updated to improve how the curriculum is delivered. This information is delivered regularly to facilitators and at the Annual Facilitator’s Workshop where best practices are shared, facilitation skills are developed, and resources are provided to keep current with trends. New victim panel speakers will continue to be recruited and video recordings of speakers’ stories will be updated to increase the likelihood of participants deepening their understanding of harm and potential harm through hearing real stories of serious human impact.

The Project Director and Data & Technology Coordinator will observe class delivery at each site through FFY 2025 to provide feedback, share new information, and offer training to administrators and facilitators at any new sites that are developed. The Red Ribbon Tree Ceremony (December of 2024) will be enhanced by increasing awareness of the opportunity for victims and survivors who have their lost loved ones to be recognized and for their stories to be told. New this year, Addison County Restorative Justice Services will collaborate with the Dept. of Motor Vehicles to display Red Ribbon Trees at each of the DMV locations in VT from early November through the first week of January to promote increased awareness.

Project Costs: Funding for this activity includes salaries, contract services, supplies for the Red Ribbon Ceremony and Facilitator’s workshop, travel expenses, and other operating expenses. Funding also includes a stipend for victim panel speakers. Travel expenses will include Project Director and Data/Tech Coordinator attendance of conferences, meetings, workshops, and class site visits for maintaining class quality and networking.

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

3.2.6 Activity Name: Forensic Laboratory Support Program

Project Agreement No.: NH25405D-020

Subrecipient: Department of Public Safety

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Laboratory Drug Testing Equipment

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	Impaired Driving Countermeasures – Low BAC Testing/Reporting	\$534,589	\$133,647	

Description

The Vermont Forensic Laboratory (VFL) oversees the evidential blood and breath testing of impaired drivers for the State of Vermont. For evidential breath testing, the VFL employs a fleet of 85 Intox DMT infrared evidential breath testing instruments. The VFL utilizes an instrument

called a Randox Evidence Investigator to screen blood samples for impairing drugs. The VFL confirms samples that screen positive for Cannabinoids, Opiates and Stimulants, and Benzodiazepines using High Performance Liquid Chromatography/Tandem Mass Spectrometry (LC-MS/MS). In 2023, the VFL analyzed approximately 600 blood samples and is on track for a similar workload in 2024. Access to state-of-the-art laboratory equipment and supplies is essential to allow the VFL to continue to provide the highest level of technical support to DUI cases in Vermont by testing and offering testimony as forensic toxicology experts.

The VFL's fleet of Intox DMT infrared evidential breath testing instruments are distributed throughout approximately 70 police agencies and the Vermont Police Academy. These instruments were purchased in 2006 and have been the sole approved instrument in Vermont since 2010. Due to the age of the technology, the vendor of the DMT is no longer able to provide parts to repair instruments in their current configuration. The VFL is seeking support to refurbish and update the hardware of the DMT to ensure their continued use for the foreseeable future.

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

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

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

3.2.7 Activity Name: Traffic Safety Resource Prosecution Program

Project Agreement No.: NH25405D-021, NH25405*E*-200

Subrecipient: Department of State's Attorneys and Sheriffs

Subrecipient Type: State and County Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Prosecutor Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405D	Impaired Driving Countermeasures – Low Court Support	\$364,504	\$91,126	
Section 405*E*	Flexed Distracted Driving - Traffic Records	\$100,000	\$25,000	

Description

Traffic Safety Resource Prosecutors (TSRPs) seek to combat impaired, distracted, and negligent driving on Vermont's highways. In 2023, there were 64 fatal crashes with 70 total fatalities in Vermont. 32 of the operators involved in fatal crashes were impaired by drugs, alcohol, or both. Partial data from this year, as of May 2024, indicates that there have already been 17 fatal crashes, with 12 of those involving alcohol and/or drugs. Some cases involved speeding or other types of driver impairment. Further, in reviewing the pending motor vehicle crimes from the March 1, 2024, Vermont Judiciary dataset, the following cases were identified by the SAS data team: DUI - 546; Careless or Negligent Operation - 93; Reckless Operation or Gross Negligence - 122; Eluding - 244. Additional education, enforcement and prosecution is needed to reduce impaired, distracted, and other negligent driving.

TSRPs work closely with and provide continual guidance and assistance to prosecutors, law enforcement, and the VFL regarding the investigation and prosecution of impaired and distracted driving cases. TSRPs provide training, education, and assistance to prosecutors in the State's Attorneys' Offices (SAO) throughout the state, the Attorney General's Office (AGO), local, county and state LEAs, specialized law enforcement teams such as DRE and CRT, and the VFL. In addition, TSRPs provide presentations to schools and community organizations on the dangers of impaired, distracted, and sleepy driving; they will also work with juvenile justice partners such as the Children and Family Council for Prevention Programs in an effort to further curb dangerous driving and provide education on safe driving and positive decisions.

A data review will be conducted regarding enforcement and prosecution of vehicular criminal cases among various demographic groups in Vermont, and TSRPs will use data in their training which may illuminate issues that hinder fair and impartial enforcement and prosecution. The focus will be on overrepresented communities involved in crash incidents by training on the dangers of impaired driving, distracted driving, excessive speed, etc.

Project Costs: Funding for this activity includes salaries, contract services, supplies, travel expenses, and other operating expenses. Equipment and supplies include laptops, cellphones, office supplies, and training materials. Travel expenses include trainings and conferences in and out of state. Funding supports salaries for two prosecutors.

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

3.3 Occupant Protection

3.3.1 Activity Name: Child Passenger Safety (CPS) Statewide Program

Project Agreement No.: NH25405B-000, -002

Subrecipient: Vermont Department of Health

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Child Passenger Occupant Protection

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405B	Occupant Protection – Low Community CPS Services, Low HVE	\$286,547	\$71,637	

Description

The goal of Vermont’s Child Passenger Safety (CPS) Program, operated by the VDH Division of Emergency Preparedness, Response and Injury Prevention is to decrease the number of deaths and injuries due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program will continue with the following objectives for the upcoming fiscal year: increasing community knowledge of the proper use of child restraints through the efforts of the state’s fitting stations, inspection events, Be Seat Smart website, a telephone helpline, and distribution of educational materials; and reducing the cost barrier of car seats to parents, caregivers, and other child-guardians by providing seats at no cost to low-income families. The VDH offers basic certification, instructor certification, and renewal training for car seat technicians and instructors to carry out these services statewide. They continue to offer CPS Educator training for hospitals and childcare centers.

During 2018 to 2022 for children aged 12 and under, Vermont had seven motor vehicle deaths and 272 serious injuries. Vermont has an average of 5,391 births per year based on 2017-2021 data from the VDH, and the Vermont CPS program completes an average of 759 car seat checks per year for children less than one year of age, according to 2020-2023 National Digital Seat Check Form data. This disparity between births and seat checks indicates that Vermont parents are underserved by the CPS Program. Vermont’s average car seat misuse rate is 55 percent (National Digital Check Form Data 2019-Present). Caregivers need easy access to Car Seat Assistance Stations (CSAS) so they can obtain the expertise of Child Passenger Safety Technicians (CPSTs) to ensure that children are safe on Vermont’s roadways.

Currently, low-income parents can obtain an appropriate car seat or booster seat at any of the 37 CSAS that are open to the public or one of the 37 clients-only locations if they qualify. The locations of assistance stations will be evaluated and assessed to better understand where future stations are needed the most. In 2023, 38 percent of caregivers qualified for the low-income program assistance.

During the pandemic, the number of CPSTs went down 26 percent statewide (200 to 146), and there are currently only 222. Ongoing training and support is needed to maintain and improve the number of CPST volunteers to ensure Vermont communities are served.

The VDH will focus on providing program services, assistance, and education to the new American, refugee, BIPOC, low-income, and other under-served communities identified within Vermont. In the next grant year, the VDH will prioritize counties with the fewest CSAS and CPSTs. The CPS Program is in the process of translating programmatic material into many languages.

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

1. Conduct at least 2,235 seat checks, as indicated by the National Digital Car Seat Check Form data. Continue to use and evaluate services using a satisfaction survey completed by caregivers.
2. Increase the total number of CPSTs by ten percent, by offering four to six certification classes with a focus on increasing the number of CPSTs in underserved regions of Vermont. A pre/post knowledge survey is currently in place and will continue to be evaluated after each class.
3. Evaluate and assess the distribution of CPSTs and CSAS across partner sectors to inform future programmatic work.
4. Update the 30-minute drive time map to evaluate existing regional gaps to access assistance stations.
5. Increase the number of users of the Be Seat Smart Website, and other social media accounts, by five percent.
6. Continue to measure and evaluate direct services using a short Satisfaction Survey. Increase the distribution of the survey to caregivers by ten percent.
7. Evaluate and update the plan as needed to provide additional services, support, and education in conjunction with community partners to under-served populations and communities.

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

Project Costs: Funding includes salaries, supplies, travel expenses, and other operating and indirect expenses. Supplies include a replacement computer, office supplies, training materials, and educational and outreach materials. A Child Passenger Safety Coordinator salary is funded through this activity. Travel expenses include attendance of program events and conferences.

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

3.3.2 Activity Name: Safety Education for Child Passenger Seats

Project Agreement No.: NH25402-210

Subrecipient: Department of Motor Vehicles

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Child Passenger Occupant Protection

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$8,600	\$2,150	

Description

Child seat safety in the State of Vermont is a great concern. VDH statistics show Vermont has a misuse rate of more than 50 percent in child safety seat usage – the Department of Motor Vehicles (DMV) would like to reduce this by at least five percent. Misuse is often categorized as improper installation of the child safety seat. This is preventable through education and assistance from a certified CPST. The Vermont DMV has long been concerned about the availability of child seat education opportunities for parents of small children, especially in the Washington County area where the current resources are limited.

Although enforcement can be an effective tool, education is an important preventative measure. The Vermont DMV Enforcement and Safety Division (ESD) seeks to expand educational opportunities to those in the State of Vermont through outreach activities, working collaboratively with the VDH. The ESD has recently onboarded a certified CPST (proxy). With the knowledge and skill set of this certified Inspector, the DMV can increase the availability of the CSAS, providing appointments to Vermonters to ensure that their child seat is being properly installed. Members of the Department will work in partnership with the VDH to increase Child Passenger Safety. This will be done through local seat check events, informational events, and the CSAS. Additional outreach will be offered to children of elementary age to instill early safety seat and restraint habits.

The DMV will partner with civic groups to increase their presence at local events with an overall focus on car seat and occupant safety. Members of the Department will speak at events such as the Kids Fest, Champlain Valley Fair, National Night Out, and Department-hosted educational events to increase overall public awareness about highway safety with an emphasis on educating parents of car-seat aged children. Grant funding will allow an increased presence at these events to provide more community engagement and educational opportunities.

Project Costs: Funding includes salaries and travel expenses to the CPS Regional Safety Conference, Lifesaver Conference, and CPS instructor trainings. Funding is categorized under Police Enforcement Services instead of Child Restraints because this activity is through the DMV.

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

3.3.3 Activity Name: Annual Seat Belt Survey

Project Agreement No.: NH25405B-001

Subrecipient: Preusser Research Group, Inc.

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405B	OP Information System	\$125,000	\$31,250	

Description

The SHSO will conduct the 2025 annual observational survey (required by NHTSA) designed to increase consistency of year-to-year survey results. The 2023 use rate (88.9 percent) is 1.5 percentage points lower than the 2022 use rate (90.4 percent), which was the highest rate ever reported by the State. Although the decrease from 2022 to 2023 is not statistically significant, it does put Vermont below the 90 percent belt use target prescribed by NHTSA. There has been a generally positive trend in observed belt use since 2016, and the lower 2023 use rate could be due to the 2023 survey sites being different from the previously used sites due to the NHTSA mandated resampling of observation sites. The FY25 survey will utilize the same methods as the 2023 (FY24) survey for consistency.

Project Costs: Funding includes contract services.

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

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

Project Agreement No.: NH25402-101-124, -TBD

Subrecipient: State, County, and Local Law Enforcement

Subrecipient Type: State, County, and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402OP	Occupant Protection	\$942,363	\$235,591	\$851,463

Description

Vermont LEAs have participated in the annual Click It or Ticket (CIOT) day and night national mobilization since 2002. In 2022 Vermont began the process of re-branding its seatbelt mobilization to move away from the “Click It or Ticket” tagline and adopted the slogan “Buckle Up: You’re Worth Every Click.” Despite the name change, Vermont’s “Buckle Up” campaign still follows NHTSA’s CIOT schedule and is simply the same mobilization under a new name. During the past 23 years, all available resources have been deployed and supported by use of data to determine areas of low seatbelt usage and locations with high unrestrained crash rates. Most partner agencies have applied for traffic safety equipment items when submitting their Spring grant applications. Equipment awards are based on need and must be directly related to the improvement of efficiency and effectiveness of their enforcement projects. This equipment includes, but is not limited to, preliminary breath testing devices, speed measurement devices, safety checkpoint lighting and sign packages, traffic cones, and scene lighting.

Prior to 2020, the number of LEAs participating in High Visibility Enforcement campaigns had reached approximately 80 percent of all Vermont LEAs. Due to the restrictions placed on LEAs

during the COVID-19 pandemic and resulting executive/emergency orders, the rate of participation, not surprisingly, decreased in 2020. Since then, Vermont has struggled to re-engage some of those LEAs due in large part to chronic staffing issues faced by many, if not most, LEAs. In 2022, Vermont's seat belt usage rate hit a record high of 90.4 percent, though that number dropped to 88.9 percent in 2023. The national seatbelt enforcement campaigns are key to Vermont's Occupant Protection (OP) program. Funding is provided to partnering agencies to engage in OP enforcement, including CPS seat enforcement and education, throughout the year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those high crash areas involving unbelted/unrestrained occupants.

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

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

In addition to the Buckle Up Task Force, the LELs recruit individual LEAs for participation within the agency's own jurisdiction. The VSP, approximately 45 municipal police departments, 13 of the 14 county sheriffs' departments, and the Vermont DMV's Commercial Vehicle Enforcement Unit all participate in OP enforcement activities.

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

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

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

3.3.5 Activity Name: Highway Safety Conference

Project Agreement No.: NH25405*E*-203

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405*E*	Flexed Distracted Driving – Driver Education	\$50,000	\$12,500	

Description

This activity serves as a placeholder for an in-person one-day Highway Safety Summit. The topic and the venue are to be determined. Staff members within the SHSO will establish a conference committee to assist in the coordination and planning of the theme, agenda, and speakers for the summit. The conference will be a venue to educate public and private partners on emerging highway safety issues.

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

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

3.4 Vulnerable Users

3.4.1 Activity Name: VDH Road Users Safety Group

Project Agreement No.: NH25405*E*-201

Subrecipient: Vermont Department of Health

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405*E*	Flexed Distracted Driving – Driver Education	\$186,784	\$46,696	

Description

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

The new coordinator, who started in May 2024, is working to rebuild connections and partnerships with State of Vermont agencies and transportation programs, other Health Department divisions, and local community organizations. These partnerships are central to the VDH’s work in the Vulnerable Road Users Program, which will continue to build on existing

relationships and enhance statewide partnership coordination in FY25. To support the VDH's role as subject matter experts in vulnerable road user safety, local/national conferences, trainings, and virtual webinars/trainings will also be attended.

The program will build on existing safety education resources and continue to enhance collaboration and coordination among highway safety advocates. This includes providing guidance and technical support for community safety advocates and towns. The VDH will partner with the American Association of Retired Persons (AARP) to conduct at least one "walk audit" event.

The Program will continue promoting the Watch for Me VT vulnerable road users and older driver safety program, including the development of the Yellow Dot program, to a variety of audiences through various activities and communication and outreach channels. Programmatic activities include promoting the new behavior-change campaign; creating and sending out a quarterly transportation safety newsletter; offering presentations, trainings, and workshops at conferences, events, webinars, and to local community groups. Additional activities will include updating the Watch for Me VT website to include additional resources for media and local leaders, regularly updating VDH webpages, and creating social media posts and toolkits that will be emailed to community partners and promoted on VDH social media to raise awareness of this program and community partners' programs. The program will develop and update several education presentations and trainings for the target audience to educate healthcare providers, partners, and EMS around the program including the Yellow Dot program to support post-crash care of older drivers and their passengers.

Disadvantaged and Underserved Communities

All Vermont counties that are designated as rural have less access to resources, including access to complete streets and safe access to bike lanes and sidewalks. Vermont's population density sits within urban centers with 63 percent of pedestrian deaths occurring in the urban setting.

As partners with the Agency of Transportation, Health Department resources are leveraged and safety information and resources are shared through a variety of communication channels to increase programmatic efficiencies. The VDH supports and amplifies the existing work being done by other partner organizations and makes connections between partners to support better statewide coordination with the following community partners: Medical Reserve Corps (MRC), VHSA, AOT Bike/Ped Program, DMV, Vermont Safe Kids, Local Motion, AARP, Department of Aging and Independent Living (DAIL), AAA, local leaders, planning commissions, transportation planners, law enforcement, health care providers, caregivers, media, and other community groups.

The Program regularly partners with Local Motion and other stakeholders to support the Safe Routes to Schools (SRTS) program. This includes working with Health Department local health offices, hosting regional meetings, supporting Walk to School days and events, and answering questions from school and community leaders.

Additionally, the coordinator will work with partners in creating and distributing printed and digital resources related to vulnerable road user safety, and partner with the MRC to provide in-person event outreach.

Project Costs: Funding includes a Vulnerable Road Users Safety Coordinator salary, contract services, supplies, travel expenses, and other operating and indirect costs. Supplies include outreach materials and office supplies, including a laptop and IT set up. Travel expenses include in state training and out of state conferences.

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

3.4.2 Activity Name: Bicycle and Pedestrian Safety Programming

Project Agreement No.: NH25405G-001

Subrecipient: Local Motion Inc

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405G	Non-Motorized Programs	\$126,875	\$31,719	

Description

Local Motion is a non-profit organization whose mission is to make it safe, accessible, and fun for everyone to walk, bike, and roll in Vermont. Pedestrian and bicycle fatalities and serious injuries remain a significant traffic safety problem in Vermont. As of 2022, rates of these crashes generally remain above the targets established in Vermont’s 2022 - 2026 Strategic Highway Safety Plan.

Local Motion’s focus points include bicycle safety among younger Vermonters, who are overrepresented in hospital discharge data (Vermont Uniform Hospital Discharge Data Set, 2017), and have helmet use rates of 55 to 59 percent, which represents an opportunity for significant improvement in use of personal protective equipment. Among middle- and high-school students, helmet use decreases with each grade level, and BIPOC students are significantly more likely than white, non-Hispanic students to never or rarely wear a helmet when riding a bike (2021 Youth Risk Behavior Survey). Pedestrian safety among all Vermonters is another area of focus, as hospitalizations are distributed among the population while older Vermonters make up the majority of those killed. Chittenden County sees statistically higher rates of hospitalization/ emergency department visits among people walking and biking, and nighttime walking is assumed to account for a disproportionate number of pedestrian fatalities relative to the number of walking trips occurring at night vs during the day.

Local Motion Bicycle and Pedestrian Safety Programming will support the 2022 - 2026 Vermont SHSP’s objective in the Pedestrians and Bicyclists Critical Emphasis Area, for a ten percent reduction in pedestrian and five percent reduction in bicyclist five-year average fatalities and serious injuries by 2026. It will also support the Strategies in the 2023 Vermont Vulnerable Road User Safety Assessment. This will be achieved through the following efforts:

Bike Smart: Bike Smart is a complete bike skills education program for children ages five and up. It is based on a game-rich bike skills curriculum developed by Local Motion and the Center for Health and Learning and is made possible by a fleet of three 20' trailers, each equipped with everything an instructor would need to teach children how to ride safely. The trailers include 30+ kids' bikes (in a full range of sizes), training materials, helmets (including helmet disinfectant), tools, and safety handouts for families. Each trailer is delivered to the program site for one to two weeks. Local instructors (typically school staff) run the program after having received training from Local Motion. In FY25, 10,000 students are expected to receive training through Bike Smart, and the goal is for 70 percent of those students to show improvement in their bike skills following the program.

Commuter Education: Local Motion will reduce bicycle-related fatalities and serious injuries among the adult population by improving their bike safety skills through commuter education focused on both drivers and adult bicyclists. This approach will include Local Motion staff acquiring certification through the League of American Bicyclists Certified Instructor program. This will enable Local Motion to teach high-quality Cycling Skills Clinics in communities throughout the state, which will be coordinated and promoted in collaboration with local organizations in order to reach target populations. Local Motion will also host a League of American Bicyclists Certified Instructor seminar, which will increase the number of certified instructors in the state and allow education to be provided to bicyclists on a broader scale. Local Motion will work through networks of bicycle enthusiasts to recruit Vermonters to become League of American Bicyclists Certified Instructors. Local Motion will develop curriculum and support Driver's Education instructors in teaching their students about safety laws related to vulnerable users. This work will be performed statewide, but additional resources and time will be focused within Chittenden County, as it sees statistically higher rates of hospitalization of people walking and biking. Local Motion will work with organizations such as the Vermont Driver and Traffic Safety Education Association (VDTSEA) and schools to reach both instructors and students with this programming, and continually update and improve curriculum to ensure the highest quality of education.

Safe Routes to School: SRTS is a holistic approach to enable students to safely walk, bike, or roll to school, and is a NHTSA Behavior Change Countermeasure for both pedestrian and bicycle safety. In FY25, Local Motion's SRTS program will focus on Safety Encouragement programming and Infrastructure programming. Safety Encouragement programming develops and provides resources to schools ranging from guidance documents and safety supplies such as reflective items, lights, and bicycle helmets, to direct assistance from Local Motion staff and Regional Coordinators, with the goal of increasing rates of safe walking, biking, and rolling to schools. Strategies include the creation of high visibility walking school buses and bike trains, promotion of walk to school days, and more. Walking school buses and bike trains address the high numbers of bike and pedestrian fatalities in rural areas by increasing the visibility of students walking or biking to school, and creating a safety in numbers effect (Kehoe, Goughnour, Jackson, Sykes, Miller, Blackburn, 2022). Distribution of high-visibility safety gear through this program helps to address the nighttime walking safety problem. Infrastructure programming includes conducting school Walk/Bike Audits, which entail gathering the school community and key community members to walk, bike, or roll a designated area, such as a route to school, to collectively identify hazardous or otherwise challenging infrastructure, and communicate the findings to school and municipal staff and decision makers. It also includes coordination of SRTS Taskforces, which bring together town and school staff and community members to collaboratively address safety issues.

Community Technical Assistance: Community Technical Assistance programming supports communities in improving the safety of their infrastructure for pedestrians and bicyclists. Local Motion staff will assist municipal and RPC staff, as well as community committees and members to incorporate best practices for design of safe bicycle and pedestrian facilities. Technical assistance also includes resource development and promotion to inform local agencies of opportunities for funding and advancing safety projects. This work entails attending regular meetings with local walk/bike committees and partners, many of whom are already partners of Local Motion. Through these meetings, potential infrastructure safety projects and initiatives are identified as priorities for the community, and Local Motion assists with moving these forward by providing resources on best practices, suggesting design alternatives, hosting site visits and walk/bike audits, and implementing temporary Infrastructure Demonstration Projects.

Project Costs: Funding includes salaries, contract services, supplies, travel expenses, and other operating and indirect expenses. Supplies include helmets and safety gear, disinfectant, chalk, bike lights, cones, and other event materials. Travel expenses include out of state conferences.

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

3.5 Distracted Driving

3.5.1 Activity Name: VSP and Local LEA Distracted Driving Enforcement

Project Agreement No.: NH25405E-104-125

Subrecipient: State, County, and Local Law Enforcement

Subrecipient Type: State, County, and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405E	Distracted Driving Law Enforcement	\$688,450	\$172,113	

Description

LEAs will engage in enforcement to reduce distracted driving through a mix of high-visibility enforcement and spotter patrols combined with ongoing patrolling activities. LEAs will focus on areas and time periods identified as having high distracted-driving crash rates, as well as areas with vulnerable road users (VRUs), such as work zones and school zones.

Project Costs: Funding includes salaries, benefits and mileage.

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

3.5.2 Activity Name: Annual Distracted Driving Survey

Project Agreement No.: NH25405*E*-204

Subrecipient: Preusser Research Group, Inc.

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405*E*	Flexed Distracted Driving	\$150,000	\$37,500	

Description

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

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

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

3.6 Motorcycle Safety

3.6.1 Activity Name: State Motorcycle Rider Education Program

Project Agreement No.: NH25405F-000

Subrecipient: Department of Motor Vehicles

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Motorcycle Rider Training

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405F	Motorcycle Safety and Training	\$55,780	\$13,945	

Description

In 2021 and 2022, Vermont had a combined 30 motorcycle fatalities. This is considerably higher than the previous three years. In 2022 motorcyclists made up 19 percent of total fatalities, and in 2021 motorcyclists made up 22 percent of total fatalities. This is also only with an approximate six-month riding season. The five-year moving average for motorcycle fatalities has increased from 9.8 in 2018 to 10.4 in 2022, and the five-year moving average for un-helmeted motorcyclist fatalities has doubled from 0.6 in 2018 to 1.2 in 2022. Motorcycle crashes are often caused by other vehicles entering a motorcycle’s path of travel due to the operator of the vehicle not seeing the motorcycle. Single-vehicle motorcycle crashes are often the result of the motorcyclist going too fast, operating under the influence, or riding above their skill level. In 2021 and 2022 most of the motorcycle crashes were single-vehicle crashes.

The Vermont Rider Education Program (VREP) aims to address the problem of motorcyclist fatalities; the program goal is to not only teach people to ride a motorcycle, but to teach awareness of motorcycling safety. The program teaches its students the proper way to ride a motorcycle, with each step teaches them why it is the proper way, and helps them better understand how to be safer on the road through self-reflection and discussions with the class.

The VREP will have motorcycle safety training available for approximately 1,200 individuals during the motorcycle training season. Courses are designed to train individuals interested in obtaining a two-wheel or three-wheel motorcycle endorsement for the first time. The course also provides training for individuals who already possess a motorcycle endorsement and are interested in honing their two-wheel motorcycle skills or want to learn how to operate a three-wheeled motorcycle. The program maintains or increases the number of training instructors, training locations and curriculum offerings. This will permit the program to maintain or increase motorcycle training course availability.

Currently several of the program’s training locations sit idle on several weekends during the training season. The motorcycle training program has 39 instructors and is in need of additional instructors, which would allow the program to offer additional training classes. The DMV will be increasing its public outreach by attending events such as the Champlain Valley Fair. Event attendees can learn about the program, how it can help new or experienced riders, and learn how to become a Rider Coach.

Community Outreach and Engagement

The four counties in Vermont with the greatest number of motorcycle-involved fatalities from 2018-2022 are Orleans (five), Caledonia (four), Chittenden (three), and Franklin (three). The motorcycle training program operates at least one training site in Caledonia, Chittenden, and Franklin counties. While there isn’t a training site in Orleans, there are training locations in adjacent counties. The DMV will also reach underserved communities by increasing public outreach and attending events such as the Champlain Valley Fair, where the VREP can have a booth and promote the program to the community.

Project Costs: Funding will cover contract services, supplies, travel, and equipment expenses. Equipment includes motorcycle helmets and training cones. Supplies include training guides for instructors. Travel expenses include trainings and conferences.

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

3.7 Young Driver

3.7.1 Activity Name: Local Law Enforcement Community Education Programs

Project Agreement No.: NH25402-205-209

Subrecipient: County and Local Law Enforcement

Subrecipient Type: County and Municipal Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$266,683	\$66,671	\$266,683

Description

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

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

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

Use of funds requested in this grant include:

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

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

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

Geographic Areas To Be Served: This activity will be focused in Rutland, Chittenden, Windham, Windsor, Franklin, Lamoille, and Grand Isle counties.

3.7.2 Activity Name: Vermont State Police Traffic Safety Education Programs

Project Agreement No.: NH25405*E*-202

Subrecipient: Department of Public Safety

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Community Education

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405*E*	Flexed Distracted Driving – Driver Education	\$66,054	\$16,514	

Description

Vermont has high fatality rates of impaired driving (>60 percent in 2023, AOT crash data), unrestrained operator (57 percent), and speed-involved crashes (28 percent). These are above the national average (approx. 32, 50, and 18 percent respectively, 2022 data NHTSA). When it comes to fatal DUI events, the chemical is often drugs other than alcohol. Annually, cannabis is involved in >60 percent of fatal crashes. In 2023, there were 23 fatal drug-only involved crash events (toxicology pending in others). This is an increase from 20 drug-only fatal crashes in 2022. Cannabis was involved in 14 fatal crashes in 2023. The perception of harm around cannabis use and driving/riding among youth is decreasing (VT Youth Risk Behavior Survey).

The 2022 Traffic Safety Strategic Plan puts more emphasis on the model of Education -> Enforcement -> Education. The VSP seek to encourage and emphasize the best practices for safe driving and empower members of the public they contact (via community engagement, motor vehicle work, in pre-license programs, at point of health care, and via mass marketing campaigns) to be ambassadors of crash deterrence. This will require the continued application of four strategies implemented last year into VSP:

- › Creation of an Administrator's Guide and standardization of Trooper-led driver's ed/youth programs presentation curricula. Troopers will be introduced to this curriculum via train-the-

trainer format. Only the most credible and passionate Troopers will be selected. The curricula and programs will be updated regularly to promote relevance and impact.

- › Enhanced use of mass media campaigns. By leveraging social media platforms (Instagram, Facebook, and X), as well as more traditional means like radio and local new outlets.
- › Development and continued application of elevated LEO training on more direct, disarming, and empathetic messaging tailored to their motorist audience to encourage buy-in and future deterrence beyond "just" a ticket or warning.

VSP would utilize the funding to provide direct resources to communities with no local law enforcement that have a need for driving education. VSP would focus on counties like Orleans and Orange where the fatalities were equal to more populated counties like Rutland and Chittenden in 2022. This shows a lack of education on the dangers of driving impaired. Areas of focus from previous years have shown a decrease in crashes, and VSP wishes to continue with this trend.

Project Costs: Funding includes overtime salaries for VSP troopers, sergeants, and lieutenants, as well as contract services for a pharmacy liaison. Supplies funded include educational, presentation and office materials. Travel and conference expenses are funded through this project activity, including trooper attendance of the IPTM Symposium on Traffic Safety and Lifesavers Conference on Roadway Safety.

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

3.7.3 Activity Name: Summer Summit for Driver Educators

Project Agreement No.: NH25402-402

Subrecipient: Department of Motor Vehicles

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$11,250	\$2,813	

Description

Vermont's five-year average for traffic fatalities involving younger drivers (under 20 years old) has increased from 5.6 in 2018, to 7.4 in 2022. The five-year average for total fatalities (all ages) has increased from 60.8 in 2018, to 65.4 in 2022. Distracted driving, DUI, occupant protection, speeding, and other factors all contribute to these statistics. In the three most populous counties (Chittenden, Rutland, Washington) the five-year average for DUIs alone has increased every year for the last four years. In the three most rural counties (Caledonia, Essex, Orleans) the five-year average for occupant protection alone has increased every year for the last five years. This data shows the entire state, in one way or another, has a problem area that needs to be addressed. When done properly, education is an effective deterrent to crashes that result in fatalities and

serious injuries. The number one priority is to reduce unsafe driving on Vermont roadways. Vermont driver training schools and instructors are a vital part of state highway safety. The education they provide to novice and future drivers is important and will save lives. Young drivers are critical to traffic safety. The focus of the Summer Summit is to give Vermont’s driver educators professional development and the opportunity to take information away based on state and national statistics, initiatives, and speakers, to update their classroom and in-vehicle curriculums. This in turn will create a better learning experience for young drivers who take a driver education course.

Community Engagement

Vermont counties range from rural to urban communities. In the rural areas, driver education is less available due to population and availability of public or private training schools. These areas are underserved. Caledonia, Essex, and Orleans are the three least populous counties, but they still had a combined 14 fatalities in 2022. Chittenden, a more urban county, has one of the largest populations, and with it the data reflects a larger number of serious injuries and fatalities. The Summer Summit will address this issue by providing strategies to schools and instructors on how to reach rural counties, and how to better reach the urban counties.

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

Geographic Areas to be Served: This activity will serve statewide, the Summit location is to be determined.

3.7.4 Activity Name: Vermont Highway Safety Alliance

Project Agreement No.: NH25402-403
Subrecipient: Vermont Highway Safety Alliance
Subrecipient Type: Non-Profit
Promised Project?: No
Planning and Administration: No
Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$329,900	\$82,475	

Description

The Vermont Highway Safety Alliance (VHSA) runs programming to address emphasis areas identified in the SHSP with the mission to engage stakeholders from the four E’s of highway safety: enforcement, engineering, emergency responders and education. It is primarily a volunteer membership, supported by a director, representing a diverse mix of private and public organizations working together to improve the safety of all Vermont road users. The VHSA’s efforts include fostering the development of innovative outreach programming to effectively

engage citizens from all demographics, highway safety partners, advocacy groups, and policymakers.

The VHSA is excited to submit a proposal with a vendor to strategically boost community outreach efforts aligned with the vision to make Vermont’s highways safer for everyone—drivers, passengers, motorcyclists, bicyclists, and pedestrians. The proposal includes unprecedented community outreach opportunities and projects throughout Vermont, including fairs, festivals, a motorsports campaign, college athletics engagement, motorcycle rides, 2025 Vermont Highway Safety Conference, and employer safety outreach. These coordinated projects are aligned with the Vermont SHSO strategic plan to “reduce fatalities and serious injuries in Vermont by ten percent from 2022 to 2026.”

Through a partnership with the VHSA, the vendor will implement a comprehensive community outreach initiative for the Vermont SHSO. Traffic fatalities rose in Vermont from 47 and 62 in 2019 and 2020, respectively, to 74 and 77 in 2021 and 2022, respectively. The project will focus on at-risk driver populations and on underserved and overrepresented areas in crash data, as well as provide statewide outreach efforts to complement statewide media efforts to lead to a reduction in crashes and fatalities. The vendor will work with the VHSA to coordinate efforts to help engage drivers to change behaviors through engaging communities in target areas where high numbers of crashes and serious injuries/fatalities are occurring. Alcohol, speed, motorcycle safety, occupant protection, distracted driving, and pedestrian safety remain significant factors in crashes and fatalities. The vendor will work to implement messaging and outreach efforts through a variety of projects to impact communities and increase driver safety throughout the year.

Outreach will also include the use of TrypScore, a free app to collect road user data and promote safe driving.

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

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

3.7.5 Activity Name: Vermont Principals Association

Project Agreement No.: NH25402-404

Subrecipient: Vermont Principals Association

Subrecipient Type: Non-Profit

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$554,250	\$138,563	\$554,250

Description

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

For the five-year period of 2018 to 2022, drivers aged 20 or younger were involved in 7.4 percent of fatal crashes; this five-year average has steadily increased since the 2015 to 2019 average of 5.0 percent. Additionally, the number of major crashes involving drivers under the age of 25 has more than doubled since 2004.

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

School-centered activities and sports marketing campaign provide a valuable access point to key target markets, specifically drivers aged 20 or younger, with a statewide reach. Through creative education and outreach communication methods, the VPA will work to positively influence the student-athletes and their peers while reaching the students' day-to-day influencers, too. These influencers include administrators, coaches, parents, and fans within the statewide VPA community.

VPA will contract with Alliance for Highway Safety to bring 25 "Choices Matter" presentations to high schools. The presentations include distracted and impaired simulators, seatbelt activities, social media messaging, and hands on driver training. Alliance will also provide the high schools with materials to promote highway safety throughout the year and facilitate additional events and activities for teen drivers. An elementary school curriculum will be developed by Alliance in coordination with the VPA to engage students at a young age and start good practices with highway safety early. The table below shows the prioritized critical emphasis areas in Vermont, based on fatalities.

Table 2 Vermont Principals Association's Critical Emphasis Area problem prioritization.

Critical Emphasis Area	Target Population
Curb Speeding and Aggressive Driving	High School Students, Student Influencers, Families/Fans Traveling to Support Students
Increase Use of Occupant Protection	High School Students, Families of High School Students with Younger Children, Male Drivers/Occupants
Curb Distracted Driving and Keep Drivers Alert	High School Students, Student Influencers, Families/Fans traveling to Support Students
Reduce Impaired Driving	Young Drivers, 18-25, Holiday Audience
Age-Appropriate Solutions: Improve Young Driver Safety (Under 25)	High School Students, Young Male Drivers (Speeding)

Community Outreach and Engagement

The most disadvantaged counties in the state based on per capita income include Essex, Orleans, Caledonia, Franklin, and Rutland. According to the Pupil Weighting Factors Report of 2019, commissioned by the Legislature and written by researchers from the University of Vermont and Rutgers University, underserved, poor school districts in the state include the following high schools: Burlington, Winooski, Richford, Mt. Anthony Union (Bennington), Bellows Falls Union, Springfield, and Rutland. Additionally, there have been a high number of fatal and serious bodily injury crashes along Route 105, specifically between St. Albans and Enosburg. Schools along Rt. 105 include Enosburg MS/HS, Richford JR/SR High School, BFA Fairfax, BFA St. Albans, and Missisquoi Valley HS.

VPA will reach out and engage these schools and communities in the following ways:

- › Prioritize connecting Choices Matter program with leaders of schools listed above
 - › Highlight Choices Matter programs at schools with local media partners
 - › Personalize Championship & Social Media Assets for communities/schools listed above
- Invite School Sports Teams of Underserved Schools (or overrepresented communities) to participate in Public Address Announcements and Streaming Commercials

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

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

3.7.6 Activity Name: Rutland County Highway Safety Education

Project Agreement No.: NH25402-405

Subrecipient: Rutland City Public Schools

Subrecipient Type: Public Schools

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Education and Outreach

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$27,120	\$6,780	

Description

Rutland City Public Schools will provide “virtual driver training” through the use of driver simulation and utilizing existing highway safety resources. This will allow for a safe environment for students to learn the dangerousness of driving under the influence, as well as promote seatbelt use and distracted driving prevention. Educators will learn methodologies that are in keeping with the needs and demands of those generations currently served; specifically, the ability to access references and resources electronically, to take advantage of simulation learning initiatives, and to employ modern technology during these educational classes that would be

offered county-wide by making the equipment available to the 14 programs at Stafford Technical Center, area schools, driver’s education programs, adult education classes, fleet drivers, and the 28 towns in Rutland County and their respective EMS, Fire, and Police Agencies.

Through the Stafford Technical Center Regional Advisory Board, there is extensive outreach to the Rutland County Schools. At one of their most recent meetings in April, this grant proposal concept was approved to pursue. Rutland City Public Schools would look to notify partner schools of this educational resource for teen drivers, and would schedule and make training available as needed.

This project will be evaluated through student surveys, tracking of time, number of contacts, and training conducted. Additionally, injury and crash data for the county will be reviewed at quarterly intervals and compared to state and county data to note changes. This is a one-time pilot project with partial funding provided by the school district for the existing driver education program.

Project Costs: Funding for this activity includes salaries, supplies, travel, and equipment including a distracted driving simulator and associated software.

Geographic Areas To Be Served: This activity will be focused in Rutland County.

3.7.7 Activity Name: Highway Safety Program Coordinator - Education

Project Agreement No.: NH25402-400

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402DE	Driver Education	\$125,000	\$31,250	

Description

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

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

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

3.8 Traffic Records

3.8.1 Activity Name: TRCC Program Coordinator

Project Agreement No.: NH25402-000

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PA	Program Administration Projects	\$125,000	\$125,000	

Description

An SHSO staff member coordinates the Traffic Records Program with the TRCC Chair. The coordinator:

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

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

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

3.8.2 Activity Name: TRCC Consultant

Project Agreement No.: NH25402-301

Subrecipient: TBD

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402TR	Traffic Records	\$125,000	\$31,250	

Description

LexisNexis Coplogic Solutions, Inc. currently serves as the TRCC consultant for Vermont. An RFP for the FFY25 contract is in process for an October 1, 2024 start date.

The TRCC Charter identifies a TRCC Chair and Coordinator. The TRCC consultant assumes the following responsibilities: scheduling and calling to order the TRCC meetings; providing meeting agendas and reviewing meeting notes; interfacing with SHSO-BSU staff, Federal partners, and any current TRCC consultants or project managers; monitoring annual update of TRCC strategic plan; publicizing traffic records efforts for other internal (SHSP) and external partners; scheduling strategic direction and system information updates from member agencies; and facilitating the TRCC Assessment.

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

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

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

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

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

Project Costs: Funding includes contract services.

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

3.8.3 Activity Name: AOT Crash Data Reporting System

Project Agreement No.: NH25405C-700

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405C	Traffic Records Improvements	\$200,000	\$50,000	

Description

This is a project for ongoing enhancements to the crash program. The FFY 2025 goal is to work on the following components:

1. **To use the new MMUCC standards to update the Uniform Crash Report Form (UCRF) and implement any necessary changes.** The TRCC will put together a UCRF subcommittee to review and specific updates will be implemented thereafter.
2. **SIREN - Web Crash bridge.** NHTSA suggests a link for the purposes of looking for outcomes across these datasets. With the NHTSA GO Team’s help, VTrans was able to identify a path forward starting with a Memorandum of Understanding between VTrans and VDH. This is the first step in moving this task forward. This part of the project would be to create a shared

environment for the SIREN & Crash data. Using a consultant, they will create an upload procedure to implement the integrated data back into each system.

3. **Valcour & eTicket - Web Crash bridge/interface.** The state has gone to a single eTicket platform within Valcour. Web Crash is already integrated with Valcour. A goal is to enhance that integration process and include ticket data. Currently very few tickets are reported in the crash data. The specific activity for this is to engage the Valcour Board to approve changes and then work with the vendor to update the code and implement the changes to allow for the additional data.
4. **Develop an engineering (or analysis) database for VTrans that allows for correction of obvious errors and omissions in crash data.** The outcome will be a fully functional database that provides VTrans with a tool to identify and correct errors and omissions in crash data. This will improve the accuracy and completeness of the crash data, resulting in better analysis and decision-making. Specific activities include engaging a consultant to help with the development. Recently Web Crash upgraded the map tool from a Google base to an ESRI base that uses VTrans roadway data. This part of the project would enhance the existing data to include data that was not previously captured, for example functional class. Since the framework is there, the timeline for this part of the project is easily achievable during this grant period.
5. **Assign intersection numbers to crash (node id) using the ESRI base map to enable more accurate location data for crashes occurring at intersections.** The outcome will be a more accurate and comprehensive crash location data set that will allow for more detailed analysis and improved roadway safety. Each of the tasks have many activities to achieve. It is expected that significant progress or full task completion is achievable in the grant year.

Community Engagement

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

Project Costs: Funding includes contract services.

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

3.8.4 Activity Name: Statewide Incident Reporting Network (SIREN)

Project Agreement No.: NH25405C-701

Subrecipient: Vermont Department of Health

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405C	Traffic Records Improvements	\$240,024	\$60,006	

Description

Motor vehicle-related fatality trends in Vermont have mirrored the national experience trending upward since a historic low of 44 fatalities in 2014. Additionally, motor vehicle crashes are a leading cause of injury-related emergency department visits. Collaboration across multiple Vermont stakeholders is needed to change the trajectory of motor vehicle-related fatalities and injuries, however, most of the motor vehicle crash data systems in Vermont exist independently from one another. While the benefits of utilizing these data sources collectively to prioritize public health and safety resources are substantial, integration of these data systems have been limited due to insufficient resources and capacity. There is a need to improve integration and communication in the analysis of prehospital motor vehicle injury data from SIREN and other injury data systems accessible to the Health Department (i.e., hospital discharge data) to disseminate key findings to partners on a regular basis to help inform injury prevention efforts relating to motor vehicle crashes. This entails increased communication between stakeholders (Vermont state agencies, community partners, EMS, etc.) to build capacity to better understand limitations of data/information collection, analysis, dissemination, and how these data effect the operationalization of programmatic decisions by state leadership.

Emergency Medical Services play a critical role in reducing injuries and fatalities on roadways. Based on NHTSA recommendations, the EMS Data Manager will collaborate with stakeholders to pursue data sharing opportunities to help identify and measure risk factors present in motor vehicle crashes, as well as continue to promote documentation best practices in the EMS community to ensure high quality, timely, and accurate prehospital data are entered into the state’s ePCR system, SIREN.

Analyzing prehospital EMS data in conjunction with other motor vehicle-related data sources, such as law enforcement crash records, hospital discharge data, and vital record death data, would allow for a more thorough analysis of crash severity, beginning with factors of the crash itself reported by law enforcement and initial injury assessment performed by EMS through hospital admission and death data. As a result, these data will have the capacity to inform and lead highway safety programs aimed at reducing economic losses, injuries, as well as traffic fatalities.

Community Engagement

There is a need to increase and improve communications with stakeholders, which will be done in the following ways:

- › Collaborate with stakeholders on strategies to identify underrepresented populations to work towards data sharing efforts through meetings, projects, and trainings by utilizing approaches identified by federal organizations, such as the Centers for Disease Control and Prevention’s “Linking Information for Nonfatal Crash Surveillance” guide and NHTSA’s “Traffic Records Program Assessment Advisory” report.

- › Work with Health Department and HSI analysts to utilize data from Vital Records on fatal motor vehicle crash trends and ways to identify underserved communities and populations that are overrepresented in the data.
- › Coordinate with stakeholders, specifically the Agency of Transportation, to determine shared data elements of interest for injury surveillance.
- › Educate EMS leaders and practitioners on the importance of quality and timely data submission through data products and trainings.
- › Work with HSI to identify geographic areas and populations that are underrepresented or overrepresented in the datasets and identify ways to improve the VDH’s understanding of how these populations are represented in the data.

Project Costs: Funding includes salaries, travel expenses, and other operating and indirect costs. Funding provides a salary for an EMS data manager. Travel expenses include in state meetings and out of state trainings/conferences Funding also provides for ImageTrend software.

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

3.8.5 Activity Name: Data Integration of Impaired Driving Systems

Project Agreement No.: NH25164-TBD, NH25405C-703, NH25405D-025

Subrecipient: TBD

Subrecipient Type: Private Firm

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Improve Highway Safety Database

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 164AL	Drug and Alcohol Countermeasures – Alcohol Enforcement	\$350,000		
Section 405C	Traffic Records Improvements	\$400,000	\$31,250	
Section 405D	Impaired Driving Countermeasures – Low Information System	\$150,000	\$37,500	

Description

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

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

Project Costs: Funding includes contract services.

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

3.8.6 Activity Name: Collection of Urban Safety Data Elements

Project Agreement No.: NH25405C-702

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy:

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 405C	Traffic Records Improvements	\$91,000	\$22,750	

Description

FARS data for calendar years 2018 to 2022 suggest that the trend in fatalities on urban roads in Vermont is up, with seven fatalities in 2018, four in 2019, 13 in 2020, five in 2021, and 12 in 2022; the most recent three-year average of fatalities (2020-2022) is ten, compared to the previous three-year average of eight (2018-2020).

The safety problem in urban areas is rendered complex by the many functions that urban cores serve, and the broad range of users involved in addition to vehicular traffic. For example, the Vermont SHSP reports that the majority (64 percent) of Vermont’s major pedestrian crashes (fatal and suspected serious injury crashes) occur in urban areas. In addition, the Vermont Vulnerable Road User Safety Assessment 2023 states that pedestrian and bicyclist fatalities are overrepresented in urban areas relative to mileage, and reports 20 fatalities in urban areas compared to 22 in rural areas for the period of 2017 to 2022.

Considering the effects that design alternatives have on crashes is crucial in the urban context. The HSM contains safety performance functions for predicting crashes on urban arterials that can be used to perform this type of data driven evaluation and assessing how design elements change the number of crashes. However, VTrans’ data analysis capabilities of urban corridors are limited by the fact that calibration factors to adjust the HSM urban segment predictive models to Vermont conditions are not available.

Calibrating the urban predictive models of the HSM necessitates the collection of specific data elements that are not typically inventoried by VTrans. A consultant will be hired to perform the necessary data collection, likely using tools such as Google Earth, video log, and GIS. This will permit VTrans to improve its ability to use crash prediction models when analyzing urban corridors.

Project Costs: Funding includes contract services.

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

3.9 Planning and Administration

3.9.1 Activity Name: SHSO Planning and Administration

Project Agreement No.: NH25402-000, -002-004, NH25164-000, -002-003

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: Yes

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PA	Planning and Administration	\$859,334	\$859,334	
Section 164PA	Planning and Administration	\$102,073		

Description

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

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

- › Personnel

Salaries and related expenses for:

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

Operating Expenses:

- › Advertising – Print
- › Fee for Space
- › Office Supplies
- › Postage
- › Travel
- › Printing and Binding
- › Rental of copier/fax/printer/scanner
- › HSP annual report contractor

Dues:

- › GHSA dues

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

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

3.9.2 Activity Name: Electronic Grant Management

Project Agreement No.: NH25402-001, NH25164-001

Subrecipient: VTrans

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: Yes

Associated Countermeasure Strategy: Program Management

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PA	Planning and Administration	\$250,000	\$250,000	
Section 164PA	Planning and Administration	\$59,567		

Description

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

In FFY25, the SHSO will be finishing the software upgrade to IGX. This upgrade will be easier to customize and more user-friendly to both internal and external partners.

Project Costs: Funding includes contract services.

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

3.10 Media

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

Project Agreement No.: NH25402-800, NH25405D-023, NH25405E-TBD(2), NH25405*E*-TBD(14)

Subrecipient: TBD

Subrecipient Type: State Government

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Distracted Driving, Occupant Protection

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PM	Paid Media – Heatstroke/Unattended Passengers	\$10,000	\$2,500	
Section 405D	Impaired Driving Countermeasures – Low Media/ID Training/Enf Related Exp.	\$150,000	\$37,500	
Section 405E	Distracted Driving Media – Driver Education	\$500,000	\$256,250	
Section 405*E*	Flexed Distracted Driving – Paid Advertising	\$1,755,000	\$438,750	

Description

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

Campaigns included in the Annual Media Calendar:

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

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

Media projects recently finished:

- › Drive Well Vermont Heat Stroke Awareness, one version which includes a child, and one version which includes a vulnerable adult. This campaign launched in June 2024.
- › Drive Well Vermont Older Driver Safety, which is our first Drive Well Vermont campaign that is done as a dialogue with cast members. A component of this campaign was compiling a library of resources for older Vermont drivers, their caretakers, and/or their family members. This campaign is finished production and will be launching early/mid July 2024.
- › Drive Well Vermont educational outreach materials, completed in English, Spanish, French Canadian, Dari, and Arabic. The material completed to date includes Impaired Driving and Distracted Driving.

Media projects currently in progress:

- › Drive Well Vermont Slow Down Move Over, which is at the beginning stages of development. This will be aimed at all road users.
- › Drive Well Vermont geotargeted media for high crash areas. The first location to be targeted is VT Route 105.
- › Drive Well Vermont educational outreach materials continue to be developed. The Occupant Protection pamphlet is nearly completed, and a New Driver brochure is also in the works. Two posters have also been created, one for Occupant Protection and one for general road safety. These will be distributed to Vermont Welcome Centers and DMV locations.

Project Costs: Funding includes contract services.

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

3.10.2 NHTSA Equipment Approval

Project Agreement No.: NH25402-211

Subrecipient: State, County, and Local Law Enforcement

Subrecipient Type: State, County, and Local Governments

Promised Project?: No

Planning and Administration: No

Associated Countermeasure Strategy: Enforcement

Funding Source	Eligible Use of Funds?	Budget	Match	Local Expenditure
Section 402PT	Police Enforcement Services	\$700,000	\$175,000	\$500,000

Description

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

Project Costs: Funding for equipment.

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

4

Grant Applications

For FFY 2025, Vermont is applying for the following 405 incentive grants programs:

- › **Occupant Protection** (23 U.S.C. 405(b)) (23 CFR 1300.21)
- › **State Traffic Safety Information System Improvements** (23 U.S.C. 405(c)) (23 CFR 1200.22)
- › **Impaired Driving Countermeasures** (23 U.S.C. 405(d)) (23 CFR 1300.23)
- › **Distracted Driving** (23 U.S.C. 405(e)) (23 CFR 1300.24)
- › **Motorcyclist Safety** (23 U.S.C. 405(f)) (23 CFR 1200.25)
- › **Nonmotorized Safety** (23 U.S.C. 405(g)) (23 CFR 1200.26)

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

5

Certifications and Assurances

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

Appendix A

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

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

State: Vermont

Fiscal Year: 2025

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

GENERAL REQUIREMENTS

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

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

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

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

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

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

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

GENERAL ASSURANCES

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

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

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

SPECIFIC ASSURANCES

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

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

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

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

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

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

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

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

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

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

BUY AMERICA

(applies to subrecipients as well as States)

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

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

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

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

DISCLOSURE REQUIREMENTS

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

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

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

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

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

DocuSigned by:

 E8BFF896AB5C4E8

7/17/2024

Signature Governor's Representative for Highway Safety

Date

Joe Flynn, Secretary, Agency of Transportation

Printed name of Governor's Representative for Highway Safety

Appendix B

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

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

State: Vermont

Fiscal Year: 2025

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



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

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

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Page 29 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Page 32 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Appendix C Page 89 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Page 29 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

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

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

o Legal citation(s):

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on 7/1/93 (date) and last amended on 7/1/24 (date) and is in effect and will be enforced during the fiscal year of the grant.

o Legal citation(s):

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
23 V.S.A.1259(a) and 23 V.S.A. 1258(a)
- Coverage of all passenger motor vehicles;
23 V.S.A. 1259(a) and 23 V.S.A. 1259(b)(1)-(7)
- Minimum fine of at least \$25;
23 V.S.A. 1259(f)(1)
- Exemptions from restraint requirements.
23 V.S.A. 1258(b) and 23 V.S.A. 1259(b)

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).
Page 32

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).
Page 29, 32

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

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

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

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

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

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at
Please see attached Traffic Records Strategic Plan for FFY25 (location).

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

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

ALL STATES

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

MID-RANGE STATES ONLY

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

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

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

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

[For fiscal year 2024 grant applications only.]

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

HIGH-RANGE STATE ONLY

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

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

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

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

[For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

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

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

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

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

○ Legal citations:

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

- _____

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

o *Legal citations:*

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

- Identify all alcohol-ignition interlock use exceptions.

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

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

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

o *Legal citations:*

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

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

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

- Identify list of alcohol-ignition interlock program use violations;

- _____
- Identify all alcohol-ignition interlock use exceptions.

- _____

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

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

[Fill in all blanks.]

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

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

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

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

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

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

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

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

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at Appendix D Page 90 (location).

DISTRACTED DRIVING LAW GRANTS

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

o *Legal citations:*

- Prohibition on texting while driving;
23 V.S.A. 1099
- Definition of covered wireless communication devices;
23 V.S.A. 1099(a)
- Fine for an offense;
23 V.S.A. 1099(c)(1)(2)
- Exemptions from texting ban.
23 V.S.A. 1099(b)(2)(a-b)

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 10/1/14 (date) and last amended on 7/1/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
23 V.S.A. 1095b
- Definition of covered wireless communication devices;
23 V.S.A. 1095b(a)
- Fine for an offense;
23 V.S.A. 1095b(c)
- Exemptions from handheld phone use ban.
23 V.S.A. 1095(b)(1-4)

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

o *Legal citations:*

- Prohibition on youth cell phone use while driving;

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

- Definition of covered wireless communication devices;

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

- Fine for an offense;

23 V.S.A. 1095a(d)(1-3)

- Exemptions from youth cell phone use ban

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

Prohibition on Viewing Devices While Driving

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

o *Legal citations:*

- Prohibition on viewing devices while driving;

- Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

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

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

Motorcycle Rider Training Course

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

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

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

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

- o In the annual grant application at Appendix E Page 91 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

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

Motorcyclist Awareness Program

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

Helmet Law

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

▪ *Legal citation(s):*

23 V.S.A. 1256

Reduction of Fatalities and Crashes Involving Motorcycles

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

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at Page 23 _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at Page 22 _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

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

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

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

Use of Fees Collected From Motorcyclists for Motorcycle Programs

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

Applying as a Law State—

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

Legal citation(s):

_____.

AND

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

Legal citation(s):

_____.

Applying as a Data State—

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

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

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

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

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

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

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

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

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

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

Driver Education and Driving Safety Courses

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

Applying as a law State—

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

Applying as a documentation State—

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

Peace Officer Training Programs

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

Applying as a law State—

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

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

- *Legal citation(s):*

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

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

PART II: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

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

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

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

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

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

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

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<p>DocuSigned by:  E:88FF396AB5C4E8</p>	<p>7/17/2024</p>
--	------------------

Signature Governor's Representative for Highway Safety

Date

Joe Flynn, Secretary, Agency of Transportation

Printed name of Governor's Representative for Highway Safety

Appendix C: Occupant Protection Grants – Supplemental Information

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

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

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

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

Certification:

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

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

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

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

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

Agencies participating in Click It Or Ticket mobilization (Activity 3.3.4):

- › Barre City Police Department
- › Barre Town Police Department
- › Bennington County Sheriff's Department
- › Bennington Police Department
- › Berlin Police Department
- › Chittenden County Sheriff's Department
 - Hinesburg Police Department
 - Shelburne Police Department
 - South Burlington Police Department

- Burlington Police Department
- Winooski Police Department
- Colchester Police Department
- Essex Police Department
- Williston Police Department
- Swanton Police Department
- St. Albans Police Department
- Franklin County Sheriff's Department
- Grand Island Sheriff's Department
- Lyndonville Police Department
- Orleans County Sheriff's Department
- Newport Police Department
- Lamoille County Sheriff's Department
- Stowe Police Department
- Richmond Police Department
- › Caledonia County Sheriff's Department
- › Essex County Sheriff's Department
- › Hardwick Police Department
- › Manchester Police Department
- › Montpelier Police Department
- › Morristown Police Department
- › Randolph Police Department
- › Rutland County Sheriff's Department
 - Brandon Police Department
 - Castleton Police Department
 - Fair Haven Police Department
 - Killington Police Department
 - Chester Police Department
 - Poultney Constable
 - Rutland City Police Department
 - Rutland Town Police Department
 - Windsor Police Department
 - Norwich Police Department
 - Springfield Police Department
 - Hartford Police Department
 - Royalton Police Department
 - Ludlow Police Department
 - Thetford Police Department

- Mendon Constable
- Pittsford Police Department
- › Johnsbury Police Department
- › Vergennes Police Department
 - Addison County Sheriff's Department
 - Bristol Police Department
 - Middlebury Police Department
- › Department of Motor Vehicles
- › Vermont State Police
- › Washington County Sheriff's Department
- › Weathersfield Police Department
- › Wilmington Police Department
- › Windham County Sheriff's Department
 - Bellows Falls Police Department
 - Brattleboro Police Department
 - Dover Police Department
- › Windsor County Sheriff's Department
- › Winhall Police Department
- › Woodstock Police Department

Non-CIOT seatbelt enforcement projects:

Nine Vermont counties are high risk and collectively account for 70% of the State's unrestrained passenger occupant fatalities and serious injuries: Addison, Chittenden, Franklin, Lamoille, Orleans, Rutland, Washington, Windsor, and Windham.

The Chittenden County SHARP program coordinates with the Franklin, Orleans, and Lamoille County Sheriff's Departments (subgrantees) for law enforcement activity in many of these high-risk locations. In the SHARP grant application this grantee describes the use of heat crash maps to identify specific jurisdictions for patrols. Seasonal tourism as well as large annual events are listed in the application as priority timeframes for high visibility work. July is a peak time for these events, and consequentially, crashes according to the data. Grant activity and strategies for when and where to focus the enforcement efforts is discussed at the SHARP quarterly meetings, and include focusing on the community events listed in the grant application. Local departments keep good statistics on each of these events.

The Chittenden County SHARP strategies for OP are also guided by stats for high-risk months, days of the week, time of day, male/female, and age group. Planned sustained seatbelt enforcement projects are included for FY25 during non-CIOT timeframes, specifically in the summer months. The project also identifies speed zones with the highest crash rates in the 50 mph zones. Enforcement efforts will focus on these identified factors when possible.

Other high-risk populations served:

- › Unrestrained nighttime drivers

- The SHSO noted in the 3HSP that Strategy 3: Enforcement (page 110) with countermeasure 4.3.3 that all enforcement partners (402OP funding) participate in on-going and periodic seat belt enforcement that includes both daytime and nighttime enforcement. Law Enforcement partners are required to submit quarterly and a final progress report to the SHSO that notes how many nighttime enforcement citations/warnings are given during the performance period.
- Activities included in support of nighttime enforcement:
 - 3.1.3 Law Enforcement Liaisons
 - 3.1.4 Rutland County – Enforcement & Equipment (SHARP)
 - 3.1.6 Rutland/Windsor Highway Safety Coordinator (SHARP)
 - 3.1.7 Vergennes – Enforcement & Equipment (SHARP)
 - 3.1.8 Addison County Project Director (SHARP)
 - 3.1.9 Chittenden County – Enforcement & Equipment (SHARP)
 - 3.1.10 Chittenden County Director (SHARP)
 - 3.1.12 Windham County – Enforcement & Equipment (SHARP)
 - 3.1.13 Windham County Regional Highway Safety Coordinator (SHARP)
 - 3.3.4 Click It Or Ticket National Mobilizations, and all participating partners listed above. The CIOT list of partners are also the same enforcement partners who perform on-going and periodic nighttime enforcement.

Appendix D: Distracted Driving Countermeasures Grants – Supplemental Information

Drivers who are distracted by activities not related to driving:

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

Appendix E: Motorcyclist Safety Grants – Supplemental Information

Table 3 Performance measures and targets to reduce impaired motorcycle operation.

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C5) – Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above	2026	5 Years	16
2024	C7) – Number of Motorcyclist Fatalities	2026	5 Years	10.4
2024	C8) – Number of Un-Helmeted Motorcyclist Fatalities	2026	5 Years	1.4
2024	C13) – Number of Impaired (Drugs and Alcohol) Fatal Crashes	2026	5 Years	35.6

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

- › High Visibility Enforcement
- › Motorcycle Rider Training

In 2023, there were a total of 13 fatal motorcycle crashes in Vermont that involved an impaired operator. Three occurred in Rutland County, two each in Chittenden, Franklin, Washington, and Windham Counties, and one each in Lamoille and Addison Counties. The above countermeasure strategies will be implemented to reduce the incidence of these crashes, with a focus on the counties where impaired motorcycle crashes have occurred.

Motorcycle Registrations

Table 4 2024 motorcycle registrations by county, with counties where Motorcycle Rider Training Courses are being offered in FFY 2025 in bold.

County	2024 Registrations
Addison County	1,430
Bennington County	1,570
Caledonia County	1,114
Chittenden County	4,426
Essex County	312
Franklin County	1,643
Grand Isle County	325
Lamoille County	1,071
Orange County	1,211
Orleans County	1,163
Rutland County	2,517
Washington County	2,323

County	2024 Registrations
Windham County	1,870
Windsor County	2,506
GRAND TOTAL	23,481

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

State authority agency: Department of Motor Vehicles

State authority name/title: Wanda Minoli, Commissioner

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

Approved curricula:

Other approved curricula:

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

Appendix F: Impaired Driving Countermeasures Grants – Supplemental Information

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).

Appendix G: Equipment Requests Over \$10,000

Any equipment requests exceeding \$10,000 (or that may exceed \$10,000) for a single unit are listed below.

Subrecipient: Rutland County Sherriff's Department
Associated Activity: 3.1.6 Rutland/Windsor Highway Safety Coordinator (SHARP)
Requested Amount: \$88,450
Purpose: Patrol vehicle

Subrecipient: Addison County Sherriff's Department
Associated Activity: 3.1.8 – Addison County Project Director (SHARP)
Requested Amount: \$56,804 (plus additional \$13,519 for vehicle striping)
Purpose: Patrol vehicle

Subrecipient: Chittenden County Sherriff's Department
Associated Activity: 3.1.9 Chittenden County – Enforcement and Equipment (SHARP)
Requested Amount: \$32,000
Purpose: Rollover car
Requested Amount: \$14,231
Purpose: Speed Radar Trailer
Requested Amount: \$31,355
Purpose: Vehicle Data Collector
Requested Amount: \$19,100
Purpose: Data Collection Drone

Subrecipient: Chittenden County Sherriff's Department
Associated Activity: 3.1.11 Chittenden County Community Education (SHARP)
Requested Amount: \$20,771
Purpose: Signboard

Subrecipient: Town of Milton
Associated Activity: 3.1.14 Safe Streets
Requested Amount: \$8,500
Purpose: Golf cart

Subrecipient: Department of Public Safety
Associated Activity: 3.2.6 Forensic Laboratory Support Program
Requested Amount: \$30,000 (two units at \$15,000 each)
Purpose: DMT instrument

Subrecipient: Rutland City Public Schools
Associated Activity: 3.7.6 Rutland County Highway Safety Education
Requested Amount: \$11,120
Purpose: Distracted driver software and simulator
Requested Amount: \$13,650
Purpose: Desktop simulator and software programs
Requested Amount: \$18,350
Purpose: Full cab simulator and software programs