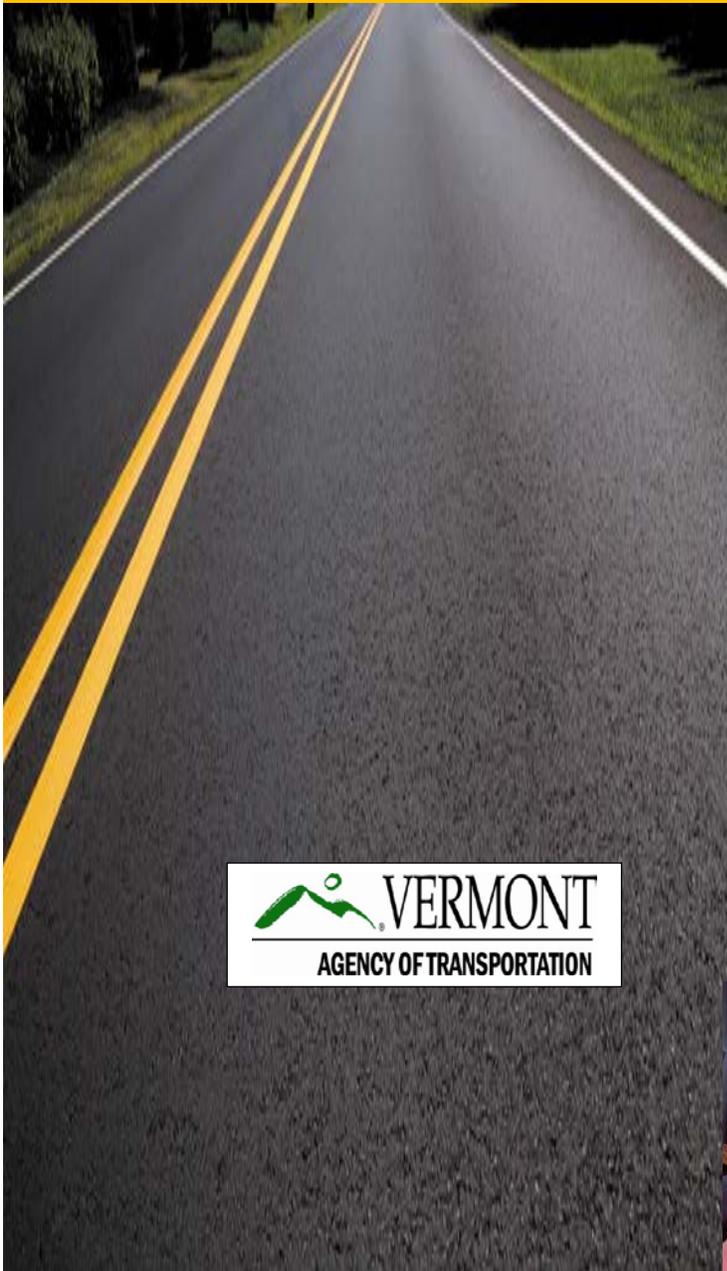


# Vermont Governor's Highway Safety Program

# 2016

## Highway Safety Plan



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## Vermont Agency of Transportation

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Governor's Highway Safety Program  
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## **Mission Statement**

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

## Executive Summary

Vermont had a significant reduction in fatal crashes in 2014. In fact, there were 26 fewer fatalities, 44 reported in 2014 compared to 70 in 2013. This is the lowest number of reported fatalities in the State of Vermont since World War II. As the GHSP team continues to promote the “Toward Zero Deaths” philosophy, we recognize that last year’s fatality number is still too high. The Governor’s Highway Safety Program (GHSP) designed the Vermont Federal Fiscal Year 2016 *Highway Safety Plan* (FFY 2016 HSP) by incorporating data driven guidance from the Moving Ahead for Progress in the 21st Century Act (MAP-21) and through the application of the Evidence Based Traffic Safety Enforcement Program. In collaboration with the GHSP’s many federal, state and local partners, the GHSP staff, under the authority of the Secretary of Transportation (Governor’s Representative) submits Vermont’s FFY 2016 HSP.

On March 20, 2015, Governor Peter Shumlin issued Executive Order # 02-15 designating the Agency of Transportation (VTrans) as the appropriate agency to implement the State’s Highway Safety Program, and further designated Transportation Secretary Sue Minter as the Governor’s Representative for Highway Safety. On April 5, 2015, the transition from the Department of Public Safety (DPS) to VTrans officially began.

A Memorandum of Understanding was established between DPS and VTrans in order to facilitate the transition. DPS has provided their full support during this transition, while VTrans has been very gracious in welcoming the GHSP to the Office of Highway Safety in Montpelier. As one can well imagine, the GHSP has undergone a great deal of positive change; to include a new Chief, a Grants Management Specialist and a Program Coordinator. The GHSP staff views all of these changes as a tremendous opportunity to build toward a safer Vermont.

Much of the FFY 2015 HSP is incorporated into the FFY 2016 plan as many of our priorities remain the same. One of those priorities is Impaired Driving. Vermont is not unlike other states in the northeast in that they have been experiencing an increase in “drugged” driving. Driving impaired under prescription drugs, as well as other over the counter and illicit impairing substances continues as a growing concern. In 2014, Vermont reported more operators in fatal crashes tested positive for THC than had a Blood Alcohol Content (BAC) of over .08%. In response, Vermont will continue to expand the Drug Recognition Expert (DRE) program throughout the state. Data, intelligence and information will dictate the future strategies for geographical deployment of DREs within the state. This past year, the Vermont Criminal Justice Training Council incorporated Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) training into their mandatory curriculum. This training is offered in the classroom and on-line. A.R.I.D.E is valuable tool in aiding Vermont law enforcement officers to detect impaired drivers. In addition, A.R.I.D.E training develops potential DRE candidates. GHSP avidly supports the current A.R.I.D.E. classroom and online training as well as the DRE curriculum.

In the effort to address “drugged” impaired driving in Vermont, the GHSP team is looking at new ways to effectively prosecute impaired driving cases. The GHSP is working in partnership with the Traffic Safety Resource Prosecutor (TSRP), the Vermont State Police and the Vermont State Forensic Lab to conduct an oral fluid pilot test. Such testing will allow law enforcement to capture valuable evidence in an easy, cost effective, rapid and non-invasive manner. This partnership is also collaboratively working together in order to provide the Vermont Forensic Lab the capabilities to test evidentiary samples without having to outsource to an out of state laboratory.

Through a data driven marketing effort, the GHSP staff is determined to deliver a strong message concerning the dangers of “drugged” impaired driving to Vermont. The GHSP staff has developed partnerships with various media outlets in order to deliver a message focused on educating those using Vermont’s roadways regarding the

dangers and repercussions for drugged driving. This messaging includes increasing awareness regarding the consequences of impaired driving. Expanding on-going education and public outreach to more rural areas and using data to ensure the messaging is effective and reaching the correct demographic target market will help this effort to promote a successful campaign.

The Judicial Outreach Liaison (JOL) has participated in a number of GHSP sponsored events and has been diligently conducting outreach with regard to the dangers of driving under the influence of marijuana. The JOL further works collaboratively with Vermont's Traffic Safety Resource Prosecutor (TSRP) on a variety of matters relating to impaired driving. GHSP staff and contracted LELs, TSRP and JOL will continue to recruit partners and forge relationships with other like-minded traffic safety advocates throughout the state.

The Windsor County DUI Treatment Court continues to work towards reducing DUI recidivism by changing offender behavior. This year, the court had its very first graduate of the program! Last year, the project also educated law makers about the importance of early screening and referral to treatment for criminal defendants which led to the passage of a statewide pretrial services bill. That bill contains a legislative endorsement of DUI treatment courts. This year's focus will be on the expansion of DUI treatment courts through regionalization, new stand-alone courts, or the creation of a novel mobile DUI treatment court approach. The project partners closely with Vermont judges, prosecutors, and other criminal justice and addiction services professionals.

In early 2015, Vermont Traffic Records Coordinating Committee (TRCC) was invited to participate in NHTSA's development of a TRCC Noteworthy Practices guidance document for states. GHSP staff, the current TRCC co-chair and the Agency of Transportation Highway Safety Data Manager are pleased at this recognition of Vermont's TRCC. Noted practices include having: a successful small state Two-tier TRCC (working and executive levels); involvement of IT subject matter experts and vendors to fill member knowledge gaps; focus on crash data and the interconnectedness of data systems; and effective meeting environments that encourage collaborative work. GHSP and the TRCC continue to be pleased with the steady progress of Vermont Department of Health's SIREN EMS runtime data management system currently providing successful required TR performance measures for the State. Finally, a Vermont TRCC representative will serve on the TRCC Noteworthy Practices discussion panel at the fall 2015 Association of Traffic Safety Information Professionals.

All of these programs are rooted in the careful application of data, science and information. The continual improvement in the ability to collect and evaluate timely data sets is fundamental to the success of the state's traffic safety efforts. Vermont's electronic crash reporting system has the full participation of Vermont law enforcement. The electronic citation program continues toward full implementation, but is not there yet. Full deployment and engagement in these two programs will continue to improve the quality of data and provide focused guidance for all Vermont agencies engaged in traffic safety activities.

The Vermont Highway Safety Alliance (VHSA) creates a statewide integrated highway safety network by bringing together a broad cross section of public and private organizations representing all users of the State's roadways. The Alliance of 40 plus organizations (and growing!) encompasses the 4 E's of highway safety - Education, Enforcement, Engineering, and Emergency Medical Services. This HSP will continue to remain closely linked to the state's Strategic Highway Safety Plan (SHSP) and is the planning document addressing the behavioral highway safety priorities of the SHSP. In addition, the performance measures described in the HSP reflect the identified SHSP Critical Emphasis Areas (CEAs).

Although GHSP's top priorities remain, Impaired Driving, Occupant Protection and Speed Management, the GHSP staff continues to work with the VHSA to address these issues as well as Distracted Driving. The GHSP has taken an active role in direct response to these continuing problems. Three separate task forces have been

created to focus on each of these priority areas: The Impaired Driving Task Force, the Occupant Protection Task Force and the Distracted Driving Task Force. These tasks are deployed state-wide, utilizing Vermont's evidence based enforcement strategies (E-BE).

The Occupant Protection Task Force (OP802) relies on data to identify those geographical sections of the state that remain low seatbelt use areas. Specifically designed public outreach, supported by persuasive media and data driven enforcement will coalesce in focused strategies to achieve maximum benefit. This multi-faceted design is a ground up model, dependent on local buy-in and ownership, providing for community participation and a saturation of effective messaging.

The Distracted Driving Task Force (DDTF) brings considerable experience to bear on the issue of distracted driving in Vermont. Members represent in data, marketing, highway safety collaboration, education, law enforcement, health, and youth services. Recent successes and near future planning include:

- Advocacy for improved cell phone policies at transportation-reliant industries across the state.
- Updating a video explaining recently enacted handheld device laws for Vermont's public and law enforcement community (<https://youtu.be/oCyfaa0oZls>).
- 100% participation by Vermont police departments in the WebCrash crash data reporting tool.
- An emerging continuous social media campaign designed to represent multiple VHSA partners and strategically message young drivers and their parents.
- The DDTF anticipates recruiting members of Vermont's Impaired and Distracted Community of Practice, expanding capacity for accomplishing objectives.
- The DDTF played a role in promoting Vermont's first designated 'Teen Highway Safety Month.'
- The DDTF will seek to systemize its projects and make them replicable, contributing knowledge resources to the wider highway safety community.

The Impaired Driving Task Force (IDTF) is charged with the responsibility of conducting a continuing review relating to the recommendations of the 2012 Impaired Driving Assessment conducted in Vermont. The committee is comprised of law enforcement officials representing the municipal agencies, sheriff's departments, State Police, Vermont's Traffic Safety Resource Prosecutor, Vermont's Judicial Outreach Liaison, representatives from the GHSP, the Vermont Forensic Laboratory, Vermont Department of Liquor Control, Vermont Highway Safety Alliance, and the coordinator of the Vermont DUI court. The committee has broken the assessment recommendations down into workable sections with a team member being responsible for areas best suited to their field of expertise. At quarterly meetings, members report back to the team on the results of their efforts.

The GHSP program presented information relating to topical highway safety issues at each of the Regional Highway Safety Forums hosted by the VHSA. The goal of these forums is to bring together resources from throughout the state representing Enforcement, Engineering, EMS and Education. The state wide resources provide a local region with a snapshot of what their programs have to offer, contact information and an overview of how they all fit together. Through presentation and breakout groups, participants learn how to reduce crashes through collaboration and partnership.

From our new home at VTrans, the GHSP is excited to begin a new era of highway safety in Vermont. Through using data to identify persistent and emerging trends, promoting successful highway safety strategies, developing strong partnerships and implementing performance-based solutions, the GHSP presents Vermont's Federal Fiscal Year 2016 Highway Safety Plan.

*"Working to Get You There – Safely."*  
Scott Davidson, GHSP





## Highway Safety Planning Process

In calendar year 2014, Vermont experienced the lowest number of traffic fatalities (44) since 1944. The reduction in fatalities is in part of the Governor's Highway Safety Program (GHSP) staff and partners continually improved planning process and implementation strategies. Even as the numbers show success, it remains obvious that high percentages of fatalities and injuries, resulting from Vermont's crashes continue to be caused or exacerbated by: Improper restraint, excessive speed, and impairment by alcohol and various other drugs. GHSP has carefully reviewed crash data and has utilized those data sets to maximize the effectiveness of funds provided to the state's subgrantees.

Working with traditional and non-traditional partners the GHSP efficiently coordinates information and data, maximizes available resources, expands community outreach, strengthens media efforts, and creates a collaborative voice for promoting common traffic safety issues. National government organizations such as the Department of Transportation (USDOT) and national non-government organizations including AARP join regional partners, AAA of Northern New England and local advocacy groups including the Vermont League of Cities and Towns (VLCT) to work towards common goals through the Vermont Highway Safety Alliance (VHSA). This diverse partnership enables a holistic approach to address national priorities occurring on a local and statewide level.

Law Enforcement Agencies (LEAs) throughout the state continue to structure their enforcement and educational efforts based on data from the Vermont Agency of Transportation (VTrans). These same agencies are funded through grants to perform sustained, impaired driving detection patrols; occupant protection enforcement; and speed reduction efforts throughout the year. They are required to conduct all grant funded efforts based on crash data. The performances of these agencies are closely monitored and evaluated based on their utilization of this provided data. Funding for subgrantees is determined by the quality, accuracy, and data based strategies described in their grant proposals.

The enforcement activities of the individual LEAs are supported and supplemented by periodic task force activities identified in response to current data trends or local/regional issues. The LEAs actively participate in the NHTSA national campaigns such as *Click It or Ticket* (CIOT) and *Drive Sober or Get Pulled Over*. These high visibility enforcement patrols were supported by community and media outreach efforts. Also, a number of LEAs provide educational outreach to young drivers, supported by funding from GHSP. Other LEAs deliver similar messaging at local and county fairs, events which are attended by a large portion of Vermonters.

The *Driving Under the Influence* (DUI) treatment court pilot completed its second full year in Windsor County. Expansion options for the DUI Court model into additional jurisdictions within the state continue to be explored and promoted by the state coordinator.

The State's Traffic Safety Resource Prosecutor (TSRP) assists with the expansion of the DUI Court model as well as provides assistance to local prosecutors in traffic related matters. The TSRP is a member of the Drug Recognition Expert (DRE) oversight committee and has provided the program with keen insights and advice. He continues in those capacities and will provide valuable guidance to officers and LEAs in matters relating to traffic safety and impaired driving. Likewise, the Judicial Outreach Liaison (JOL) contractor continues working collaboratively with the current TSRP, LELs, and the coordinator of the DUI treatment court. This team will develop training sessions, relating to DUI enforcement and the effective preparation of affidavits and other DUI arrest paperwork.

During FFY 2016, GHSP will incorporate a DUI Program Coordinator to continue the development of a comprehensive impaired driving education and enforcement tactics. The program coordinator will work with the JOL, TSRP, LELs, and other GHSP staff to facilitate the impaired driving priority projects to include: review and update of the state's Standard Field Sobriety Testing program as required; incorporate the remaining Impaired Driving Assessment Recommendations (December 2012) not yet incorporated into the GHSP Impaired Driving program; assist with the coordination of the regional trainings and workshops relating to the DRE program, Advanced Roadside Impaired Driving Enforcement (ARIDE) and updates to the existing on-line versions of these trainings; and organization of a plan for DUI information integration.

The goal of Vermont's Impaired Driving Program is to reduce the number of major crashes related to impairment by 10% between the years of 2012-2016. Reducing incidents of impaired driving is an integral step toward GHSP's overall goal of "Toward Zero Deaths".

Vermont has participated in CIOT since 2002. Members of state, county, and local police departments conduct High Visibility Enforcement (HVE) patrols throughout the state in designated task forces. The operational deployment of these resources is directed by the GHSP's Law Enforcement Liaisons (LELs). Vermont's seat belt use rate is 84.1% (2014 Seat Belt Survey); it has not seen significant increase during the recent past. Major crashes involving the lack of occupant protection use have declined significantly with a 15% decrease for the 5-year rolling average since 2004 (2013 SHSP). The goal of GHSP's Occupant Protection Plan is to reduce the number of major crashes involving unprotected occupants by 10% between the years of 2012-2016. The reduction of major crashes involving improperly restrained occupants can be achieved by employing a number of strategies, such as: (1) Raise awareness of the importance of safety belts; (2) Increase enforcement of and strengthen safety belt laws in Vermont; (3) Increase proper use and installation of child safety restraints; (4) Implement programs for consistent education for stakeholders; and (5) Continue education and outreach for bicycle/motorcycle users.

The Vermont Department of Health (VDH) will enter their third year operating Vermont's Child Passenger Safety (CPS) services including: fitting stations servicing all Vermont counties; a low-income voucher distribution system through their District Offices to ensure child seat access for qualified families; and an annual statewide schedule of car seat inspection events April-October. VDH will also plan and implement required CPS technician training, both Basic Certification and CEU updates, and other formal and informal education. VDH reviews state data annually to determine areas of the state needing more CPS education and access to services.

GHSP media strategies will continue to address the segments of the population who continue to engage in unsafe driving behavior. All aspects of the media plan are designed to reflect this particular audience. The media messaging is designed to deliver a stronger more direct message, calling attention to the increased likelihood of being seriously injured or killed in a crash when not properly restrained. Television, radio, and social media efforts accurately characterize the targeted audience and emphasize the extreme consequences of not wearing a seat belt or being otherwise improperly restrained. Social media delivery of safety messaging is particularly effective for that portion of the population who does not read printed media, or may not have access to television broadcasts.

In addition to the contracted media provider, GHSP contracts with a sports messaging firm to deliver anti-DUI messaging at live sporting events held within the state. These messages reach the portion of the driving public identified as likely to be risk takers. Prime locations, such as racing events, college sports, and professional sporting venues, provide captive audiences for delivery of these impaired driving messages. Sports celebrities

are also utilized to engage the attendees as role models for safe driving practices. In 2016, GHSP will also contract for radio messaging via the Boston Red Sox network in the Vermont market

GHSP supports the Department of Corrections DUI Impact Panel/Safe Driving Program (required participation for DUI offenders) which has been effective in past years, reducing recidivism. The participant recidivism data for 2008-2011 indicates a rate of 28%. The program uses self-reported data from offenders to gauge changing attitudes toward poor judgment and the life altering consequences of driving while impaired.

The most recent 5-year period of 2007 to 2011 reveals that speeding and aggressive driving account for 35% of the fatal crashes in Vermont (SHSP 2013). Crashes caused by speeding and aggressive driving result in a higher percentage of more severe injuries. GHSP will continue working with VTrans and other partners to: (1) improve the education of drivers as it relates to speeding and aggressive driving; (2) improve public understanding of and adherence to speed limits; and (3) advance the use of infrastructure techniques and technology to manage speeds.

Although speed is a local problem, GHSP also addresses it with statewide strategies. Speed enforcement is part of all national and state enforcement campaigns. State, county, and local LEAs deliver sustained speed enforcement throughout the state on a yearlong basis. GHSP will continue to work with state, county, and local LEAs to educate and enforce safe speed in local communities across the state. Vermont Agency of Transportation (VTrans) will continue to promote reduced speeds by placing Variable Message Boards (VMB) in locations known to experience speed related crashes. The GHSP LELs will use earned media and public outreach to deliver education relating to the dangers of excessive speed.

GHSP staff and LELs participate in the Vermont Highway Safety Alliance "Regional Traffic Safety Forums". In FFY 2015, two of these forums were scheduled in communities in rural Vermont. Speed management and community participation in reducing speeding issues is part of the general protocol and local participants are encouraged to participate. The goal of Vermont's speed management strategies is to reduce the number of major crashes involving speeding and/or aggressive driving by 20% between the years of 2012-2016.

The GHSP staff engages with AOT and the VHSA pedestrian and bicycle safety. The Alliance provides a convenient forum for helpful dialogue and the exchange of information, ideas, and strategies. GHSP provides funding to groups engaged in these particular safety issues. In the spring of 2015, a number of these partners worked with NHTSA Region 1 staff and the FHWA to facilitate a locally led pedestrian assessment. The data-driven approach to determining the city of Rutland as the site and the specific corridor for the assessment activities will provide a model for other cities and towns to use in the future.

Vermont's new distracted driving law took effect October 1, 2014. While it is too early to tell how this will affect driving behavior long term, the GHSP along with the VHSA and highway safety partners to make enforcement and education a priority. While a 5% reduction in distracted driving major crashes has been tracked since 2004, these crashes consistently continue to account for 24% of major crashes on Vermont highways. Vermont's goal in this category of Distracted Driving is: To reduce the number of major crashes related to distracted and inattentive drivers by 10% between the years of 2012-2016. Strategies that will continue to be utilized in FFY 2016 are: (1) Increase driver awareness of dangers associated with distracted driving; (2) Enhance effectiveness/awareness of safety rest stops; and (3) Continue to research statistics, trends, and legislation related to distracted driving.

The education of young drivers is a continued GHSP traffic safety priority for funding. Young drivers are defined as a driver less than or equal to 21 years of age. According to the 2010 Vermont Census data, approximately 10% of Vermonters are between the ages of 15 and 21, and could potentially have their driver's permit or

license. This is over 62,500 relatively new and young drivers who may be driving on the Vermont roads on a daily basis. While only 10% of our drivers are within this age group, this age group represents almost 20% of all total fatal and incapacitating injury crashes statewide. Vermont has made significant strides in improving young driver safety since 2004 with a 23% reduction in young driver major crashes (2013, SHSP).

Ongoing GHSP funded projects include: Youth Safety Council's Turn Off Texting course; Associated General Contractors ProjectRoadSafe trade school offerings of Alive@25; Vermont Department of Health's mobile simulator available to schools for driver education classes texting awareness instruction and traffic safety education programs offered by the Vermont State Police, and three LEAs for schools and at community safety events and fairs.

The Vermont Department of Motor Vehicles is proactively engaged in educating younger drivers. In December 2011, NHTSA conducted a Driver's Education assessment in Vermont. Recommendations from that assessment continue to be incorporated into the overall state, younger driver education programs. The implementation of those recommendations will continue into FFY 2016. A collaboration between DMV and GHSP to offer a one-day summer summit for driver educators will be held for a fourth time in FFY 2016.

Vermont's projected goal in this area of younger drivers is to reduce the number of major crashes involving young drivers by 20% between the years of 2012-2016. The strategies to achieve this goal includes: (1) Strengthen the Vermont graduated driver licensing (GDL) law for young drivers; (2) Improve initial driver education and advanced skill training; (3) Provide resources and training opportunities to parents of young drivers; and (4) Continue to research statistics, trends, and legislation for young drivers.

GHSP's partnership with the AARP is enhanced through mutual participation in VHSA. AARP provides training for aging seniors who may need to adjust or modify their driving techniques and habits. An older driver is defined as a driver who is 65 years of age or older. According to the 2010 Vermont census figures, approximately 15% of Vermonters (almost 94,000) are of the age 65 or older. As the population ages, there will be an increase in the number of older drivers and potentially an increase in older driver crashes. It has been projected by the US Census Bureau that by the year 2030 the population of Vermont residents of, or over, the age of 65 years will be approximately 24%. Older driver crashes currently account for 27% of all fatal crashes in Vermont. Due to the projected significant increase in this age group in coming years, it is important to be proactive at addressing potential safety countermeasures for this population (2013 SHSP). Vermont's goal for older drivers is to reduce the number of major crashes involving older drivers by 5% between the years of 2012-2016. GHSP will: (1) Increase education and outreach to older drivers; (2) Continue to research statistics, trends, and legislation for older drivers; and (3) Continue to develop data which may assist in developing further strategies or detecting emerging trends.

In the spring of 2015 the Vermont Police Academy made the "Diminished Cognitive Driver Course" a permanent part of the Full-time Basic training class for all new Police officers in the state of Vermont. This is a standardized systemic procedure to determine if a driver should be submitted for re-examination, with a set of nine (9) questions that every officer should ask if they encounter a driver that is not impaired by alcohol or drugs but is exhibiting poor cognitive behavior.

These questions and procedures are supported by NHTSA and the course implementer, The Commander of the Vermont State Police Traffic Safety Team attended the NHTSA sponsored Older Driver training Webinars. The Long term goal and next phases is to create an online eLearning segment that will be part of the continuing education/in-service training for all certified law enforcement officers.

The number of motorcycle registrations in Vermont has increased steadily by 54% over the past decade. As the number of motorcycles on the highways increase, everyone's awareness and education about motorcycle safety must be improved to continue a downward trend in crashes. Major crashes involving motorcycles currently represent approximately 14% of the total major crashes in Vermont. Of the total number of motorcycle crashes, approximately 3% result in a fatality and 20% result in an incapacitating injury (2013 SHSP).

The Motorcycle Rider Education Program provides basic license endorsement and advanced rider levels at several training sites across the state. The program is coordinated by an employee of the Department of Motor Vehicles (DMV). GHSP provides funding to assist with support for various motorcycle rider safety messages. In addition to encouraging LEAs participation in motorcycle safety, GHSP will continue to support the process through the following strategies: (1) Funding support for the Vermont DMV Rider Education Program; and (2) Funding support for Vermont Motorcycle Awareness Program.

Project Road Safe focuses on the reduction of workplace vehicle crashes. Their mission is to create safer workplaces for Vermont businesses. The project collects, analyzes, and maintains a database of workplace crashes and other safety related data. Education relating to seat belt use in the workplace reduces the number of incidents occurring within the employment environment. There is a monthly e-newsletter which provides employers and employees with pertinent safety information. Staff conducts classes using the NSC Alive@25 and Defensive Driving curricula as well as customized presentations at the request of employers

Work zone safety remains a consistent area of potential issues. Continuous maintenance, repair, and update projects provide for daily construction on the primary and secondary roadways throughout the state. GHSP will provide support for work zone safety training and work with VTrans to deliver these workshops as efficiently as possible.

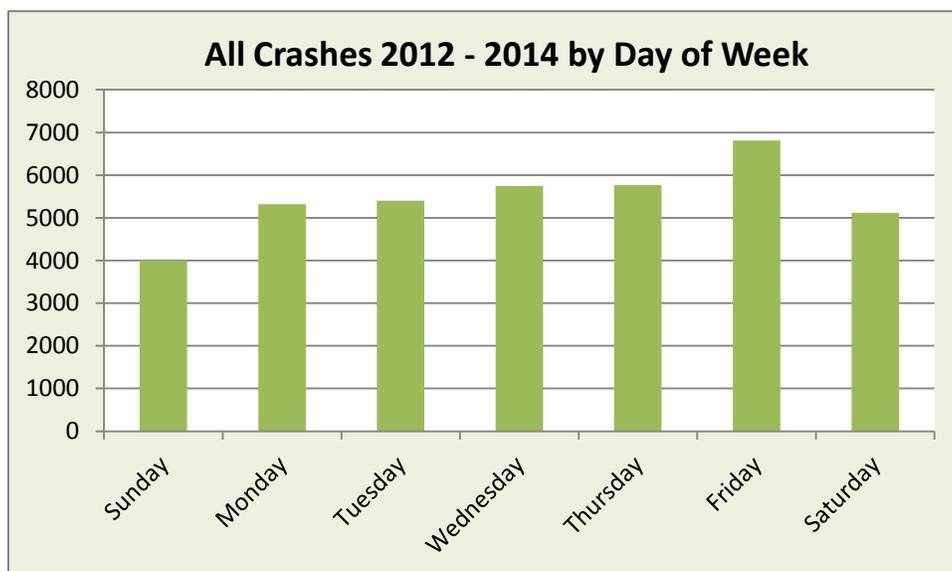
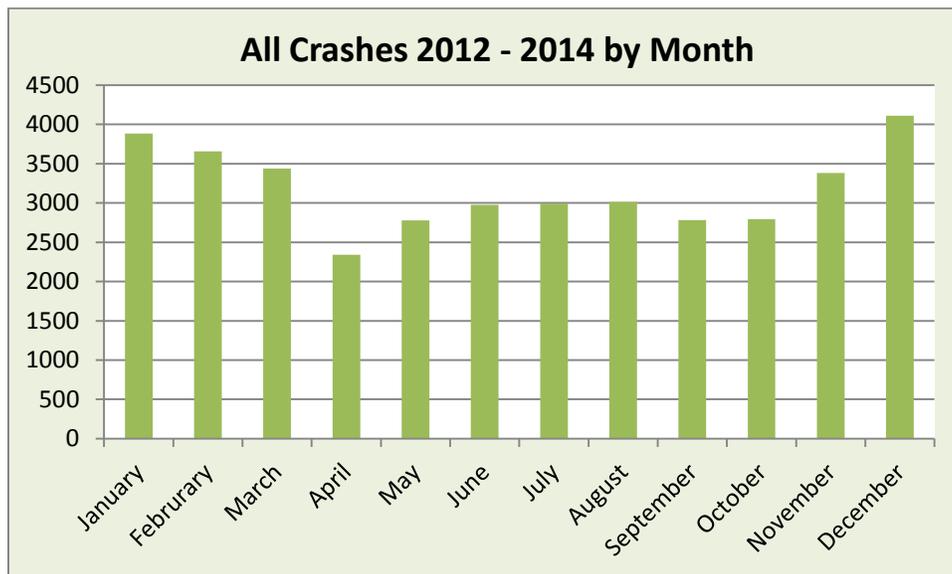
A GHSP staff member is currently the co-chairperson of the Vermont Traffic Records Coordinating Committee. The committee continues to work with information, data, technology, and science to produce more timely, accurate and useful data sets and informational programs.

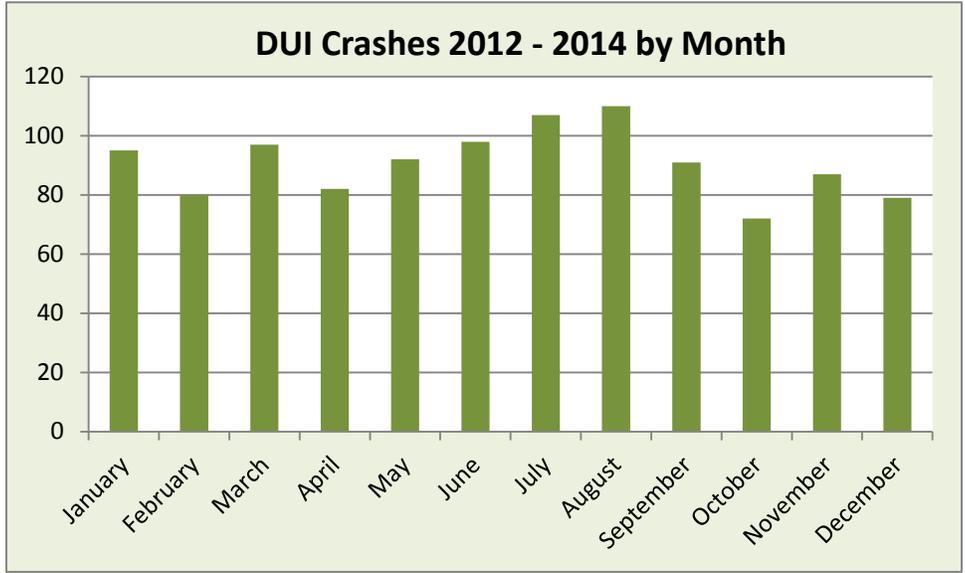
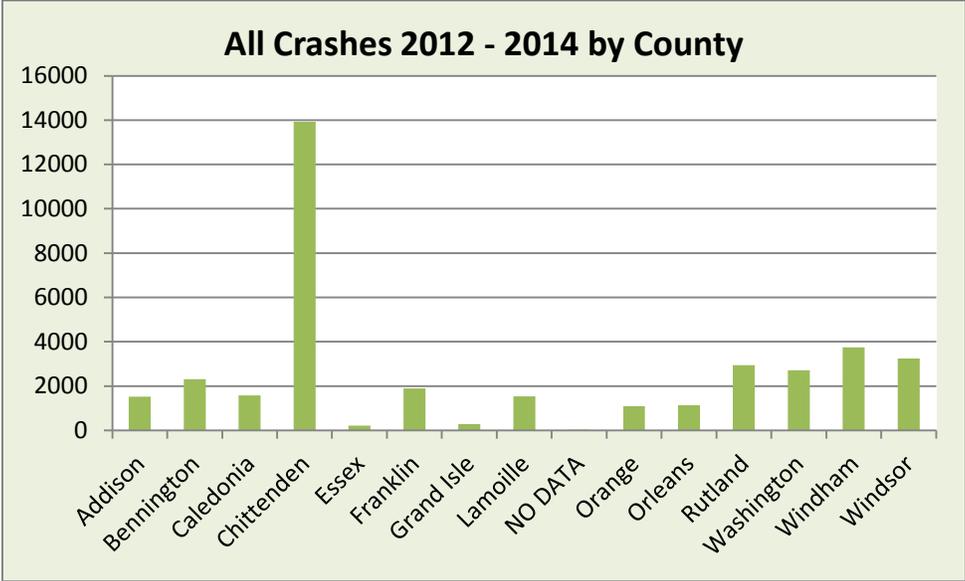
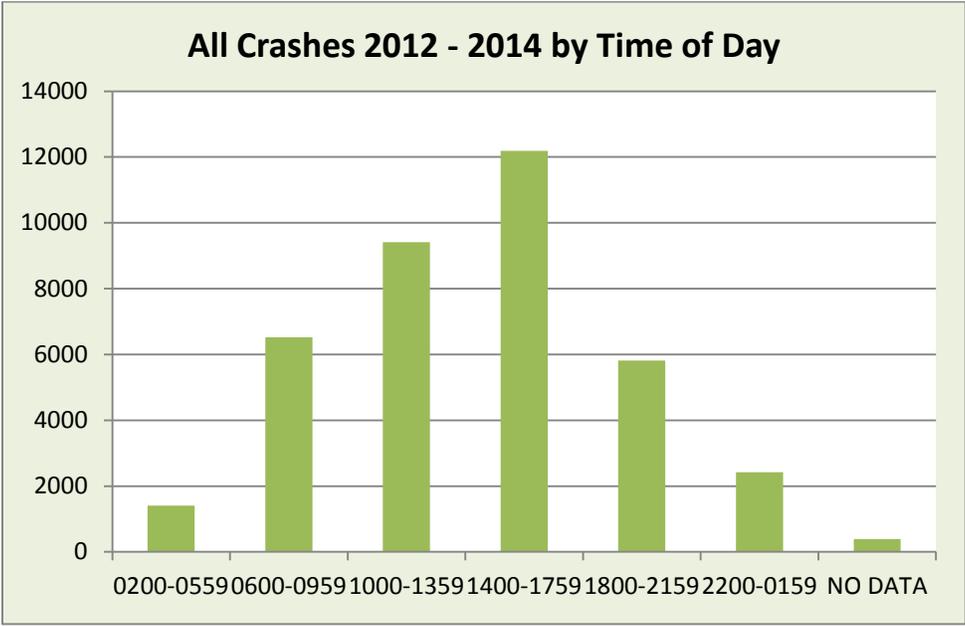
Details about GHSP's annual grant planning, application, review and ongoing monitoring processes are described in the sections that follow.

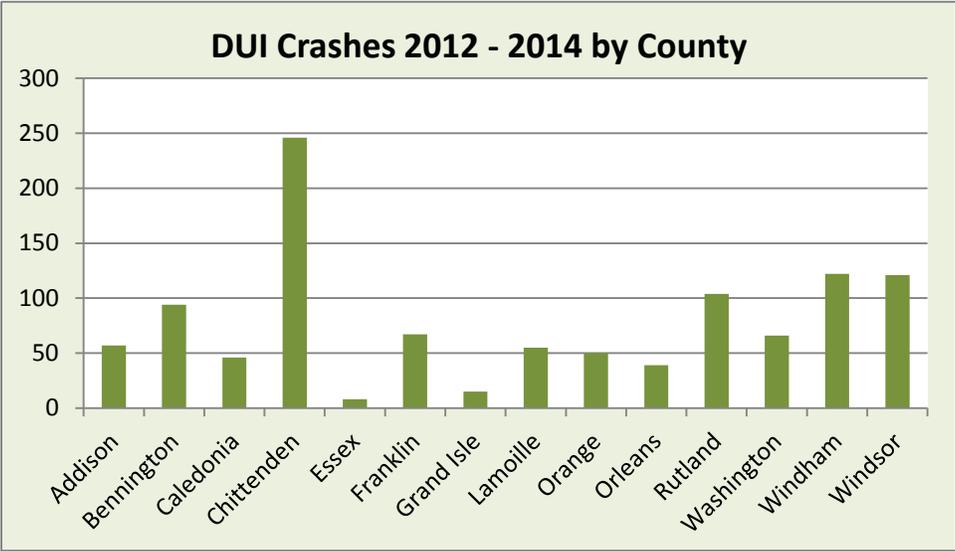
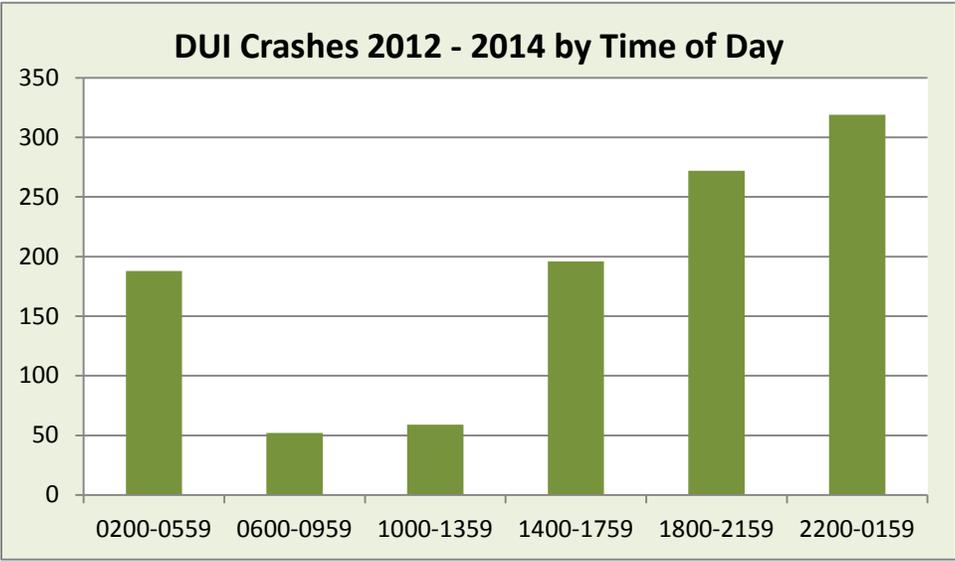
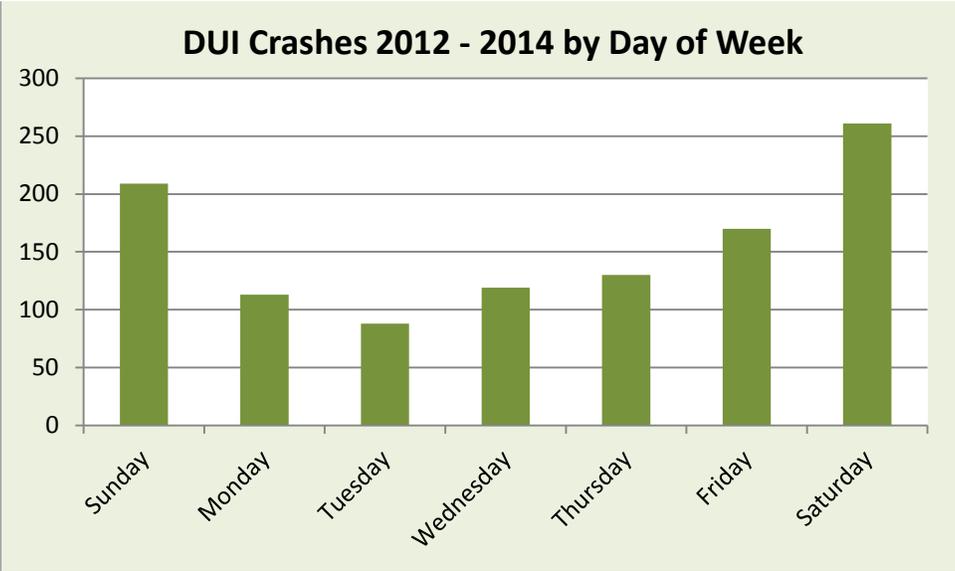
## Statewide Data and Strategic Planning

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

The following charts demonstrate the data sets utilized in the development of Vermont’s statewide strategies:







Although the crash data, illustrated in the above charts are the basis for an overall operational approach, accurate focus must be applied at the local subgrantee, project level. The GHSP requires all subgrantees (Enforcement and Educational) to attend a grant preparation webinar. Two educational webinars and two enforcement webinars were offered for the 2016 grant application cycle.

Those applying as educational partners are required to submit "Logic Models" which clearly incorporate the steps previously described in the development of problem identification.

Potential grant recipients are required to seek out and analyze data (their own, crash data acquired from the Vermont Agency of Transportation (AOT) and data from other relevant sources). This analysis provides the basis for development of their problem identification; projected goals; strategic countermeasures; measuring tools and planned outcomes. This process uses statewide data as background, but utilizes specific data from crash and traffic safety issues within their own Territorial Area of Response. Agency strategies are to be focused on specific times, days of the week and locations identified by use of the data. Although local data (times and days of the week) may vary slightly from one area of the state to another, similar data relating to overall fatality crash and traffic safety information remains generally consistent throughout the state.

Once grants are issued, each subgrantee's activity is monitored and evaluated by the GHSP Program Coordinator responsible for that particular project, using the parameters described in the agency's grant proposal. The Program Coordinator provides the subgrantee with feedback relating to performance, accuracy and compliance with the grant proposal. Subsequent quarterly and annual reports as well as on-site audits are also used to measure subgrantee performance. This program management system creates systematic accountability and enhances GHSP's ability to direct funding to those areas where program activities are precisely defined by data.

Vermont's AOT data analysts develop clear and understandable data and mapping relating to real time crash information. GHSP program coordinators utilize these data trends to evaluate subgrantee performance and to provide them with helpful data and information. The sub grantees are encouraged to obtain updated crash mapping and data from these valuable resources throughout the year.

Statewide, crash data and related information is also continually used to assist in the deployment of the State Police Traffic Safety Teams. These teams conduct specific enforcement in those areas which demonstrate high crash and traffic offender activities.

## **Grant Funding Process, FFY 2016**

- Each year the GHSP staff engages in the solicitation of potential subgrantees; application information is distributed using e-lists of all current/past sub-grantees and web-posted notices requesting proposals for grant funding.
- Mandatory webinars are scheduled for both potential LE and Education grant applicants.
- The webinars cover use of the data to define projects and how to complete the application form. The potential subgrantees must use data to support their application.
- The deadlines for submission of grant applications are set. All potential subgrantees are notified of the deadline dates.
- The GHSP LE Program Coordinators, the AOT Grants Management Unit, and the contracted Law Enforcement Liaisons are provided with copies of each LE application submitted.
- This group reviews each LE application during the allotted two-week period.
- The group meets and collectively reviews, assesses and scores each of the LE grant applications. The evaluation process considers: if the data show that there is a highway safety problem in the agency's jurisdiction; the size of the agency; the resources available to successfully accomplish the described goals; recent participation in national enforcement events; participation in the Vermont Law Enforcement Challenge and prior history of accuracy and timeliness of reporting.
- The GHSP Education Grants Review Committee made up of the GHSP Chief, the GHSP Program Coordinators and the AOT Grants Management Unit are provided with copies of each Education application
- The GHSP Education Grants Review Committee members review each application during the allotted two week period.
- The GHSP Education Grant Review Committee meets and collectively reviews, assesses and scores each of the grant applications. The evaluation process considers: whether the data show that there is a highway safety problem in the agency's jurisdiction; the size of the agency; the resources available to successfully accomplish the described goals; and prior history of accuracy and timeliness of reporting.
- The potential LE and Education subgrantees are provided preliminary notification regarding the degree of funding. Agencies are reminded that funding is contingent on the amount of federal funding awarded to the state and that activities cannot commence until they receive a fully signed and executed grant agreement.

## Planning Calendar

Month	Activity
January	<ul style="list-style-type: none"> <li>• Debrief the previous year’s program results with staff and review NHTSA Priorities to help set state goals</li> <li>• Conduct problem identification process including review of State traffic crash data, annual attitudes survey results, and other related data sources</li> <li>• Host an annual internal planning session to guide funding distribution and overall direction of the traffic safety program</li> <li>• Insure Evidence Based Enforcement is incorporated into grant applications</li> </ul>
February-March	<ul style="list-style-type: none"> <li>• Convene program area sessions to assist with creating specific goals, strategies, and performance measures within each program area. Review VHSA and SHSP priorities</li> <li>• Request input from partner agencies and stakeholders on program area direction and potential strategies</li> <li>• Conduct law enforcement and community education grant workshops</li> </ul>
April-May	<ul style="list-style-type: none"> <li>• Draft the HSP Performance Plan and HSP for internal review</li> <li>• Review draft HSP with department officials and other relevant local, state, and federal officials</li> <li>• Develop GHSP in-house project proposals; receive proposals from State and local applicants</li> <li>• Begin initial draft of Section 405 application (National Priority Safety Program)</li> <li>• Review project proposals and make selections</li> </ul>
June	<ul style="list-style-type: none"> <li>• Submit draft HSP for NHTSA review and comment</li> <li>• Conduct GHSP and AOT Grants Management Unit final review of HSP for compliance with Federal requirements, completeness, and accuracy</li> <li>• Secure approval of AOT Secretary</li> <li>• Finalize HSP and Section 405 budgets</li> <li>• Secure certifications and supporting documentation for all Section 405 emphasis program areas</li> </ul>
July	<ul style="list-style-type: none"> <li>• July 1-Submit the final HSP to NHTSA Regional Office (<a href="mailto:NHTSAGrants@dot.gov">NHTSAGrants@dot.gov</a>) for approval</li> <li>• Conduct discussions with NHTSA regarding comments, conditions, and approval deferrals for HSP and Section 405 application</li> <li>• Submit additional supporting documentation as necessary to meet HSP and Section 405 requirements</li> <li>• NHTSA offers preliminary indication of approvals and possible conditions/recommendations to be included in HSP approval letter</li> </ul>
August-September	<ul style="list-style-type: none"> <li>• Receive NHTSA approval letter</li> <li>• Provide awardees with a notice of preliminary approval pending final funding determination</li> <li>• Obtain approval for subgrants and contracts from the appropriate department officials</li> <li>• Submit GHSP in-house subgrants for department approval</li> <li>• Distribute subgrantee agreements for signature</li> <li>• Add mandatory financial webinar</li> </ul>

Month	Activity
October	<ul style="list-style-type: none"> <li>• Execute grants, contracts, and MOUs as of October 1 or date signed</li> <li>• Distribute Excel workbooks for tracking activity, voucher reporting, and progress reports for both law enforcement and community education grants</li> <li>• Obligate funds to GTS and State accounting system (STARS/VISION)</li> <li>• Establish monitoring, technical assistance, and training schedules</li> <li>• Close Out: Monitor receipt of progress reports, final reports, and claims from prior year subgrantees; review and approve for final processing in collaboration with the Grant Management Unit</li> <li>• Begin preparation of annual report for previous fiscal year</li> </ul>
November – December	<ul style="list-style-type: none"> <li>• Follow up with subgrantees who have missed October 30 deadline for reports and final claims</li> <li>• Send final closeout letter to each subgrantee confirming work completed and funds expended (subgrantees have 10 days to respond)</li> </ul>
December 31	<ul style="list-style-type: none"> <li>• Closeout fiscal year and prepare final cost summary</li> <li>• Submit annual report to NHTSA Regional Office</li> </ul>

## Planning Processes and Data

The State of Vermont, Governor's Highway Safety Program (GHSP) began the planning for the FFY 2016 Highway Safety Plan (HSP) by understanding the importance of alignment of the HSP with the state's Strategic Highway Safety Plan (SHSP). The SHSP, originally created in 2005, experienced its first update and modifications during Federal Fiscal Year 2013 (FFY 2013).

During 2015, federal, state, and local partnerships have continued strengthening the collaborative work of the Vermont Highway Safety Alliance (VHSA). VHSA combines collaborative resources from each of the "four Es" of traffic safety: Enforcement, Education, Engineering, and Emergency Medical Response.

VHSA brings these partners together to focus on traffic safety priorities within the State of Vermont. The updating of the original SHSP was aggressively undertaken by the many contributing partners. To accurately evaluate the state's Critical Emphasis Areas (CEAs), VHSA contracted with the firm of, Vanasse Hangen Brustlin, Inc. (VHB), a company with more than 25 years of transportation, engineering, and operation experience. VHB developed data, working in conjunction with the state's (FARS) analyst, Vermont Agency of Transportation data analysts, and members of the GHSP Staff. In addition VHB collated data provided by many federal, state, and local partners. These contributing partners include:

- AAA of Northern New England
- Federal Highway Administration
- Federal Motor Carrier Administration
- National Highway Traffic Safety Administration
- Vermont Association of Chiefs of Police (and member departments)
- Vermont Agency of Transportation
- Vermont Bicycle and Pedestrian Coalition
- Vermont Department of Education
- Vermont Department of Health
- Vermont Department of Liquor Control
- Vermont Department of Motor Vehicles
- Vermont Department of Public Safety, Governor's Highway Safety Program
- Vermont Department of Tourism and Marketing
- Vermont Judiciary
- Vermont League of Cities and Towns
- Vermont Local Roads
- Vermont Sheriffs Association (and member departments)
- Vermont State Police
- Vermont Truck and Bus Association (and member departments)
- Youth Safety Council of Vermont

All of the available pertinent data was reviewed and assessed to determine effective and efficient programmatic priorities. The VHSA members worked collaboratively on the development of a consolidated Strategic Highway Safety Plan (SHSP). The intent of the consolidated plan is to merge the work efforts of individual organizations under one umbrella to best utilize and share resources in a deeply focused fashion. This consolidation process advances the uniformity of highway safety strategies within Vermont. Continued progress is currently being achieved. The intent is to synchronize all of the following documents with consistent data, information, and shared resources:

- Governor's Highway Safety Program (GHSP)
- Highway Safety Improvement Program (HSIP)

- Vermont State Police Strategic Plan
- Department of Motor Vehicles (DMV) Strategic Plan
- Motor Carrier Safety Assistance Program Commercial Vehicle Safety Plan

Included in the transition of the GHSP to the AOT Office of Highway Safety is continued study of the potential for SHSP document consolidation. It is projected that these efforts will continue during the up-coming year and will result in future successful integration of all of the state's five annual traffic safety plans. This economy of effort will permit redeployment of these resources to issues now labeled Significant Emphasis Areas or Special Emphasis Areas (SEA).

The consolidation of the various stand-alone documents into the SHSP will provide useful resources for one stop shopping for information relating to all aspects of traffic safety. Combined agency input will produce a statewide view of coordinated highway safety programs. Organization and unification of data will provide a convenient apparatus promoting multi-agency cooperation for the solution of common issues.

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

- 1) Improve Infrastructure
  - a) Minimize Lane Departure
  - b) Improve the Design and Operations of Highway Intersections
- 2) Age Appropriate Solutions
  - a) Improve Young Driver Safety
  - b) Improve Older Driver Safety
- 3) Curb Speeding and Aggressive Driving
- 4) Increase Use of Occupant Protection (safety belts, child passenger restraints, and helmets)
- 5) Reduce Impaired Driving
- 6) Curb Distracted Driving and Keep Drivers Alert

A comprehensive description of the selected CEAs begins on page 27 of this document under the category "Critical Emphasis Areas (CEA) and Strategy Matrix". Also included in that section are the identified strategies for each of the selected CEAs.

The GHSP, working in partnership with data analysts in the Department of Public Safety, the Vermont Agency of Transportation and the vendor, contracted to develop the Strategic Highway Safety Plan, studied all available crash data and related information. The analytic team reviewed five years of state crash data (2007 through 2011) and assessed and evaluated existing trend lines and indicators. The team developed a five year rolling average and focused on "major crash trends" as the best statistically significant informational indicator. By focusing on major crashes (defined by the Vermont Agency of Transportation as fatal or incapacitating injury crashes) the analytic team was better able to identify areas and locations as statistically viable areas for focus. Using this definitive metric facilitated a clear reading of data and incorporated fatalities, serious injuries and fatality rates into the information and data under review. A description of the three SHSP core data performance measures (Traffic Fatalities, which are required to be included in the HSP begins on page 31, including analysis of whether data indicates likelihood of reaching the SHSP 2016 goals for each.

In addition to the strategies listed in the “Critical Emphasis Areas (CEAs) and Strategy Matrix”, several other supporting strategies are incorporated into specific programmatic sections of the FFY 2016 HSP. A number of these strategies have been selected from the NHTSA publication, *Countermeasures That Work*. (Seventh Edition, 2013). These strategies are generally comprised of proven tactics primarily connected with high visibility enforcement (HVE) efforts conducted in locations and at times dictated by data research. HVE deployments supported by periodic integrated enforcement, DUI/Occupant Protection checkpoints and saturation patrols are tactics recommended in *Countermeasures That Work*. Vermont has employed these types of tactics, with success, in the past and will continue to explore tactical science and technology to improve effectiveness.

Data Driven Approaches to Crime and Traffic Safety (DDACTS) strategies have been adopted by the Vermont State Police and DDACTS currently exists, to some degree, in a number of towns and cities in the state. GHSP continues to support the DDACTS philosophy and will provide technical assistance to any community which chooses to implement this strategy. GHSP LEL’s actively promote DDACTS to GHSP’s law enforcement grantees. In 2015, Rutland City Police Department attended a DDACTS training, a natural fit for their strong use of data.

The GHSP grant application process requires all subgrantees to provide measurement mechanisms in their grant application package. Law enforcement subgrantees are required to detail a measurement process to determine outputs, outcomes, and projected goals for their particular projects. The DUI grantees are required to set realistic performance goals, achievable through enforcement activities and education. These goals include the reduction of impaired driving crashes and related fatalities; agency goals for increasing DUI arrest productivity are also considered as valuable measurable outputs when correlated with the reduction of DUI crashes.

Agencies applying for occupant protection grants must create strategies that will strengthen their programs. Basically, agencies are required to deploy strategies to promote seat belt use and reduce unrestrained crashes. Occupant protection enforcement activities related to the issuance of seat belt and child passenger safety citations provide output measurements which are useful to determine progress when increasing the seat belt use rate by a certain percentage in the stated goal.

Entities applying for educational grants must submit project logic models within their grant application packages. The logic models contain a map of program’s progress toward projected/achievable outcomes. In some cases outcomes may be projected in terms of “number of trainings provided” or “number of CPS inspection events staged” or similar predetermined objective goals.

GHSP staff carefully monitors both enforcement and educational grants to determine if the subgrantees are on pace to achieve projected goals.

# Introduction to Vermont and the Vermont Agency of Transportation



**1,300 EMPLOYEES**

## 3 DIVISIONS

### HIGHWAY

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

### POLICY, PLANNING & INTERMODAL DEVELOPMENT

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

### FINANCE & ADMINISTRATION

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

## DEPARTMENT OF MOTOR VEHICLES

Vehicle Registration/Titling | Driver License Exams/Issue | Tax Collection Services | Oversize/Overweight Permits | Driver Improvement | Branch Offices/Mobile Vans | Driver Training | Motor Carrier Safety | Dealer & Inspection Stations | Criminal Investigations | Pupil Transport Oversight  
Commercial Vehicle Enforcement Vermont Rider Education Program



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



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



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



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



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



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



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

### Fatalities as of May 25, 2015 14 Fatalities

Year	Fatalities
2014	44
2013	70
2012	77
2011	55
2010	71

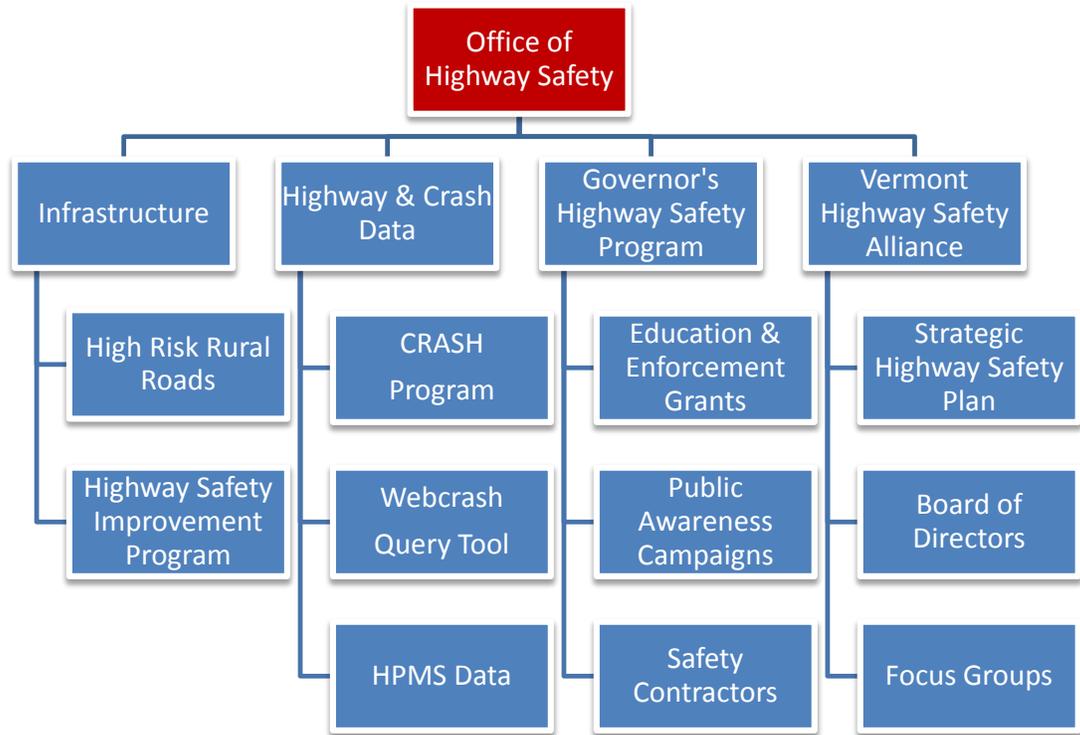
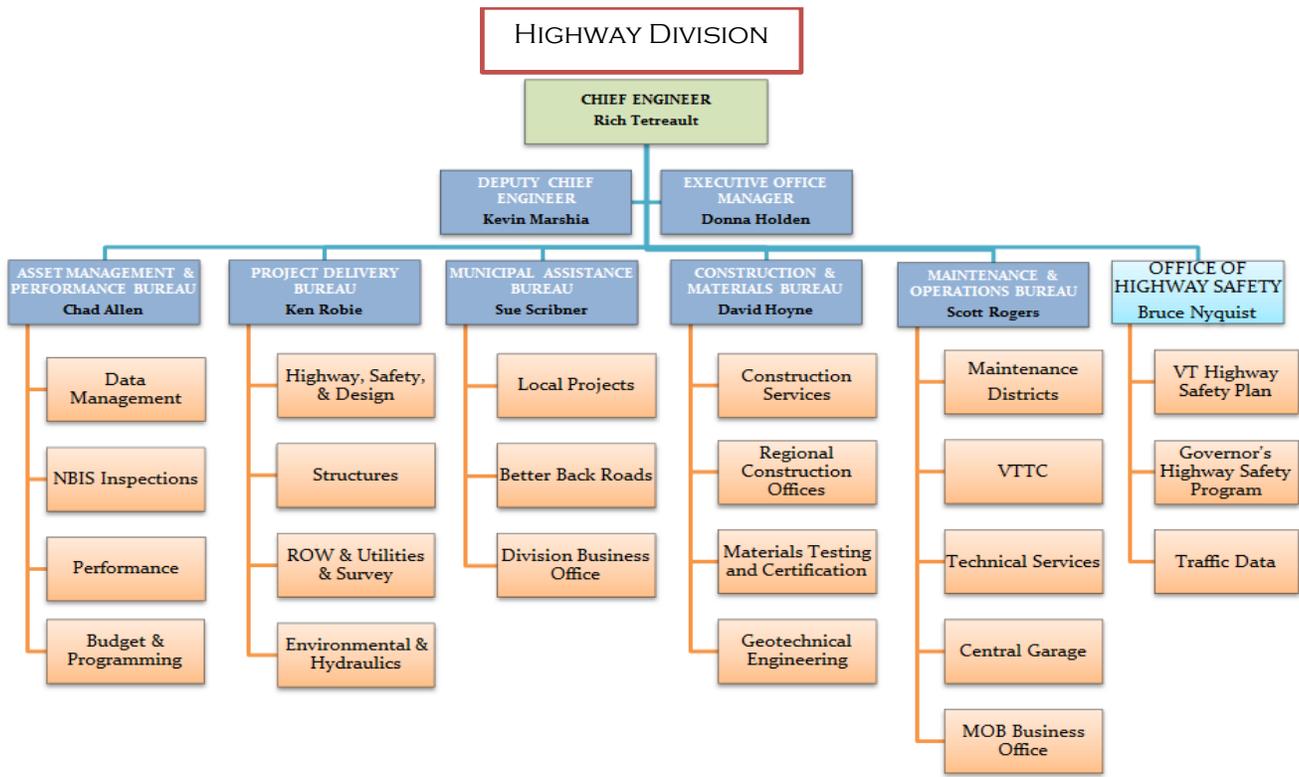
### Crashes as of May 25, 2015 by crash type

	2015*	2014*
Fatal	10	42
Injury	636	2128
Property Damage Only	3286	9132

\*data subject to change



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



## **Problem Identification and Data Used**

Vermont uses two sources for crash data. The Fatality Analysis Reporting System (FARS) is housed in the Vermont Agency of Transportation (VTrans), based on a cooperative agreement between VTrans and NHTSA. The most current FARS data is for calendar year 2013, available on the FARS website. The GHSP staff understands the value and accuracy of FARS data, but also uses data generated by the VTrans in-house data analyst. The availability of this second category of data sets, is more timely and extremely valuable in the deployment of resources for quick response to emerging trends

The GHSP staff incorporates both data sources during the problem identification process for the development of the Highway Safety Plan. During recent years, both sets of data indicate the state's traffic safety priorities are compatible with national trends supported by the National Highway Traffic Administration (NHTSA). Vermont's process of identifying these priority issues is the basis for the selection of countermeasures and strategies used to address them. Geo-mapping, crash tracking and enforcement activities are some of the primary measuring devices used to identify and classify traffic safety trends.

Each program coordinator regularly reviews activity and performance through subgrantee's activity reports, submitted with each request for reimbursement. The quality of the activity is evaluated based on the data used by the subgrantee to determine their proposed annual activities. All agencies are compared with a statewide matrix of acceptable performance measures. Careful tracking of performance measures by Program Coordinators allows for project adjustment to comply with acceptable statewide performance measures.

In addition, GHSP staff solicits and receives applicable data from other traffic safety groups. These data and information sources include, but are not limited to: The Department of Motor Vehicles; The Department of Health; The Judiciary; The Chiefs and Sheriffs Association; The League of Cities and Towns; The Vermont State Police; The Department of Corrections; The Vermont Truck and Bus Association; AAA of Northern New England; Regional Planning Commissions; Vermont Bicycle and Pedestrian Coalition; The Department of Liquor Control; The Department of Education; The Youth Safety Council of Vermont; Vermont Local Roads (now part of VTrans); AARP Driver Safety; and Work Safe TCI. In addition, Vermont incorporates data from the federal partners: National Highway Traffic Safety Administration (NHTSA); Federal Highways Administration (FHWA) and Federal Motor Carrier Administration (FMCA). Collating this data provides a basis for the development of problem identification and the selection of achievable goals and outcomes.

Vermont contracts with the University of Vermont Transportation Research Center to conduct the annual seat belt use survey.

GHSP contracts with the Center for Research and Public Policy to conduct annual attitude surveys. These are related to driving habits, safety concerns, and other traffic safety related issues.

Employing this continual data analysis, the GHSP staff selects priority issues which have the greatest impact on communities statewide. Currently, the priority issues addressed in the FFY 2015 HSP are: Occupant Protection; Impaired Driving (alcohol and other drugs); Speed Management; Distracted Driving; Pedestrian and Bicycle Safety; Motorcycle Safety; Emergency Medical Services; and Traffic Records. These priorities match those selected in the recently updated Strategic Highway Safety Plan (SHSP).

Identifying these primary issues informs the GHSP staff's development of countermeasures and strategies designed to reach selected goals and outcomes. The staff utilizes NHTSA's publication *Countermeasures That Work* (2013, Seventh Edition) to identify strategies that have a history of effectiveness and efficiency. These suggested countermeasures may be adjusted, amended, or otherwise modified to suit the demographics of a

rural state, such as Vermont. Countermeasures are selected by evaluating which particular strategy or combinations of tactics provide the most positive impact statewide. Vermont's countermeasures are more broadly defined in the applicable sections of this document relating to the specified priorities.

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

## Critical Emphasis Areas (CEA) and Strategy Matrix

The Vermont Strategic Highway Safety Plan (SHSP) was originally created in 2005. In 2013, the first updating of the SHSP was undertaken by the Vermont Strategic Highway Alliance (VHSA) membership. The following are the six Critical Emphasis Areas (CEAs); four Significant Emphasis Areas; and two Special Emphasis Areas. That update also included an understanding that going forward, starting in 2014, the state’s SHSP, HSP and HSIP would come into compliance with the federal requirement that all three of these documents would include the same three Core Performance Measures. The next SHIP update will include the Core Outcome Measures. (See Core Outcome Measures 1-3 starting on page 31 below.) Vermont’s FFY 2014 Highway Safety Plan coordinates the efforts of the Governor’s Highway Safety Program and is in harmony with the 2013 updated SHSP.

### *Critical Emphasis Areas*

<b>CEA 1: Improve Infrastructure</b>	
(1A) Minimize Lane Departure	
Strategies	1. Continue programs to implement low cost safety improvements on all public highways
	2. Improve highway delineation
	3. Support municipalities in mitigating high crash locations within their jurisdiction by providing data, countermeasure alternatives, and resources to implement improvements
(1B) Improve Design & Operation of Highway Intersections	
	1. Improve traffic signal operation
	2. Improve driver compliance at highway intersections
	3. Implement physical changes on the approaches to and at intersections
	4. Support municipalities in mitigating high crash locations within their jurisdiction
	5. Increase awareness and safety of bicyclists and pedestrians at intersections

<b>CEA 2: Age Appropriate Solutions</b>	
(2A) Improve Younger Driver Safety	
Strategies	1. Strengthen the Vermont graduated driver licensing (GDL) law for young drivers
	2. Improve initial driver education and advanced skill training
	3. Provide resources and training opportunities to parents of young drivers
	4. Continue to research statistics, trends, and legislation for young drivers
(2B) Improve Older Driver Safety	
	1. Increase education and outreach to older drivers
	2. Continue to research statistics, trends, and legislation for older drivers
	3. Continue improving infrastructure to meet the needs of all users

**CEA 3: Curb Speeding and Aggressive Driving**

Strategies	1. Improve the education of drivers as it relates to speeding and aggressive driving
	2. Improve public understanding of and adherence to speed limits
	3. Advance the use of infrastructure techniques and technology to manage speeds

**CEA 4: Increase Use of Occupant Protection**

Strategies	1. Raise awareness of the importance of safety belts
	2. Increase enforcement of and strengthen safety belt laws in Vermont
	3. Increase proper use and installation of child passenger safety restraints
	4. Implement programs for consistent education for stakeholders
	5. Continue education and outreach for bicycle/motorcycle users

**CEA 5: Reduce Impaired Driving**

Strategies	1. Improve the public awareness and education of the dangers associated with impaired driving
	2. Promote and implement programs for consistent education for individuals and organizations charged with addressing impairment issues
	3. Increase and enforce penalties for impaired driving
	4. Continue implementing programs for impairment analysis and rehabilitation

**CEA 6: Curb Distracted Driving and Keep Drivers Alert**

Strategies	1. Increase driver awareness of dangers associated with distracted driving
	2. Enhance effectiveness/awareness of safety rest stops
	3. Continue to research statistics, trends, and legislation related to distracted driving

## Significant Emphasis Areas

Significant Emphasis Area 1: Increase Motorcycle Safety	
Strategies	Existing motorcycle safety initiatives currently include, but are not limited to, the following:
	1. Vermont DMV Rider Education Program
	2. Vermont Motorcycle Awareness Program

Significant Emphasis Area 2: Increase Safety of Vulnerable Users	
Strategies	1. WalkSmart/BikeSmart Curriculum, Kohl's Kids Bike Smart Program, Safe Routes to School Program, Safe Streets Project, and Bike Commuter Workshops
	2. Safety programs from the Vermont Bike & Pedestrian Coalition including Drivers' Education Jeopardy, A Tricky Mix: Bicycles, Pedestrians, Motorists and Police and an annual Ride of Silence event
	3. Public outreach including the Bicycle Commuter's Guide, Parent's Guide to Safe Bicycling, Share the Road brochures, Bike Smart stickers, and other outreach
	4. General collaboration regarding vulnerable user safety with law enforcement, advocate groups, and driver's education instructors.

Significant Emphasis Area 3: Reduce Medium/heavy Vehicle Crashes	
Strategies	1. Commercial Motor Vehicle (CMV) crash reduction by conducting directed patrols based on crash analysis
	2. Passenger transportation safety-increase the number of enroute, terminal, and destination inspections on motor coaches and buses
	3. Driver/Vehicle inspections, including a special focus on cross-border traffic
	4. On-site carrier reviews and audits focusing on new entrant companies and carriers with a pattern of on-road safety violations
	5. Public education and outreach by such organizations as Project RoadSafe, DMV, law enforcement, employers, and others

Significant Emphasis Area 4: Improve Work Zone Safety	
Strategies	Existing work zone safety initiatives currently include, but are not limited to, the following:
	1. Construction work zone field reviews
	2. Work Zone Advisory Council
	3. Implementation of Federal work zone rules
	4. Detailed design reviews of traffic control plans

## Special Emphasis Areas

<b>Special Emphasis Area 1: Improve Vermont's Data in the Interest of Safety</b>	
	1. Improve data accessibility
	2. Improve the quality and timeliness of police reported data
	3. Improve the quality and availability of traffic violation data
	4. Improve the quality of the overall crash database
	5. Improve the completeness of highway data

<b>Special Emphasis Area 2: Enhance Vermont's Emergency Medical Services Capabilities</b>	
	1. Improve the availability of emergency medical responders
	2. Improve the timeliness of EMS response and transport
	3. Assess and improve the Vermont trauma system
	4. Assess and improve the quality of clinical care provided to those injured

<b>Emphasis Area</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
Percent of major crashes that involved young drivers	14%	14%	17%
Percent of major crashes that involved older drivers	15%	17%	19%
Percent of major crashes that involved speed and aggressive driving	31%	28%	29%
Percent of major crashes that involved impaired driving	23%	23%	Not Available
Percent of major crashes that involved distracted driving	2.40%	2%	5%

# Performance Targets

## GOALS

### Core Outcome Measures

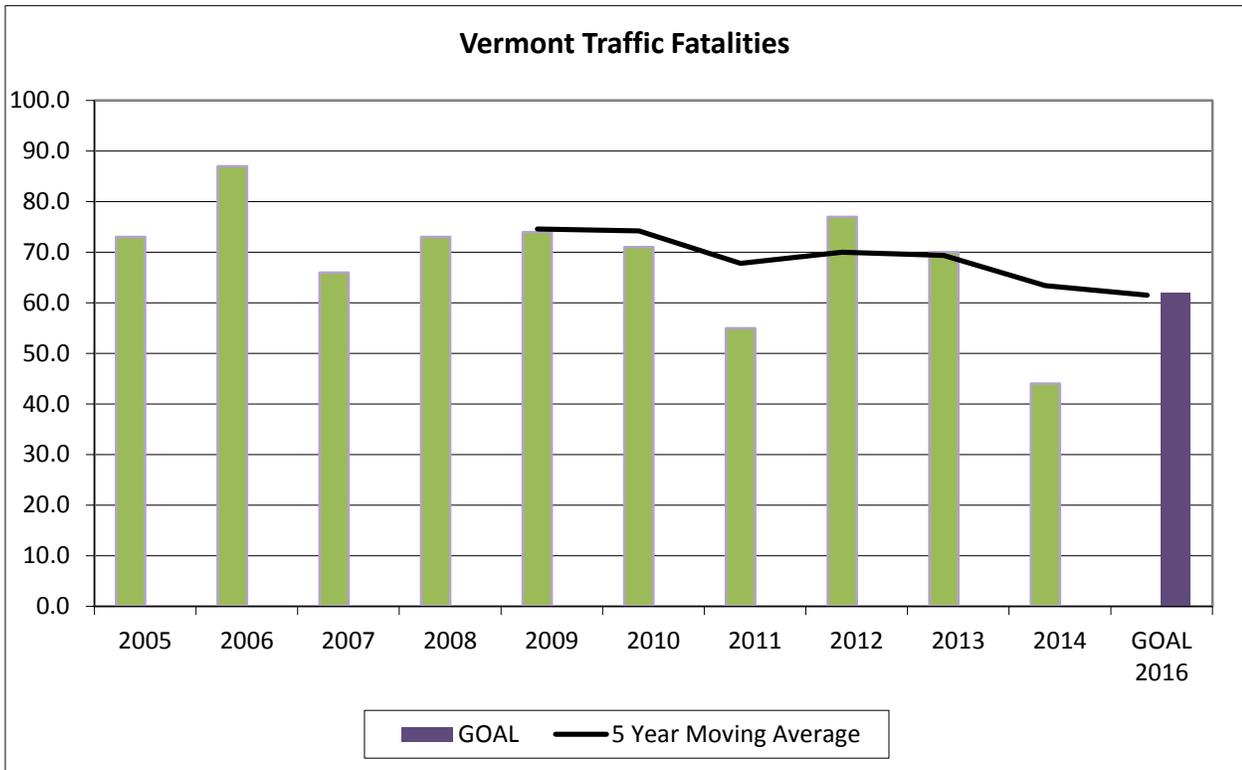
#### C-1) Traffic Fatalities<sup>1</sup>

GOAL: To decrease traffic fatalities by 0.47 percent from the five year average of 63.4 in 2010 - 2014 to a five year average of 63.1 by December 31, 2016.

The five year average of Vermont traffic fatalities in 2014 was 63.7. The projected goal for 2016 is 64.4. The GHSP is pleased with the dramatic reduction in fatalities achieved in 2014 and hopes to continue the trend. The goal is appropriate, if conservative, and based on the five year trends illustrated in the following table and graph.

Year	Fatalities	5-Year Average
2006	87	
2007	66	
2008	73	
2009	74	74.6
2010	71	74.2
2011	55	67.8
2012	77	70.0
2013	70	69.4
Projected 2014	44	63.4
<b>GOAL 2016</b>		<b>62.0</b>

<sup>1</sup> The source for data through 2013 is FARS. The source for 2014 data is the Vermont AOT Crash Database.



A review of Vermont FARS data from calendar year 2014 indicates a total of 44 fatalities occurring on the states roads during 2014. Of these 44, the following contributing factors have been identified using VTrans data:

Contributing Circumstances	Number of Fatalities
Unrestrained	16
Alcohol Impaired (0.08+)	6
Marijuana (Delta-9 THC)	11
Speed	14
Motorcycle	7
Unhelmeted Motorcycle	1
Drivers 20 or Younger	6
Pedestrians	5

The projects listed in Vermont’s 2016 Highway Safety Plan are specifically selected to achieve measureable progress in these particular areas. These projects include reducing impaired driving; increasing the level of occupant protection; promoting speed management; reducing distracted driving; education of younger drivers; and pedestrian safety. In addition, other programs closely related to those critical emphasis areas (CEAs) and special and significant emphasis areas (SEAs) are also identified in the state’s Strategic Highway Safety Plan (SHSP 2012-2016).

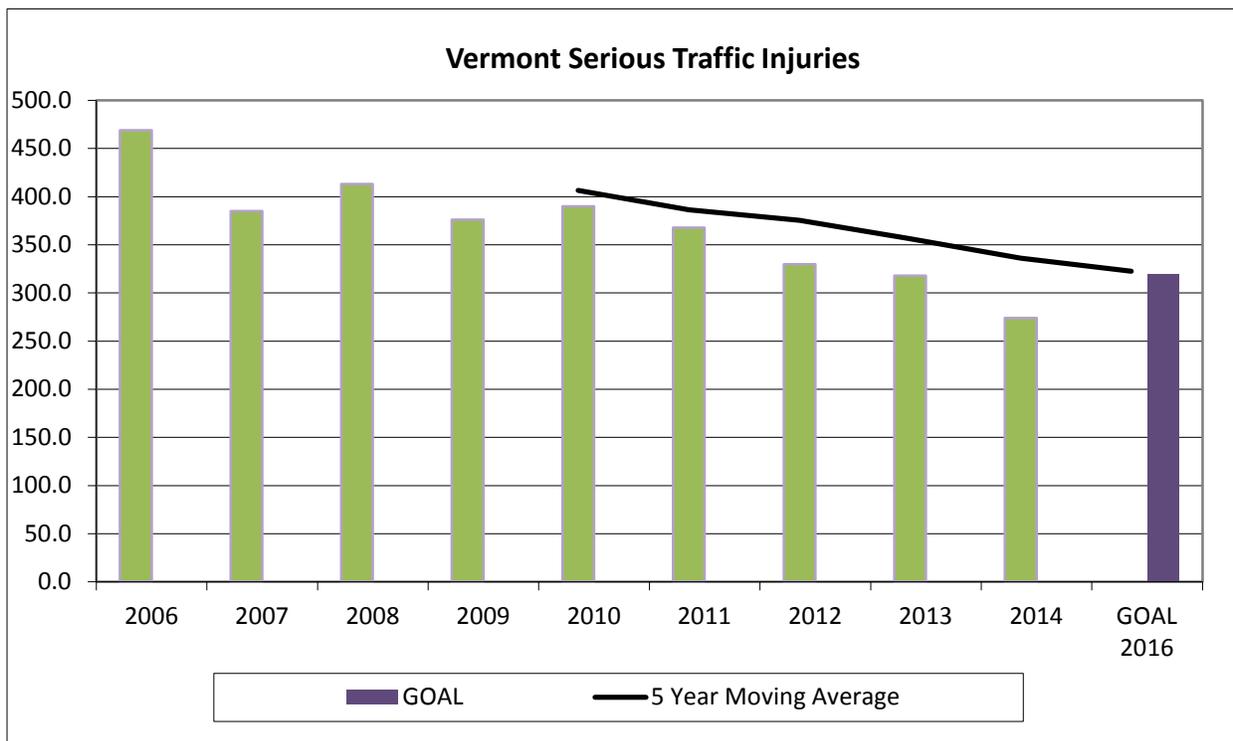
The GHSP staff has utilized NHTSA’s publication *Countermeasures That Work* to develop strategic processes to address each individual priority area. In addition, GHSP staff and contractors promote the use of Data Driven Approaches to Crime and Traffic Safety (DDACTS) to focus all available resources directly based on data and information.

## C-2) Serious Traffic Injuries (Vermont AOT Crash Database)<sup>2</sup>

GOAL: To decrease serious traffic injuries 4.76 percent from the five-year average of 336.0 in 2010 - 2014 to a five-year average of 320.0 by December 31, 2016.

In order to continue the succession of yearly reductions (see the following table and graph), Vermont must continue emphasis in the support of partnerships developed in enforcement, engineering, education, and emergency responders. The information and data described in Goal C-2 are appropriate and evidence based. Considering Vermont’s documented success and continual reduction of serious injuries the listed goal is realistic and achievable.

Year	Serious Injuries	5-Year Average
2006	469	
2007	385	
2008	413	
2009	376	
2010	390	406.6
2011	368	386.4
2012	330	375.4
2013	318	356.4
Projected 2014	274	336.0
<b>GOAL 2016</b>		<b>320.0</b>



<sup>2</sup> The source for data through 2013 is FARS. The source for 2014 data is the Vermont AOT Crash Database.

### C-3) Fatalities/VMT<sup>3</sup>

GOAL: To reduce fatalities per 100 million vehicle miles travelled by 1.05% from the five year average of 0.95 in 2009 – 2013 to a five year average of 0.94 by December 31, 2016.

The State of Vermont will continue to rely on specific crash data to sustain the progress made in this particular goal. 2014 data indicates 38 of the state’s 44 fatalities occurred on rural roadways. As illustrated in section C-1, the primary causes of the state’s fatalities are related to operator impairment; lack of occupant restraint; speeding, and distracted or inattentive driving. To appropriately address these priorities the GHSP staff proportions the allocation of federal funds directly to those issues which have the most positive statewide impact. Data and information, provided in the HSP demonstrates the appropriateness of this target which utilizes current data trends to create evidence based strategies.

In addition to funding of law enforcement subgrantees, based on overall state crash data, the 2016 HSP demonstrates a re-directed emphasis on rural roadway enforcement; nighttime seat belt enforcement; pickup truck drivers 18-34 years of age, and other primary causation factors. Public support and media outreach are projects which will be implemented to enhance enforcement efforts.

This goal was determined according to Vermont’s long-range highway safety goals and priorities established in the SHSP and reflect the annual milestones.

Year	Fatalities			Rates					
	Urban	Rural	Total Fatalities	Urban	5-Year Average	Rural	5-Year Average	Rate Total	5-Year Average
2005	8	65	73	0.43	0.43	1.13		0.96	
2006	5	82	87	0.26	0.26	1.42		1.13	
2007	3	63	66	0.15	0.15	1.13		0.86	
2008	13	60	73	0.69	0.69	1.14		1.02	
2009	6	68	74	0.32	0.33	1.28	1.22	0.97	0.99
2010	17	54	71	0.92	0.47	1.00	1.19	0.98	0.99
2011	13	42	55	0.7	0.56	0.8	1.07	0.77	0.92
2012	14	63	77	0.75	0.68	1.18	1.08	1.07	0.96
2013	14	55	70	0.75	0.69	1.05	1.06	0.98	0.95
2014	6	38	44						
<b>Goal 2016</b>									<b>0.94</b>

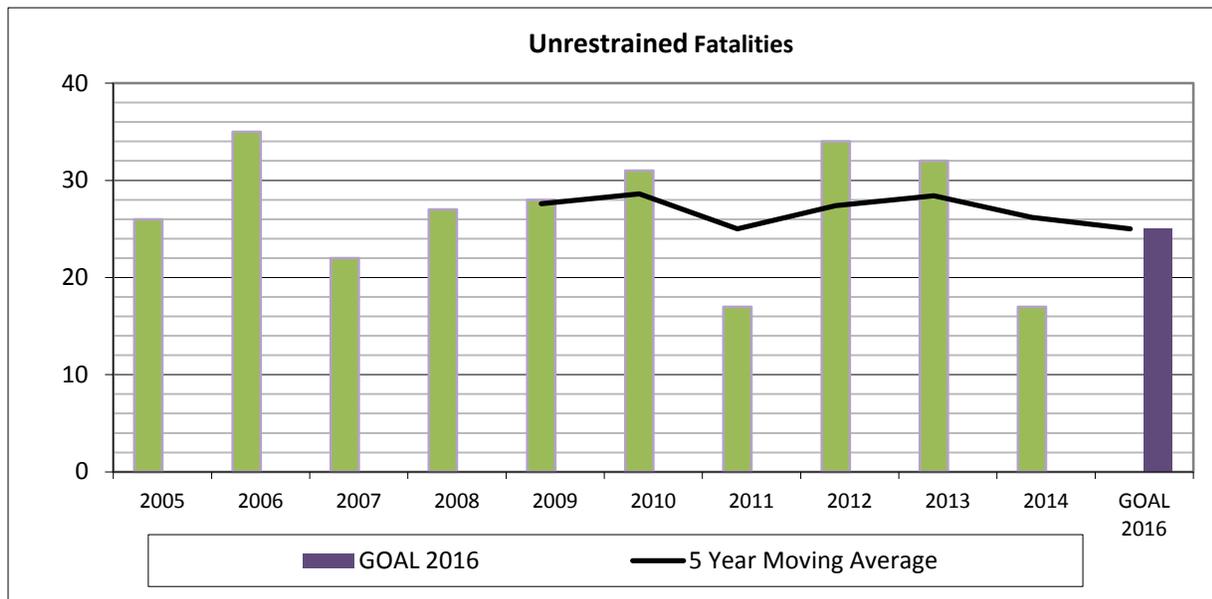
<sup>3</sup> The source for data is FARS/FHWA with the exception of 2014 fatalities and 2014 total VMT rate which are provided by the Vermont AOT Crash Database.

### C-4) Unrestrained Passenger Vehicle Occupant Fatalities<sup>4</sup>

**GOAL:** To decrease unrestrained passenger vehicle occupant fatalities 4.58 percent from the five-year average of 26.2 in 2010 - 2014 to a five-year average of 25.0 by December 31, 2016.

The HSP provides new strategies to support reaching this goal in 2016. In addition to funding nighttime seat belt use projects (see project description for data); enforcement of rural roads (three lowest seat belt use areas are in rural counties); and focusing on male, pickup truck drivers, 18-34 years of age (see project description for data) GHSP also supports an Occupant Protection Task Force. Enforcement and education are supported by creative media outreach, designed to reach those 15% of Vermonters who are not properly restrained. Funding these projects and incorporating those strategies defined in *Countermeasures That Work* provide a direction for sustained progress in this area. The GHSP LELs will focus on those agencies that need assistance supporting GHSP “Zero Tolerance to Seat Belt Violations”.

This goal was determined according to Vermont’s long-range highway safety goals and priorities established in the SHSP and reflect the annual milestones.



44.7% of unbelted fatalities occur between 1800 and 0159 hours. See details below based on data from 2010 – 2012:

Times of Day	Percentage
0200-0559	12.6%
0600-0959	13.8%
1000-1359	12.6%
1400-1759	24.1%
1800-2159	18.4%
2200-0159	16.1%
<b>NO DATA</b>	<b>2.3%</b>

<sup>4</sup> The source for data through 2013 is FARS. The source for 2014 data is the Vermont AOT Crash Database.

### C-5) Alcohol-Impaired Driving Fatalities<sup>5</sup>

GOAL: To decrease alcohol-impaired driving fatalities 0.61 percent from the five-year average of 16.4 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2016.

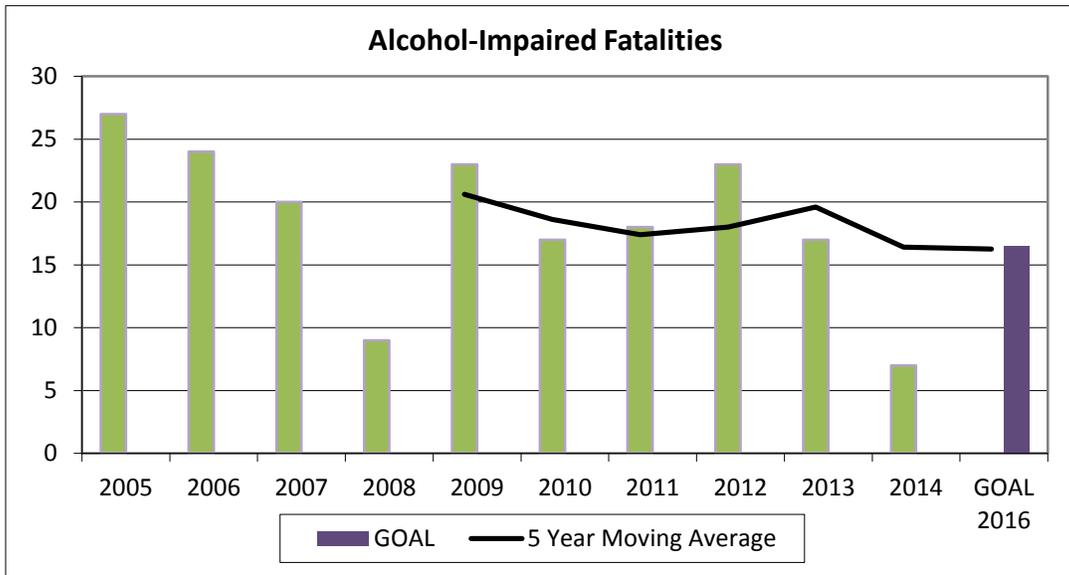
Each agency funded for impaired driving is required to use GHSP data to identify those locations, days of the week, and time periods, which provide the most effective and efficient use of funding. Funded enforcement is conducted only under those defined parameters. High visibility enforcement and collaborative,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

In addition to traditional funding of more than 50 law enforcement agencies to perform impaired driving enforcement on a regular, weekly basis, GHSP is funding the Vermont State Police to conduct a series of regional impaired driving task forces in areas which are high crash locations. These projects are further described in the HSP. To expand these impaired driving efforts, an Impaired Driving Task Force will be implemented within the Vermont Highway Safety Alliance. Vermont specific media outreach is being created by the GHSP media contractor and sports venue contractor to promote these issues.

This goal was determined according to Vermont’s long-range highway safety goals and priorities established in the SHSP and reflect the annual milestones.

Year	Alcohol-Impaired Fatalities	5-Year Average
2005	27	
2006	24	
2007	20	
2008	9	
2009	23	20.6
2010	17	18.6
2011	18	17.4
2012	23	18.0
2013	17	19.6
Projected 2014	7	16.4
<b>GOAL 2016</b>		<b>16.5</b>

<sup>5</sup> The source for data through 2013 is FARS. The source for 2014 data is the Vermont AOT Crash Database.



58.1% of impaired driving fatalities occur between 1800 and 0159 hours. See details below based on data from 2010 – 2012:

Times of Day	Percentage
0200 - 0559	8.1%
0600 - 0959	13.5%
1000 - 1359	4.1%
1400 - 1759	16.2%
1800 - 2159	24.3%
2200 - 0159	33.8%

### C-6) Speeding-Related Fatalities<sup>6</sup>

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

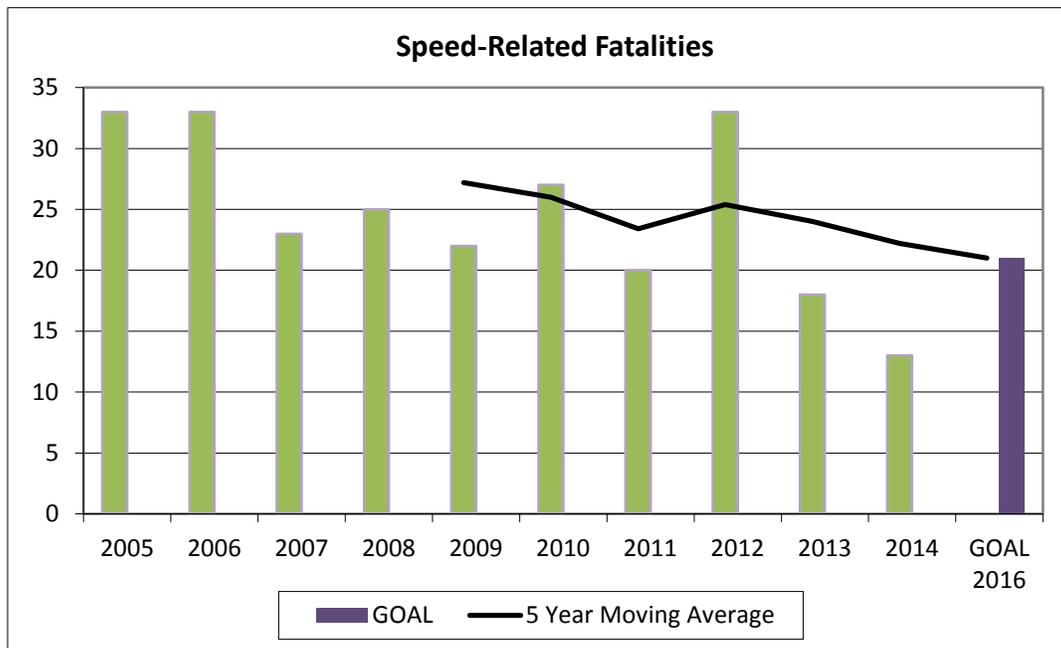
In 2014, 32% of all Vermont crash fatalities involved speeding. GHSP provides funding to the Vermont State Police (VSP), all fourteen Sheriff's Departments, and approximately 50 municipal agencies and constables. All funded agencies engage in speed enforcement. The promotion of speed management, the deployment of subgrantees engaged in speed enforcement, and public outreach/education relating to speed, are reliable countermeasures to address this target. Each participating law enforcement agency is provided crash data relative to their territorial areas of responsibility. Agencies are required to conduct enforcement activities in those particular identified locations and during the time frames indicated by data.

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

This goal was determined according to Vermont's long-range highway safety goals and priorities established in the SHSP and reflect the annual milestones.

Year	Speed-Related Fatalities	5-Year Average
2005	33	
2006	33	
2007	23	
2008	25	
2009	22	27.2
2010	27	26.0
2011	20	23.4
2012	33	25.4
2013	18	24.0
Projected 2014	13	22.2
<b>GOAL 2016</b>		<b>21.0</b>

<sup>6</sup> The source for data through 2013 is FARS. The source for 2014 data is the Vermont AOT Crash Database.



### C-7) Motorcyclist Fatalities<sup>7</sup>

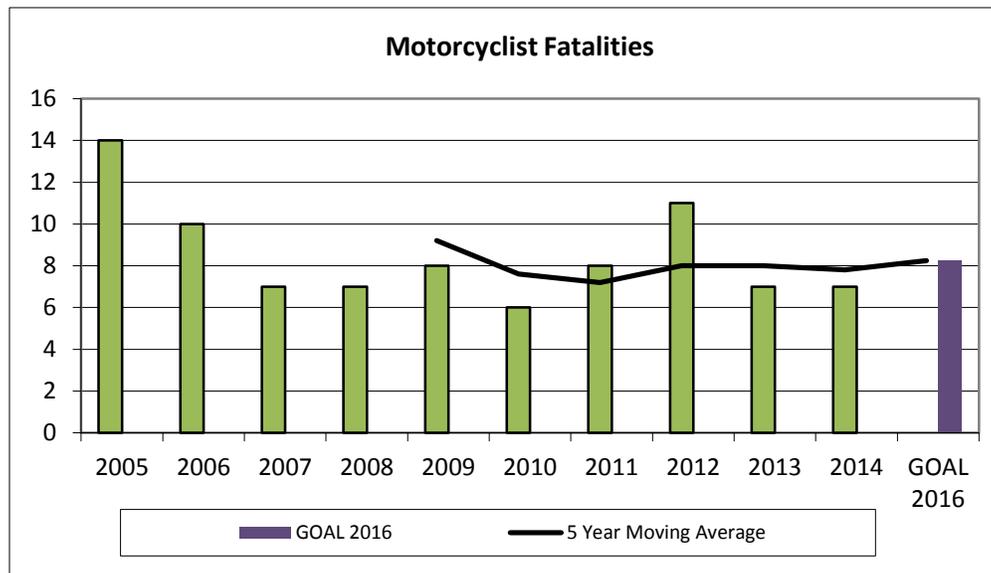
**GOAL:** To maintain or decrease the recent downward trend of motorcyclist fatalities 0.3 percent from the five-year average of 7.8 in 2010 - 2014 to a five-year average of 7.5 or lower by December 31, 2016. See discussion below.

The number of motorcycle registrations in Vermont has increased by 54% over the past decade (Vermont Strategic Highway Safety Plan 2012-2016). In 2013 there were 7 motorcycle fatalities in Vermont. In 2014 there were 7 fatalities. The number of motorcycle fatalities in 2015 was 4 at the time of this report. Review of the following table and graph will demonstrate that 2012 was the highest motorcycle fatality year since 2006. That year skews what has generally been a low and fairly level number of fatalities year to year. The Department of Motor Vehicles (DMV) is the lead agency for motorcycle safety in Vermont. DMV will continue to conduct motorcycle safety training and media outreach to educate more Vermonters regarding safety issues. The selected goal of 7.5 fatalities is more reflective of the numbers realized in the 2011 (five year average) of 7.3.

DMV will continue to employ data, technology, and information to update and improve the training curriculum as needed. Using the Vermont Rider Education Program will continue to ensure that interested riders get trained and licensed, messaging to include: ride unimpaired by alcohol or other drugs; ride within your own skill limits, aware of road conditions and other vehicles and engage in available refresher training, all proven strategies endorsed by the Motorcycle Safety Foundation.

<sup>7</sup> The source for data through 2013 is FARS. The source for 2014 data is the Vermont AOT Crash Database.

Year	Motorcyclist Fatalities	5-Year Average
2005	14	
2006	10	
2007	7	
2008	7	
2009	8	9.2
2010	6	7.6
2011	8	7.2
2012	11	8.0
2013	7	8.0
Projected 2014	7	7.8
<b>GOAL 2016</b>		<b>7.5</b>



### C-8) Unhelmeted Motorcyclist Fatalities<sup>8</sup>

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

There were 7 motorcycle fatalities in Vermont during 2014. One of those killed was not wearing a standard DOT approved helmet. Since Vermont's unhelmeted fatalities remain consistently small numbers, the true goal is to eliminate or reduce motorcycle fatalities and have no unhelmeted fatalities, minimally to not increase the numbers..

Wearing helmets that meet the Department of Transportation (DOT) standard is the single most effective means of reducing the number of people who get injured or die from motorcycle crashes. Helmets are estimated to reduce the likelihood of death in a motorcycle crash by 37%. The National Highway Traffic Safety Administration (NHTSA) estimates that helmets saved the lives of 1,544 motorcycle riders in 2010 alone. Traumatic brain injury

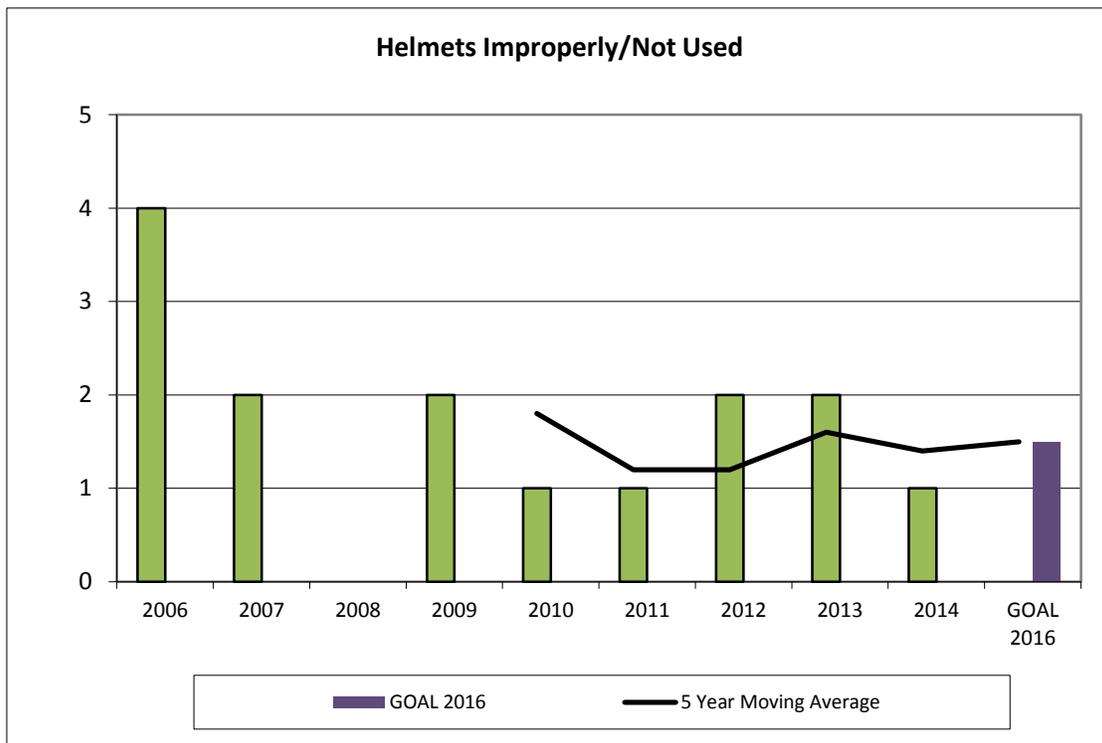
<sup>8</sup> The source for data through 2013 is FARS. The source for 2014 data is the Vermont AOT Crash Database.

is a leading cause of motorcycle crash death. Even when not fatal, these debilitating head injuries can mean a lifetime of costly rehabilitation and severe emotional trauma for family and friends. In fact, treating severe traumatic brain injuries costs 13 times more than non-brain injuries.

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

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

Year	Helmet Improperly/Not Used	5-Year Average
2005	1	
2006	4	
2007	2	
2008	0	
2009	2	1.8
2010	1	1.8
2011	1	1.2
2012	2	1.2
2013	2	1.6
Projected 2014	1	1.4
<b>GOAL 2016</b>		<b>1.50</b>

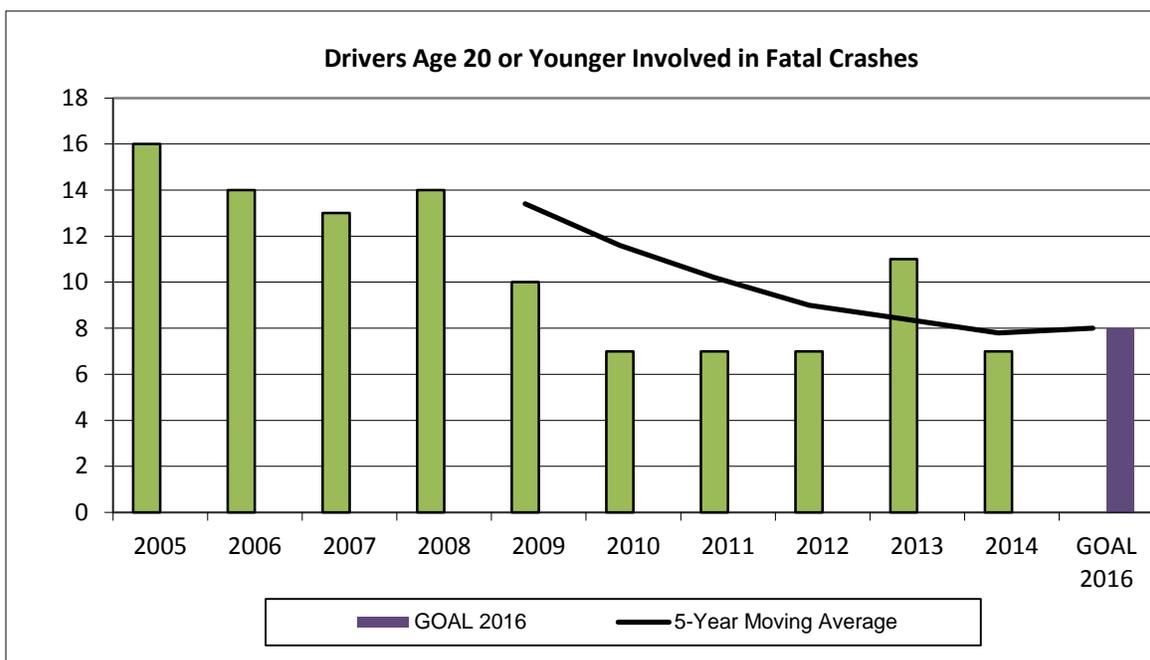


### C-9) Drivers Age 20 or Younger Involved in Fatal Crashes<sup>9</sup>

**GOAL:** To decrease drivers age 20 or younger involved in fatal crashes 2.41 percent from the five-year average of 8.3 in 2010 - 2014 to a five-year average of 8.0 by December 31, 2016.

Vermont has decreased the number in this category from a five year average of 14.3 in 2007 to 7 in 2012. The current projected goal for 2014 is 8. Considering past performance and a continuing emphasis on data based education and enforcement, this is a realistic and achievable goal given that the slight increase in fatalities in 2013 affected the trend. Working with the partnerships promoted by the Vermont Highway Safety Alliance (VHSA) and focused outreach, Vermont will continue the reductions in this critical area of emphasis.

Year	Drivers Age 20 or Younger	5-Year Average
2005	16	
2006	14	
2007	13	14.3
2008	14	13.7
2009	10	12.3
2010	7	10.3
2011	7	8.0
2012	7	7.0
2013	11	8.3
Projected 2014	7	8.3
<b>GOAL 2016</b>		<b>8.00</b>



<sup>9</sup> The source for data through 2013 is FARS. The source for 2014 data is the Vermont AOT Crash Database.

C-10) Pedestrian Fatalities<sup>10</sup>

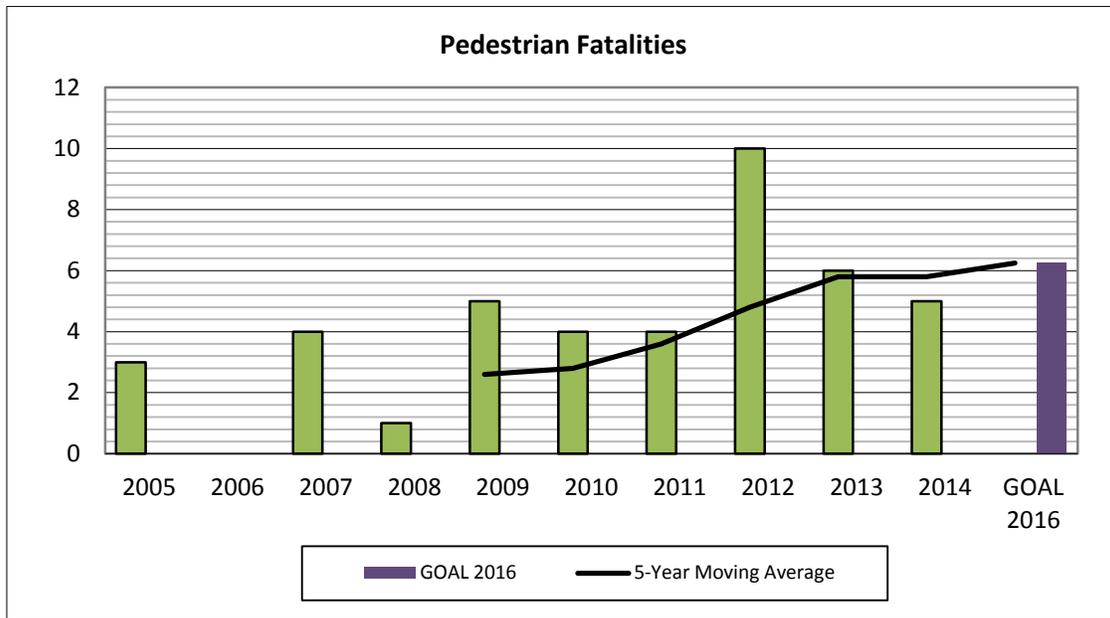
**GOAL:** To decrease pedestrian fatalities 10 percent from the five-year average of 7.0 in 2010 - 2014 to a five-year average of 6.3 by December 31, 2016.

In 2014 there were 5 pedestrians killed in Vermont. The current projected goal of a five year average of 6.3 for 2016 is realistic, considering the data trend exclusive of 2012. GHSP will continue to use data to monitor any developing trends in this fatality category. GHSP staff will work with VHSA partners to provide education and outreach to achieve this projected goal. GHS funds Local Motion, a member-supported non-profit organization promoting people-powered transportation and recreation for healthy and sustainable Vermont communities. The organization conducts bicycle and pedestrian safety outreach throughout the state. In the spring of 2015, GHSP, regional and local partners worked with NHTSA Region 1 staff and the FHWA to facilitate a pedestrian assessment. The data-driven approach to determining the city of Rutland as the site and the specific corridor for the assessment activities will provide a model for other cities and towns to use in the future.

This goal was determined according to Vermont’s long-range highway safety goals and priorities established in the SHSP and reflect the annual milestones.

Year	Pedestrian Fatalities	5-Year Average
2005	3	
2006	0	
2007	4	
2008	1	
2009	5	2.6
2010	4	3.3
2011	4	4.3
2012	10	6.0
2013	6	6.7
Projected 2014	5	7.0
<b>GOAL 2016</b>		<b>6.3</b>

<sup>10</sup> The source for data through 2013 is FARS. The source for 2014 data is the Vermont AOT Crash Database.



### C-11) Bicycle Safety Performance Measures<sup>11</sup>

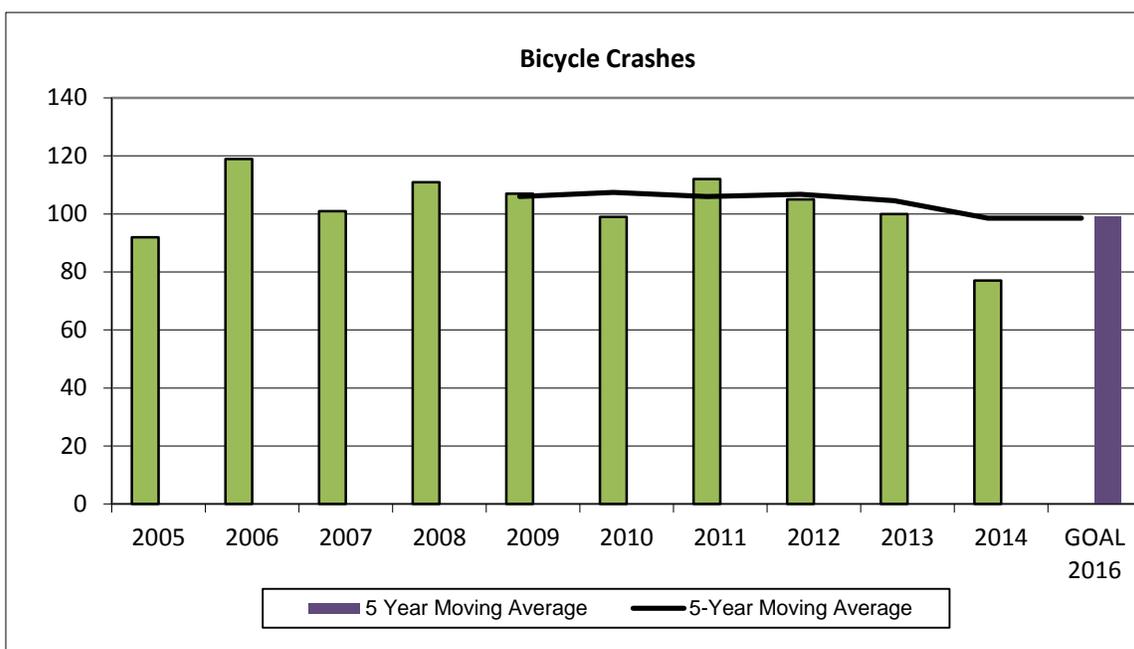
GOAL: To maintain or decrease by 1% the five year average of 94 in 2010-2014 to a five year average of 94/93 by December 31, 2016. See explanation below.

**The performance measure for bicyclist safety is to have an ongoing reduction in the number of total bicycle crashes as well as the number of bicyclists involved in major crashes. The five-year average (2010-2014) for total bicycle crashes is 94 per year.**

The safety of bicyclists in Vermont is part of the Agency of Transportation’s (VTrans) mission and there are a number of initiatives in place to address this topic. VTrans collects crash data on reported crashes statewide from local, county and state law enforcement. This crash data includes those where a pedestrian or bicyclist fatality resulted or where a pedestrian or bicyclist was involved in a crash with a motor vehicle. The number of bicyclists involved in major crashes is relatively low and constitutes 2-4% of all major crashes. The most recent period of five years of complete crash data is 2010 – 2014. In VT, the total number of major crashes varied during that recent five-year period but has been steadily declining. The 2014 drop to 77 crashes may have been weather related or due to other factors. Vermont’s first bicycle fatality since 2009 occurred in the spring of 2015. The hope is that the downward trend will continue or remain relatively level with no significant reversal.

<sup>11</sup> The source for bicycle crash data is the Vermont AOT Crash Database.

Year	Bicycle Crashes	5-Year Average
2005	92	
2006	119	
2007	101	
2008	111	
2009	107	106.0
2010	99	105.7
2011	112	106.0
2012	105	105.3
2013	100	105.7
2014	77	94.0
<b>GOAL 2016</b>		<b>99.0</b>



The VTrans Strategic Highway Safety Plan includes a number of action items that have performance indicators related to safer bicycling. These include the following:

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

VTrans is working with a consultant who is developing a statewide bicycle and pedestrian safety education initiative. The program includes development and delivery of curriculum to law enforcement and driver educators in Vermont, distribution of safety publications and design of an online safety resource center. GHSP continues to support Local Motion a Chittenden County based bicycle and pedestrian safety organization in wider distribution of the bicycle community education resources and strategies it has developed to other Vermont communities needing bicycle education assistance

**C-12) Bicycle Safety Performance Measures<sup>12</sup>**

GOAL: To maintain the five year bicyclist fatalities average of 0.2 in 2010-2014 as the five year average by December 31, 2016. See explanation below.

**The first performance measure for bicyclist safety is to return to zero bicycle fatalities after a sudden spike in early 2015.**

Year	Bicyclist Fatalities	5-Year Average
2005	0	
2006	0	
2007	0	
2008	0	
2009	0	0
2010	1	0.2
2011	0	0.2
2012	0	0.2
2013	0	0.2
Projected 2014	0	0.2
<b>GOAL 2016</b>		<b>0.2</b>

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

**The second performance measure for bicyclist safety is to have an ongoing reduction in the number of total bicycle crashes as well as the number of bicyclists involved in major crashes. The five-year average (2010-2014) for total bicycle crashes is 94 per year.**

The safety of bicyclists in Vermont is part of the Agency of Transportation’s (VTrans) mission and there are a number of initiatives in place to address this topic. VTrans collects crash data on reported crashes statewide from local, county and state law enforcement. This crash data includes those where a pedestrian or bicyclist fatality resulted or where a pedestrian or bicyclist was involved in a crash with a motor vehicle. The number of bicyclists involved in major crashes is relatively low and constitutes 2-4% of all major crashes. The most recent period of five years of complete crash data is 2010 – 2014. In VT, the total number of major crashes varied

<sup>12</sup> The source for data through 2013 is FARS. The source for bicycle crash data is the Vermont AOT Crash Database.

during that recent five-year period but has been steadily declining. The 2014 drop to 77 crashes may have been weather related or due to other factors. Vermont’s first bicycle fatality since 2009 occurred in the spring of 2015 and then two additional bicycle fatalities occurred in rapid succession. The hope is that the downward trend in crashes will continue or remain relatively level with no significant reversal, and that Vermont will return to zero bicycle fatalities.

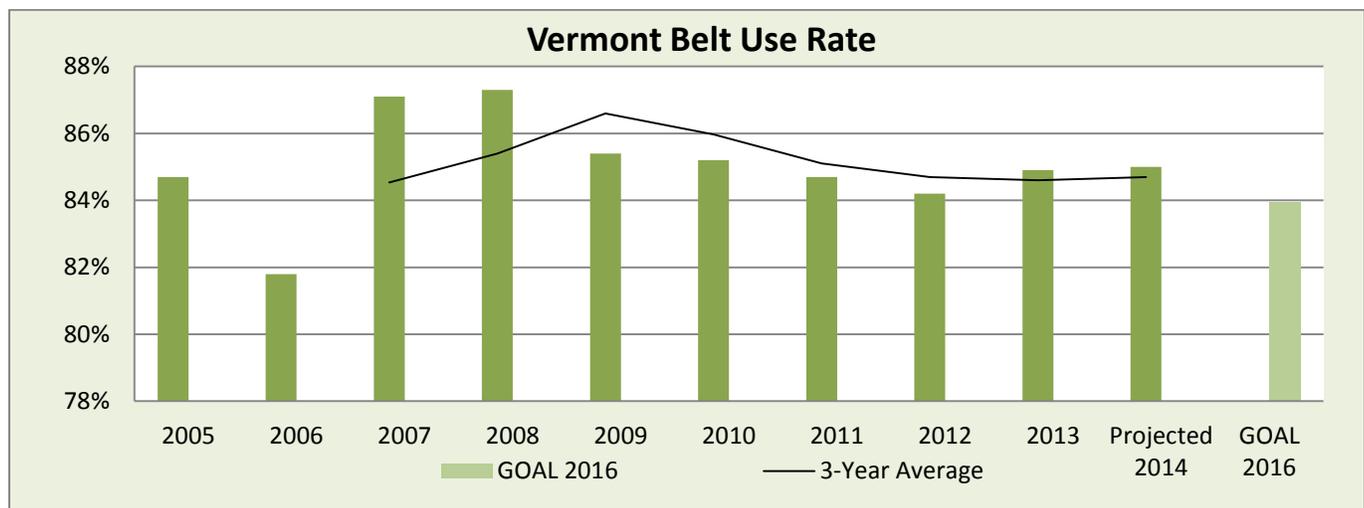
## Core Behavior Measure

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

**GOAL:** To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.3 percent from a five-year average rate of 84.7 % in 2010 - 2014 to a five-year average rate of 85 % by December 31, 2016.

Year	Belt Use Rate	5-Year Average
2005	84.7%	
2006	81.8%	
2007	87.1%	84.5%
2008	87.3%	85.4%
2009	85.4%	86.6%
2010	85.2%	86.0%
2011	84.7%	85.1%
2012	84.2%	84.7%
2013	84.9%	84.6%
2014	84.1%	84.7%
<b>Goal 2016</b>		<b>84.0%</b>

**Note:** Preliminary 2015 observed seat belt use survey results were not available as of the due date for the FFY16 HSP.

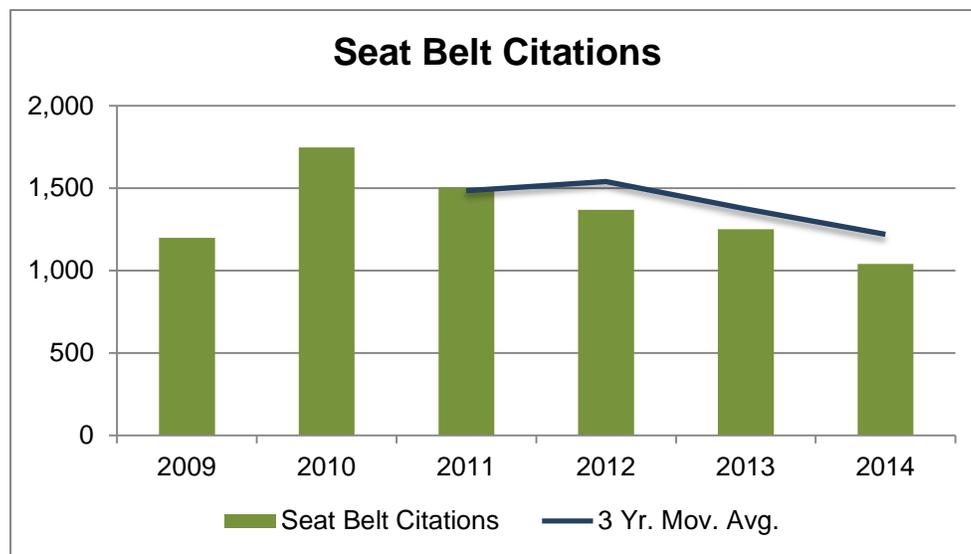


## Activity Performance Measures

The following data are derived from GHSP grant activity reports:

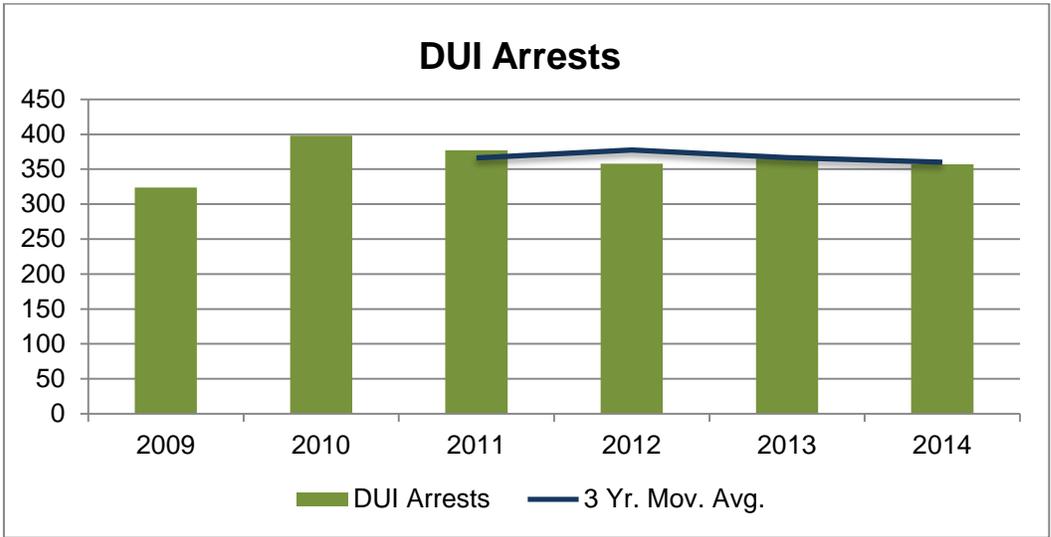
### A-1) Seat Belt Citations

Year	2009	2010	2011	2012	2013	2014
Seat Belt Citations	1,999	1,746	1,505	1,368	1,251	1,043
5-Year Average		1,316	1,483	1,540	1,375	1,466



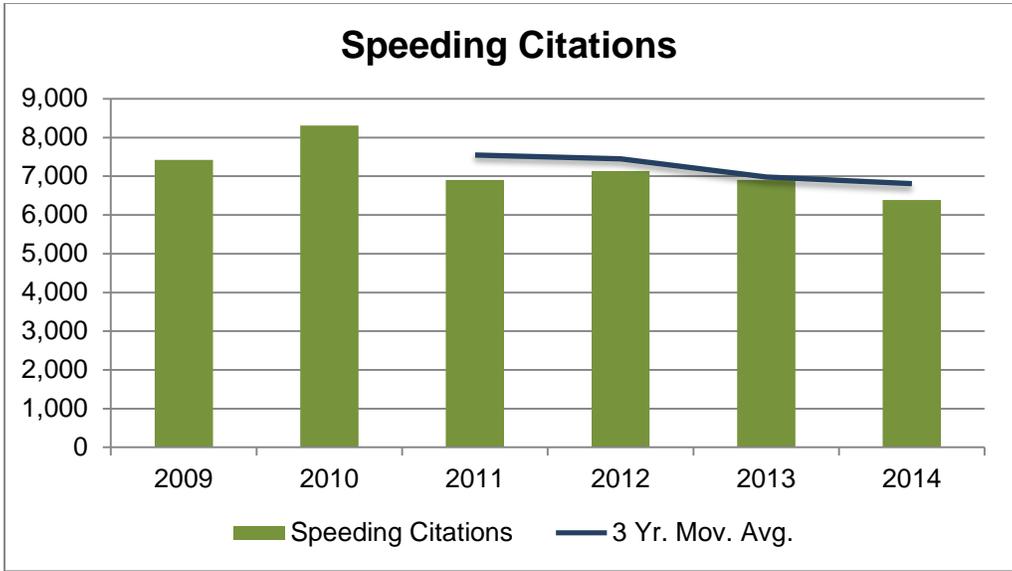
### A-2) Impaired Driving Arrests

Year	2008	2009	2010	2011	2012	2013	2014
DUI Arrests	438	324	398	377	358	357	348
3-Year Average			387	366	378	377	374



**A-3) Speeding Citations**

Year	2008	2009	2010	2011	2012	2013	2014
Speeding Citations	5,663	7,423	8,311	6,900	7,134	7,134	6,383
3-Year Average			7,132	7,545	7,448	7,375	7,456



# Performance Reports

## Results for December 31, 2014

The following is a brief status report on the results on how Vermont met the Core performance measures identified in the FFY 2014 Highway Safety Plan. Note: Data includes both FARS 2013 and the Vermont Crash Database 2014.

Goals for Core Measures Set for 12/31/2014	Results
<p><b>C-1) Number of traffic fatalities</b></p> <p>GOAL: To decrease by 4.0 percent from the three-year average of 67.7 in 2010-2012 to a three-year average of 65.0 by December 31, 2014.</p>	<p>Vermont exceeded its goal by 2.6%. The three-year average by December 31, 2014 was 63.6.</p>
<p><b>C-2) Number of serious injuries in traffic crashes</b></p> <p>GOAL: To decrease serious traffic injuries 8.9 percent from the three-year average of 350.3 in 2010 - 2012 to a three-year average of 319.3 by December 31, 2014.</p>	<p>The goal of 319.3 remains skewed because of the corrections made to past data. However, there is a clear downward trend in serious injuries. There is a -9.52% change between 2011 and 2013 three-year moving averages and the trend is likely to continue when 2014 data is finalized.</p>
<p><b>C-3) Fatalities per 100 VMMT (rural and urban)</b></p> <p>GOAL: To decrease fatalities/VNT from the 2009-2011 three-year average rate of 0.91 to 0.85 by December 31, 2013. <b>Note:</b> This 2013 goal is the goal that was included in the 2014 HSP.</p>	<p>Vermont's 2010-2012 three year average of 0.94% may not indicate the likelihood of reaching the above stated goal for 2013, although with the significant reduction in fatalities in 2014 it may change positively for the 2014 average.</p>
<p><b>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions</b></p> <p>GOAL: To decrease unrestrained passenger vehicle occupant fatalities 7.1 percent from the three-year average of 28.0 in 2010 - 2012 to a three-year average of 26.0 by December 31, 2014.</p>	<p>The 2013 three year moving average of 30 is an 11.1% increase over the 2011 three year moving average of 27. The trend may reverse when 2014 FARS numbers are finalized.</p>
<p><b>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above</b></p> <p>GOAL: To decrease alcohol-impaired driving fatalities 9.2% from the three-year average of 18.7 in 2010 - 2012, to a three-year average of 17.0 by December 31, 2014.</p>	<p>The data used in the 2014 HSP were incorrect. The three-year average in 2012 was 19. The three-year average in 2013 was also 19, a 0% change. A slight change may occur when the 2014 FARS numbers are finalized.</p>
<p><b>C-6) Number of speed-related fatalities</b></p> <p>GOAL: To decrease speed-related fatalities 5.9 percent from the three-year average of 25.3 in 2010 - 2012 to a three-year average of 23.8 by December 31, 2014.</p>	<p>The data used in the 2012 HSP was incorrect. The three-year moving average in 2012 was 26. The three-year moving average in 2013 was 24, a -7.69% change. The downward trend may continue when the 2014 FARS numbers are finalized.</p>
<p><b>C-7) Number of motorcyclist fatalities (FARS)</b></p> <p>GOAL: To decrease motorcyclist fatalities 7.2% from the three-year average of 8.3 in 2010 - 2012 to a three-year average of 7.7 by December 31, 2014.</p>	<p>The three-year average by December 31, 2013 was 9, an 8% change from the 2012 moving average of 8. The 2012-2014 average may hold steady or trend upward when the 2014 FARS numbers are finalized. GHSP cannot explain this persistent level in motorcycle fatalities.</p>

Goals for Core Measures Set for 12/31/2014	Results
<p><b>C-8) Number of unhelmeted motorcyclist fatalities</b></p> <p>GOAL: To decrease unhelmeted motorcyclist fatalities 17 percent from the three-year average of 1.3 in 2010 -2012 to a three-year average of 1.1 by December 31, 2014.</p>	<p>The 2011–2013 three year moving average is 2 and will likely hold steady once the 2014 FARS numbers are finalized. Unhelmeted fatalities continue at a similar rate.</p>
<p><b>C-9) Number of drivers age 20 or younger involved in fatal crashes</b></p> <p>GOAL: To decrease drivers age 20 or younger involved in fatal crashes 20.9 percent from the three-year average of 6.7 in 2010 through 2012 to a three-year average of 5.3 by December 31, 2014.</p>	<p>The three-year average by December 31, 2013 was 8. A strong downward trend which began in 2010, rose again in 2013 and is not likely to trend downward to the 5.3 goal set for 2014 once the FARS numbers are finalized.</p>
<p><b>C-10) Number of pedestrian fatalities</b></p> <p>GOAL: To decrease pedestrian fatalities 29.4 percent from the three-year average of 5.7 in 2010 - 2012 to a three-year average of 4.0 by December 31, 2014.</p>	<p>The three-year average by December 31, 2013 was 7. Although local pedestrian advocacy groups continue to conduct outreach and education, the 2014 three-year average is likely to still remain above the goal of 4 once the 2014 FARS numbers are finalized.</p>
<p><b>C-11) Bicycle Safety Performance Measures</b></p> <p>GOAL: To reduce the total number of bicycle crashes, per year, by 5% by December 31, 2015. [Note this is not a GHSP goal in the FFY14 HSP, however it is included in the HSP 2015.]</p>	<p>Not a goal in 2014 – new goal for 2015</p>
<p><b>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</b></p> <p>GOAL: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 1.5 % from a three-year average rate of 84.7% in 2010 - 2012 to a three-year average rate of 86.0% by December 31, 2014.</p>	<p>Vermont did not meet the goal by 0.02%. The three year average by December 31, 2014 was 84.7%. The belt rate for 2014 decreased slightly to 84.1%. Regionally there is noticeably lower usage along the entire northern tier of the State, which remains below 80% while all other counties all exhibit higher usage rates exceeding 85%. GHSP staff will continue to review data and create focused messaging and enforcement in these areas of decreased use rate.</p>

## Projected Results for December 31, 2015

The following is a brief status report on Vermont's performance compared to the goals set in GHSP's FFY 2015 HSP. The goals are set for the period ending December 31, 2015. This status report is a projection based on data supplied by the Vermont Agency of Transportation Crash Analyst. Fatalities data come from the FARS database for the period January 1 through March 31, 2013. The crash data came from the Crash database for the period January 1 through March 31, 2014. Please note that the data are incomplete, and subject to change, but remain the best data currently available.

Goals for Core Measures Set for 12/31/2015	Projected Results
<p><b>C-1) Number of traffic fatalities</b></p> <p>GOAL: To decrease traffic fatalities by 4.3 percent from the three-year average of 67.3 in 2011 - 2013 to a three-year average of 64.4 by December 31, 2015.</p>	<p>Vermont will exceed its goal. The projected three-year average by December 31, 2015 is 58.0, a decrease of 13.82 percent.</p>
<p><b>C-2) Number of serious injuries in traffic crashes</b></p> <p>GOAL: To decrease serious traffic injuries 7.9 percent from the three-year average of 338.7 in 2011 - 2013 to a three-year average of 311.9 by December 31, 2015.</p>	<p>Vermont will exceed its goal. The projected three-year average by December 31, 2015 is 305.7, a decrease of 9.74 percent.</p>
<p><b>C-3) Fatalities per 100 VMMT (rural and urban)</b></p> <p>GOAL: To maintain the three-year average for fatalities per 100 million vehicle miles travelled from 2010 – 2012 at 0.94 by December 31, 2015.</p>	<p>The data were not available at the time of writing this report.</p>
<p><b>C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions</b></p> <p>GOAL: To decrease unrestrained passenger vehicle occupant fatalities 0.5 percent from the three-year average of 27.7 in 2011 - 2013 to a three-year average of 27.5 by December 31, 2015.</p>	<p>Vermont will exceed its goal. The projected three-year average by December 31, 2015 is 24.7, a decrease of 10.83 percent.</p>
<p><b>C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above</b></p> <p>GOAL: To maintain alcohol-impaired driving fatalities at the three-year average of 20.7 in 2011 - 2013 by December 31, 2015.</p>	<p>Vermont will exceed its goal. The projected three-year average by December 31, 2015 is 13.3, a decrease of 33.73 percent.</p>
<p><b>C-6) Number of speed-related fatalities</b></p> <p>GOAL: To decrease speed-related fatalities 4.9 percent from the three-year average of 23.7 in 2008 - 2013 to a three-year average of 22.5 by December 31, 2015.</p>	<p>Vermont will exceed its goal. The projected three-year average by December 31, 2015 is 17.0, a decrease of 28.27 percent.</p>
<p><b>C-7) Number of motorcyclist fatalities (FARS)</b></p> <p>GOAL: To decrease motorcyclist fatalities 19.2 percent from the three-year average of 8.7 in 2011 - 2013 to a three-year average of 7.0 by December 31, 2015.</p>	<p>Vermont will not meet its goal. The projected three-year average by December 31, 2015 is 7.3, a reduction of only 16.09 percent.</p>

Goals for Core Measures Set for 12/31/2015	Projected Results
<p><b>C-8) Number of unhelmeted motorcyclist fatalities</b></p> <p>GOAL: To decrease unhelmeted motorcyclist fatalities 6 percent from the three-year average of 1.7 in 2011 - 2013 to a three-year average of 1.6 by December 31, 2015.</p>	<p>Vermont will exceed its goal. The projected three-year average by December 31, 2015 is 3, a reduction of 30 percent.</p>
<p><b>C-9) Number of drivers age 20 or younger involved in fatal crashes</b></p> <p>GOAL: To decrease drivers age 20 or younger involved in fatal crashes 19.0 percent from the three-year average of 7.0 in 2011 through 2013 to a three-year average of 5.7 by December 31, 2015.</p>	<p>Vermont will not meet its goal. The projected three-year average by December 31, 2015 is 8.3, an increase of 18.57%</p>
<p><b>C-10) Number of pedestrian fatalities</b></p> <p>GOAL: To decrease pedestrian fatalities 16.3 percent from the three-year average of 6.3 in 2011 - 2013 to a three-year average of 5.3 by December 31, 2015.</p>	<p>Vermont will not meet its goal. The projected three-year average by December 31, 2015 is 5.7, a decrease of only 9.52 percent.</p>
<p><b>Bicycle Safety Performance Measures</b></p> <p>GOAL: To reduce the total number of bicycle crashes, per year, by 5% by December 31, 2015.</p>	<p>It is unclear at the time of the writing of the HSP whether this goal will be achieved in 2015.</p>
<p><b>B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)</b></p> <p>GOAL: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.5 percent from a three-year average rate of 84.6 in 2011 - 2013 to a three-year average rate of 85 by December 31, 2015.</p>	<p>The belt rate in 2014 dropped to 84.1 percent data received after the due date of the HSP 2015. Unless the 2015 rate rises, it is unlikely this goal will be achieved.</p>

## **Application of Evidence-Based Enforcement**

From the initial steps taken by the Vermont Governor's Highway Safety Program (GHSP) to engage in the distribution of federal funds to potential law enforcement sub-grantees, informational research and data analysis are closely intertwined. GHSP Program Coordinators are tasked with providing continual oversight, direction, monitoring and assessment of each sub-grantee selected to participate in grants funded enforcement projects. The priorities listed in Vermont's Federal Fiscal Year 2016 Highway Safety Plan (HSP) closely mirror those priorities described in the state's Strategic Highway Safety Plan (SHSP).

The utilization of geo-mapping and the identification of hot spot areas and specific locations provide a solid basis for the delivery of state-wide Evidence-Based Enforcement (E-BE). The following is a time-line description of the Vermont E-BE process.

### **Data Analysis:**

- Vermont is fortunate to have direct access timely crash data and other traffic enforcement related information. The flexibility of the GHSP E-BE enables direct application to all of the state's priority enforcement projects based on the evaluation of these data sets. For example, seat belt use rate survey; occupant protection citations issued and improperly restrained (operators/occupants) crashes are all incorporated into the strategies directing Occupant Protection enforcement grants. Likewise, Impaired Driving crashes, arrests and other useful information are the basis for DUI and Drugged Driving enforcement efforts. The E-BE approach is the same for Speeding, Distracted Driving and all other GHSP priorities which may emerge.
- Programmatic research process initially starts with the GHSP staff conducting analysis of timely, state wide crash data. The process is further enhanced by integrating county and local data supported by ancillary information relating to enforcement activities and other relevant traffic information. Local data is an absolute cornerstone for addressing local traffic issues in a defined geographical area. All traffic safety issues are local problems which require the application of local data.
- This process continues during the grant application process when each potential grantee is required to identify specific crash locations and associated times of the day and day(s) of the week. The applicants are required to incorporate this data and information into their grant application to support problem identification.
- Funding for sub-grantees must be commensurate to their jurisdiction's proportion of the overall state's problem. For example, what percentage of the overall number of impaired driving occurs within the agency's area of responsibility?

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

### **Deployment of Resources:**

- Potential sub-grantees are required to describe countermeasures and strategies to address the problem identification developed in their proposal. The selected strategies must be accepted countermeasures that work and be designed using appropriate local data. E-BE is applicable to all GHSP priority programs.
- The applicant agency must have sufficient available resources to successfully accomplish the agency's stated objectives. These enforcement resources must be deployed based on data analysis in focused data-driven strategies to insure increased efficiency and effectiveness.
- Vermont's approach to E-BE provides enforcement coverage in all of the state's fourteen counties. GHSP's partnership with the Vermont State Police; all fourteen Sheriffs' Departments and (80%) (Or 48 of 52 municipal agencies and constables) provides a multi-tiered, interlocking system of sustained enforcement in those areas identified using all available data sets.
- Clear and concise goals and expected outcomes must be developed and clearly described within the agency's grant application.

#### **Continuous Follow-up and Adjustment of the Enforcement Plan:**

- All participating agencies are required to submit monthly activity reports and cumulative progress reports on a quarterly schedule. GHSP Program Coordinators evaluate all agency reports and assess productivity and crash data as well as progress towards defined goals and outcomes. Project Coordinators work closely with the GHSP Chief and Law Enforcement Liaisons (LELs) to evaluate progress and determine if any strategic adjustments, modifications or other changes are appropriate. This continual and systematic process of project monitoring, evaluation and analysis of outcome measures provide feedback which enables project adjustments where and when appropriate.

#### **Summary:**

Vermont's execution of Evidence Based Enforcement is based on three significant components: (a) the collection, **analysis** and promulgation of specific data related to individual GHSP priorities. These data identify who's crashing; where they are crashing; when they are crashing and how they are crashing. It also includes ancillary data such as enforcement activities and related information. (b) **Deployment of resources** and the allocation of funding to enforcement sub grantees is based on problem identification and the implementation of effective and efficient strategies and countermeasures using specific data to support the GHSP priority programs. (c) A data-driven approach to funding law enforcement activities requires **continual monitoring, evaluation and adjustments/modifications** to strategies and countermeasures if appropriate. These three steps are integral to GHSP's E-BE principles and will remain in place in all future granting considerations.

To support Vermont's evidenced based enforcement strategies, specific data driven media messaging and public outreach have been created to increase impact and improve effectiveness of GHSP communication plan. Vermont statewide and local data identifies the appropriate target audience demographics which will benefit the most from well designed and delivered messaging. For example, local data indicates which geographical areas of the state consistently demonstrate the lowest belt use rate. The Vermont GHSP works with the contacted media consultant in creating specific visual and audio messaging, which these local Vermonters can associate with. The Occupant protection videos are produced on location using recognizable landmarks as points of reference for local viewers. Similarly, impaired driving messaging depicts locations, settings, and backgrounds which will resonate with the data identified targeted audience who are most prone to drive while impaired. In addition, media outreach and seasonal messaging is utilized to describe what types of enforcement

activities a particular section of the state will see during special enforcement periods. These types of data based outreach and messaging not only support enforcement but provide an additional layer of deference for those who fail to comply.

Overall, the E-BE process described above incorporates the spirit of the Data Driven Approaches to Crime and Traffic Safety (DDACTS) and closely follows the strategies listed in DDACTS seven guiding principles.

# Performance Plan Project Descriptions

## Occupant Protection

### Data Analysis

In 2002, the seat belt use rate in Vermont was just below 68% statewide. At that time, Vermont implemented the state's first *Click It or Ticket* (CIOT). NHTSA provided the state with special funding to support expanded media outreach spreading the CIOT tagline throughout Vermont for the first time. The message penetration rate was in excess of 70% and the message reached more than 400,000 people in the state. Law Enforcement agencies (LEAs) throughout the state engaged in data developed enforcement focused on those areas identified as low use sections of the state. Ten specific locations were selected to conduct high visibility enforcement events, linked to and supported by energetic media coverage. The results were dramatic. A subsequent seat belt survey, conducted shortly after the effective conclusion of the CIOT campaign, indicated an 84.9%, statewide use rate, a stunning increase, exceeding 15%. Roughly translated, this means approximately 90,000 more motorists were wearing seat belts than the previous year. Unfortunately, since 2002, the subsequent periodic increases have been slight and not sustained. With this in mind, GHSP continues to redesign the state's occupant protection (OP) program. The GHSP will continue to develop creative, strategic, data based approaches to improve compliance.

### *Vermont's seat belt use rate (2004-2014)*

Year	Belt Use Rate	3-Year Average
2004	79.4%	
2005	84.7%	
2006	81.8%	82.0%
2007	87.1%	84.5%
2008	87.3%	85.4%
2009	85.4%	86.6%
2010	85.2%	86.0%
2011	84.7%	85.1%
2012	84.2%	84.7%
2013	84.9%	84.6%
2014	84.1%	84.4%

Vermont's population is distributed unevenly across fourteen counties and the state is most accurately described as rural. The highest single population center is located in the Chittenden County region. The seat belt use rate has traditionally varied by as much as 15% from the highest use, observed in Chittenden County, to the county of lowest observational use, which is Franklin County. The following chart demonstrates use rates by regions. Please note although there are fourteen counties in Vermont, some of these less populated counties have been combined for reporting consistency and accuracy.

**Vermont 2014 Safety Belt Use Survey**

Region	Use Rate	Population (2010 census)
Chittenden County	87.2%	156,545
Bennington/Addison Counties	89.1%	73,946
Franklin/Grand Isle Counties	74.5%	54,716
Orleans, Caledonia, Essex Counties	78.1%	64,764
Rutland County	88.7%	61,642
Washington/Lamoille Counties	85.9%	84,009
Windham/Orange/Windsor Counties	86.6%	130,110
Weighted Statewide Use Rate	84.1%	625,732

**Vermont Map**



***Vermont State Police Barracks Participating in Sustained Occupant Enforcement, FFY 2016***

The Vermont State Police is organized into 12 Barracks and one Outpost, covering all 14 Vermont Counties

<b>Barracks</b>	<b>County/Counties Covered</b>
Bradford	Orange
Brattleboro	Windham
Derby	Orleans and Essex
Lamoille Outpost	Lamoille
Middlesex	Washington
New Haven	Addison
Rockingham	Windham
Royalton	Windsor
Rutland	Rutland
Shaftsbury	Bennington
St. Albans	Franklin and Grand Isle
St. Johnsbury	Caledonia and Essex
Williston	Chittenden

***Local Police Agencies/Constables Participating in Sustained, Occupant Protection Enforcement for FFY 2016***

<b>County</b>	<b>Law Enforcement Agency</b>	<b>Town/City Population</b>
Addison	Bristol Police Dept.	3,894
	Middlebury Police Dept.	8,496
	Vergennes Police Dept.	2,588
Bennington	Bennington Police Dept.	15,764
	Manchester Police Dept.	4,391
	Winhall Police & Rescue	769
Caledonia	Hardwick Police Dept.	3,010
	St. Johnsbury Police Dept.	7,603
Chittenden	Burlington Police Dept.	42,417
	Colchester Police Dept.	17,067
	Essex Police Dept.	19,587
	Hinesburg Police Dept.	4,396
	Milton Police Dept.	10,352
	Richmond Police Dept.	4,081
	Shelburne Police Dept.	7,144
	South Burlington Police Dept.	17,904
	Williston Police Dept.	8,698
Winooski Police Dept.	7,267	
Franklin	St. Albans Police Dept.	12,917
Lamoille	Morristown Police Dept.	5,227
	Stowe Police Dept.	4,314
Orange	Randolph Police Dept.	4,853

County	Law Enforcement Agency	Town/City Population
Orleans	Newport Police Dept.	6,183
Rutland	Brandon Police Dept.	3,966
	Castleton Police Dept.	4,717
	Fair Haven Police Dept.	2,734
	Killington Police Dept.	811
	Pittsford Police Dept.	2,991
	Poultney Constable	3,432
	Rutland City Police Dept.	16,495
	Rutland Town Police Dept.	22,311
Washington	Barre City Police	9,052
	Barre Town Police Dept.	7,924
	Berlin Police Dept.	2,887
	Montpelier Police Dept.	7,855
	Northfield Police Dept.	6,207
Windham	Brattleboro Police Dept.	12,046
	Wilmington Police Dept.	1,876
Windsor	Hartford Police Dept.	9,952
	Ludlow Police Dept.	1,963
	Norwich Police Dept.	3,414
	Rochester Constable	1,139
	Royalton Police Dept.	2,773
	Springfield Police Dept.	9,373
	Weathersfield Police Dept.	2,825
	Windsor Police Dept.	3,553
	Woodstock Police Dept.	3,048

***Vermont's High Risk Population Countermeasure Program***

**2014 Seat belt Use Rate by County (In some cases grouped for accuracy)**

Region	Use Rate	Population (2010 census)
Chittenden County	87.2%	156,545
Bennington/Addison Counties	89.1%	73,946
Franklin/Grand Isle Counties*	74.5%	54,716
Northeast Kingdom*	78.1%	64,764
Rutland County	88.7%	61,642
Washington/Lamoille Counties	85.9%	84,009
Windham/Orange/Windsor Counties	86.6%	130,110
Weighted Statewide Use Rate	84.1%	625,732

\* **Highlighted Counties:** Northeast Kingdom: (Essex, Caledonia, and Lamoille counties) and Franklin County will be areas of focus. Existing CIOT teams will be deployed to address low use rates. GHSP will work with all existing

Vermont Highway Safety Alliance (VHSA) partners to target education and enforcement efforts directly into these focus areas. VHSA partners will engage in local operations centered presentations by local highway departments and other representative members' local communities.

**Targeted Low Use Demographics (2014 Seat Belt Survey)**

Detailed Usage Rates						
Safety Belt Usage Rate for:	Males	Females	Cars	Vans	SUVs	Pickup Trucks
Chittenden County	80.6%	94.8%	90.6%	86.9%	91.6%	68.2%
Bennington/Addison	84.0%	96.2%	91.0%	91.0%	92.1%	81.5%
Franklin/Grand Isle	63.2%	88.0%	79.3%	75.0%	73.0%	63.9%
Northeast Kingdom	70.7%	86.9%	84.5%	87.1%	72.0%	61.4%
Rutland County	82.8%	96.8%	93.0%	93.1%	88.3%	76.6%
Washington / Lamoille	79.0%	93.9%	90.7%	93.0%	90.4%	64.7%
Windham/Orange/Windsor	81.4%	92.5%	85.1%	93.3%	89.1%	81.0%
Statewide	79.7%	93.7%	89.0%	90.0%	89.2%	71.7%

\***Highlighted demographics:** In addition to strategic geographical deployment, GHSP will emphasize focused attention toward males, 18 to 34 years of age, and operating pickup trucks in all indicated areas.

**GOAL 1:** To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.3 percent from a five-year average rate of 84.7 % in 2010 - 2014 to a five-year average rate of 85 % by December 31, 2016.

**GOAL 2:** To decrease unrestrained passenger vehicle occupant fatalities 4.58 percent from the five-year average of 26.2 in 2010 - 2014 to a five-year average of 25.0 by December 31, 2016.

**1. Project Title: Click It or Ticket National Mobilization**

**Problem Statement:** During calendar year 2014, there were 16 improperly restrained fatalities in Vermont. Currently 15.5% of Vermonters are not properly restrained on a regular basis.

**Countermeasures:** *Countermeasures That Work*, 7th Edition, Chapter 2, section 2.1

**Strategies:** Using statewide and local data conduct occupant protection enforcement efforts in predetermined areas throughout the state.

**Goals:** To increase the statewide use of proper occupant restraints.

**Assigned Staff:** GHSP LELs.

**Project Description:** Vermont Law Enforcement Agencies have participated in the annual Click It or Ticket (CIOT) campaigns since 2002. During the past 13 years, all available resources have been deployed and supported by use of data to determine areas of low seat belt usage. The Vermont Click It or Ticket Task Force is divided into groups of officers from agencies throughout the state. Four teams are comprised of 6-8 officers per team. The teams are deployed to separate geographic areas that data reveal as having a low compliance rate. Vermont's statewide law enforcement authority allows officers from municipal, state, and county to conduct saturation

patrols in a focused, collaborative and highly visible manner. Guided by data and motivation, these teams are a highly productive resource.

For the past two years the number of agencies participating in the High Visibility Enforcement (HVE) campaigns has increased from approximately 69 percent of all agencies to 83 percent participation. During this same time period Vermont’s rate of fatal and serious injury crashes has been reduced as well bringing the number of fatal deaths to numbers not realized since the 1940’s. The incidence of fatal deaths caused by failure of operators and/or passengers to use restraint systems has similarly been reduced.

In addition to the CIOT Task Force, the Law Enforcement Liaisons recruit individual law enforcement agencies for participation in the agency’s own jurisdiction. The Vermont State Police, 58 municipal agencies, all 14 Sheriff’s departments, the Vermont Department of Motor Vehicles Commercial Vehicle Enforcement and Safety Unit, the Vermont Department of Liquor Control and local constables all participate for the duration of the CIOT campaign.

In response to Vermont’s Occupant Protection Assessment in 2013 a new Occupant Protection Task Force named OP802 was created within Vermont’s Highway Safety Alliance. OP802 is made of experts from the areas of Media Outreach, Data analysis, Infrastructure, Law Enforcement, and Education. OP802’s function is purely support and has been used on several occasions to provide quick and efficient assists.

On May 18, 2015 Vermont participated in the NHTSA Border to Border initiative along the New York boundary from the Massachusetts line to Canada. This operation will include both day and nighttime seatbelt enforcement events with both New York and Vermont law enforcement agencies.

**Budget:**

Project #	Click It or Ticket National Mobilization	Amount	Source
NH16402 – 170	Using proven data driven counter measures and our staff review of past projects this budget has been allocated to the <b>Click It Or Ticket National Mobilization</b> for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, <b>a list of participating agencies will be provided to NHTSA prior to the commencement of the CIOT national campaign.</b> Refer to Agency List on Pg.63 for potential participating agencies	357,500	\$402

**2. Project Title: Ongoing and Periodic Seat Belt and Child Restraint Enforcement**

**Problem Statement:** During calendar 2014 there were 16 improperly restrained fatalities in Vermont. Currently 15.5% of Vermonters are not properly restrained on a regular basis. Vermont continues to experience improperly restrained children.

**Countermeasures:** *Countermeasures That Work*, 7th Edition, Chapter 2, sections 2.3; 4.1 and 5.1

**Strategies:** Using statewide and local data conduct high visibility occupant protection enforcement efforts in predetermined areas throughout the state.

**Goals:** To increase the statewide use of proper occupant restraints.

**Assigned Staff:** GHSP LELs.

**Project Description:** Although the national Click-It-or-Ticket (CIOT) enforcement campaigns are the cornerstone events of Vermont’s Occupant Protection (OP) program, funding is provided to partnering agencies to engage in OP enforcement and education throughout each year. The OP projects are specifically based on data, supported by crash mapping explicitly identifying those areas which are prone to crashes involving unbelted/unrestrained occupants. GHSP has identified geographical areas which historically manifest low belt use. These areas tend to be rural/agricultural areas connected by rural roadways. County Sheriffs, Vermont State Police, Vermont Department of Motor Vehicles Commercial Vehicle Enforcement and Safety Unit, local law enforcement agencies and town constables conduct OP enforcement in these areas. Ongoing and periodic enforcement is conducted, day and night, especially May through September when data shows more than 50% of unbelted fatalities occur.

In May 2014 OP802 (occupant protection task force) supported a focused enforcement project in Orleans, Essex and Caledonia Counties. These three counties (historically referred to as the Northeast Kingdom) have one of the lowest seat belt use rates in Vermont (less than 78%). During the 2015 Thanksgiving Click It or Ticket mobilization the above model is expected to be replicated in Windsor, Orange and Windham Counties. Armed with a fresh seatbelt survey and crash data, the Click It or Ticket Task Force will be activated for the campaign and then again for the 2016 May Mobilization.

The Click it or Ticket Task Force is an operational enforcement Task Force that is mobilized during the May Mobilization for additional enforcement details. This Task Force consists of nine teams of 4-5 officers each that target low restraint use areas of our state as determined by our seatbelt surveys and crash data. These teams are funded by providing additional grant funds to the agency or town that provides a Task Force Team member. Existing Occupant Protection grants are amended to reflect compensation for the team member.

When designing the Click It or Ticket Task Force Plan for the 2015 May Mobilization the Northern Task Force Team Captain selected an officer from the Newport City Police Department to be the Team Lieutenant. If successful, a further change in the 2016 Plan will be the addition of another Team to be deployed into the southern parts of the Northeast Kingdom with a combined effort to improve the enforcement plan to include parts of the Connecticut River Valley, another area prone to poor compliance with the occupant protection statutes.

**Budget:**

Project #	Subgrantee	Budget	Source
<b>NH16402-</b>			
158	Addison CDS	6,600	\$402
101	Barre Town Police Dept.	7,200	\$402
171	Bennington CDS	25,000	\$402
102	Bennington Police Dept.	30,000	\$402
103	Berlin Police Dept.	11,000	\$402
104	Brandon Police Dept.	3,100	\$402
105	Brattleboro Police Dept.	21,000	\$402
107	Burlington Police Dept. SHARP	10,000	\$402
108	Caledonia County Sheriff's Dept.	11,000	\$402

Project #	Subgrantee	Budget	Source
<b>NH16402-</b>			
109	Castleton Police Dept.	10,000	\$402
110	Chittenden County Sheriff's Dept. SHARP	12,000	\$402
111	Colchester Police Dept. SHARP	10,000	\$402
113	Essex County Sheriff's Dept. SHARP	4,200	\$402
114	Essex Police Dept. SHARP	6,000	\$402
115	Essex Police Dept.	3,000	\$402
116	Fair Haven Police Dept.	10,000	\$402
117	Franklin County Sheriff's Dept.	20,000	\$402
118	Grand Isle County Sheriff's Dept.	20,000	\$402
119	Hardwick Police Dept.	7,000	\$402
120	Hartford Police Dept.	5,000	\$402
121	Hinesburg Police Dept. Tri-Town	12,000	\$402
122	Killington Police Dept.	2,000	\$402
123	Lamoille County Sheriff's Dept.	13,000	\$402
172	Ludlow Police Dept.	12,000	\$402
124	Manchester Police Dept.	5,000	\$402
125	Milton Police Dept. SHARP	8,000	\$402
126	Montpelier Police Dept.	5,000	\$402
127	Morristown Police Dept.	6,000	\$402
128	Newport Police Dept.	8,000	\$402
129	Northfield Police Dept.	5,000	\$402
173	Norwich Police Dept.	3,500	\$402
130	Orange County Sheriff's Dept.	20,000	\$402
131	Orleans County Sheriff's Dept.	20,000	\$402
132	Poultney Constable	4,000	\$402
174	Randolph Police Dept.	2,000	\$402
133	Richmond Police Dept.	10,000	\$402
135	Royalton Police Dept.	3,000	\$402
136	Rutland City Police Dept.	60,000	\$402
137	Rutland County Sheriff's Dept.	35,000	\$402
138	Shelburne Police Dept. Tri-Town	30,000	\$402
140	Springfield Police Dept.	5,000	\$402
141	St. Albans Police Dept.	9,000	\$402
142	St. Johnsbury Police Dept.	8,000	\$402
175	Swanton Village Police Dept.	2,000	\$402
145	Vergennes Police Dept.	15,000	\$402
149	Vermont State Police, Traffic Safety	200,000	\$402
150	Washington County Sheriff's Dept.	30,000	\$402
153	Wilmington Police Dept.	10,000	\$402
154	Windham County Sheriff's Dept.	15,000	\$402
155	Windsor County Sheriff's Dept.	15,000	\$402
156	Winhall Police & Rescue	6,000	\$402
158	Shelburne SHARP	150,000	\$402
<b>Total</b>		<b>960,000</b>	

### 3. Project Title: Nighttime Belts Task Force

**Problem Statement:** Improperly restrained fatalities during nighttime hours.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapter 2, section 2.2.

**Strategies:** Conduct high visibility nighttime seatbelt enforcement supported by public outreach and education.

**Goals:** Reduce the number of improperly restrained nighttime fatalities by 5% by the conclusion of FFY 2016.

**Assigned Staff:** GHSP LELs.

**Project Description:** In Vermont, 44.7% of unbelted fatalities occur between 1800 and 0159 hours. See details below based on data from 2010 – 2012:

Times of Day	Percentage
0200 - 0559	7.9%
0600 - 0959	18.4%
1000 - 1359	13.2%
1400 - 1759	15.8%
1800 - 2159	18.4%
2200 - 0159	26.3%

Law enforcement agencies will conduct nighttime belt enforcement details. In particular, combined DUI, saturation patrols, or enforcement zone operations can be conducted at night, when belt use is lower, DUI higher, and crash risk greater than during the day. A review of Vermont’s crash data also indicates a higher percentage of unbelted fatalities are occurring during nighttime hours when standard seat belt enforcement is lacking. Due to the rural nature of Vermont, enforcement will be based on: The evaluation of overall historical occupant protection performance; availability of resources; and geographical and environment factors, including physical roadways, nighttime lighting and the existing volumes of nighttime traffic.

The GHSP LELs are collaborating with State Police and local agencies to design operational strategies to create a safe, effective, and efficient model to conduct this type of occupant protection enforcement in all low use areas. The design will utilize existing street lighting in the state’s urban areas and supplemental portable lighting to illuminate other target areas, such as interstate off-ramps and communities where traffic is known to travel through that location to get to places for entertainment and employment.

The Border-to-Border Click-It-or-Ticket campaign is an example of an initiative in which Vermont and New York will be conducting enforcement operations in the nighttime hours along points of entry into neighboring states. Enforcement efforts will be conducted periodically and increased during the highest fatality months of May, June, July, and September of 2014. Locations will be selected based on data and the ability to safely enforce the state’s seat belt laws.

**Budget:**

Project #	Nighttime Belts Task Force	Budget	Source
NH16402-049	Using proven data driven countermeasures and our staff review of past projects, this budget has been allocated to the <b>Nighttime Belts Task Force</b> for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, <b>a list of participating agencies will be provided to NHTSA prior to the commencement of the nighttime seatbelt enforcement efforts.</b> Refer to Agency List on Pg.63 for potential participating agencies	175,000	\$402

**4. Project Title: Child Passenger Safety Statewide Program**

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

**Countermeasures:** Countermeasures that Work, 7th Edition, Chapter 2.6.2, Chapter 2.7.1-3.

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

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

**Assigned Staff:** Anne Liske

**Project Description:** The overarching goal of Vermont’s Child Passenger Safety Program operated by the Vermont Department of Health (VDH) Emergency Medical Services office is to decrease the number of deaths and injuries due to motor vehicle crashes by promoting the proper and regular use of child safety seats and safety belts. The program will maintain the following objectives for FFY 2016: increasing Vermont communities knowledge of the proper use of child restraints through the efforts of the state’s fitting stations, inspection events, BeSeatSmart website, a telephone helpline, and distribution of educational materials; reducing the barrier of cost of car seats to parents, grandparents, and other child-guardians by providing seats at no or reduced cost to low-income families; and offering basic certification education and re-cert training for car seat technicians to carry out these services statewide. The activities to carry out these objectives include:

- Organize and manage regional system of District Health Offices for voucher distribution for income-eligible families to access seats, including a log of each site’s annual distribution data
- Support regional organization of local inspection events statewide and promotion of inspection events calendar
- Support roster of fitting stations and hospital newborn safety check programs
- Collect inspection and installation data from fitting stations and inspection events
- Maintain a roster of 100+ certified technicians and instructors statewide

- Conduct and evaluate: 1) one or two national standardized Basic Certification courses as needed; 2) three regionally sited Tech Update with CEUs; 3) recertification training as needed and other trainings as funding allows
- Collaborate with CPS programs in NHTSA Region One to complete planning and hosting of the Vermont based Region 1 CPS conference in 2016

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

In addition to ongoing standard costs including staff, instructors and tech proxies, contracted services, seats, educational materials, tech certification fees and supplies, the 2016 budget includes: support for one national speaker for the 2016 Region 1 CPS conference to be held in Vermont and purchase of a second CPS program vehicle. There is a need for the second vehicle to transport the inspection station set-up (including seats) and education and outreach materials for weekend inspection events in both northern and southern areas of the state scheduled for weekends. Operating with the current single vehicle limits the program’s ability to efficiently schedule dual sites for the same dates or significant annual regional events drawing large attendance which occur on the same dates. Wherever the vehicle travels, it creates visibility of the program messaging and contact information. **Note:** Only 5% of the grant funds issued will be allowed for purchase of seats.

**Budget:**

Project #	CPS Statewide Program - Subgrantee	Amount	Source
NH16405B-000	Vermont Department of Health	324,000	§405(b)

## Impaired Driving

### Data Analysis:

Each year the GHSP uses the following crash data to prioritize allocation of resources. The review team looks at statewide trends. In addition during the application process, law enforcement agency performance and DUI activity data is reviewed and documented on detailed maps specific to each jurisdiction.

Vermont Highway Crashes: <b>All Crash Types</b>						
Driver Counts where BAC => 0.01						
COUNTY:	2009	2010	2011	2012	2013	2014
Addison	24	33	28	23	35	15
Bennington	35	24	31	37	38	34
Caledonia	39	22	26	32	17	16
Chittenden	21	58	70	96	101	80
Essex	2	3	6	3	4	3
Franklin	35	33	33	20	37	25
Grand Isle	3	3	4	9	7	4
Lamoille	29	25	28	20	19	23
Orange	16	21	26	18	23	21
Orleans	22	17	21	22	18	14
Rutland	51	45	43	46	40	35
Washington	25	15	29	31	34	23
Windham	54	49	52	61	46	47
Windsor	57	54	62	53	43	42
<b>TOTAL:</b>	<b>413</b>	<b>402</b>	<b>459</b>	<b>471</b>	<b>462</b>	<b>382</b>

Sex:	2009	2010	2011	2012	2013	2014
Male	313	288	335	324	331	268
Female	100	114	124	146	128	112
Unknown or Not Reported	0	0	0	1	3	2
<b>TOTAL:</b>	<b>413</b>	<b>402</b>	<b>459</b>	<b>471</b>	<b>462</b>	<b>382</b>

<b>Month:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>January</b>	25	33	35	44	34	31
<b>February</b>	18	31	34	27	39	29
<b>March</b>	22	35	27	42	44	31
<b>April</b>	23	30	19	34	28	26
<b>May</b>	48	39	37	45	38	30
<b>June</b>	41	32	38	44	43	35
<b>July</b>	38	34	54	50	37	36
<b>August</b>	37	32	37	57	46	32
<b>September</b>	39	41	46	36	42	37
<b>October</b>	41	34	47	27	27	31
<b>November</b>	42	33	38	31	35	39
<b>December</b>	39	28	47	34	49	25
<b>TOTAL:</b>	<b>413</b>	<b>402</b>	<b>459</b>	<b>471</b>	<b>462</b>	<b>382</b>

<b>Residents:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Vermont</b>	360	341	406	406	411	340
<b>Other</b>	53	61	53	65	51	42
<b>TOTAL:</b>	<b>413</b>	<b>402</b>	<b>459</b>	<b>471</b>	<b>462</b>	<b>382</b>

Data Source: VTrans VCSG

<b>Vermont Highway Crashes: All Fatal Crashes Only</b>						
<b>Driver Counts where BAC =&gt; 0.01</b>						
<b>COUNTY:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Addison	0	1	1	1	1	0
Bennington	2	1	2	2	0	2
Caledonia	1	2	1	3	0	0
Chittenden	0	4	2	2	2	3
Essex	0	0	0	0	1	0
Franklin	1	1	2	1	2	1
Grand Isle	0	0	0	0	0	0
Lamoille	3	1	1	2	1	0
Orange	1	1	3	0	3	0
Orleans	1	4	2	4	3	3
Rutland	4	0	0	2	2	2
Washington	2	0	3	3	1	0
Windham	3	1	1	2	2	0
Windsor	2	0	3	1	1	0
<b>TOTAL:</b>	<b>20</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>19</b>	<b>11</b>

<b>Sex:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Male</b>	15	13	19	19	16	9
<b>Female</b>	5	3	2	4	3	1
<b>Unknown or Not Reported</b>						1
<b>TOTAL:</b>	<b>20</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>19</b>	<b>11</b>

<b>Month:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>January</b>	1	2	1	5	0	0
<b>February</b>	0	0	1	0	2	1
<b>March</b>	2	1	0	0	0	0
<b>April</b>	0	2	1	0	3	0
<b>May</b>	5	0	2	4	2	0
<b>June</b>	2	1	2	4	1	1
<b>July</b>	1	2	1	2	1	3
<b>August</b>	3	0	3	3	3	1
<b>September</b>	0	3	3	4	3	1
<b>October</b>	2	2	5	0	0	0
<b>November</b>	1	2	1	0	2	4
<b>December</b>	3	1	1	1	2	0
<b>TOTAL:</b>	<b>20</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>19</b>	<b>11</b>

<b>Residents:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Vermont</b>	16	15	19	20	18	9
<b>Other</b>	4	1	2	3	1	2
<b>TOTAL:</b>	<b>20</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>19</b>	<b>11</b>

Data Source: VTrans VCSG

GOAL: To decrease alcohol-impaired driving fatalities 0.61 percent from the five-year average of 16.4 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2016.

**1. Project Title: High Visibility Alcohol Enforcement**

**Problem Statement:** Driving under the influence of alcohol remains a consistent factor in fatal crashes.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapter 1, section 2.

**Strategies:** Conduct high visibility impaired driving enforcement details supported by a strong and direct media outreach program. Evidence Based Enforcement: PG. 55

**Goals:** Reduce the number of impaired driving fatalities.

**Assigned Staff:** GHSP LELs.

**Project Description:** Vermont currently has slightly more than 70 law enforcement agencies (LEAs) including 57 municipal police departments; 14 Sheriff's departments; the Vermont State Police (VSP); Department of Motor Vehicles Commercial Vehicle Enforcement, and the Department of Liquor Control (DLC) serving the approximately 626,000 residents of the state. The enforcement of alcohol impaired driving is a high priority for the law enforcement agencies throughout the state. The LEA leadership has demonstrated a commitment to traffic safety. There are significant levels of communication and coordination between law enforcement agencies at all levels. These agencies hold regular face-to-face Sheriffs and Chiefs meetings, as well as ongoing, informal communication via intelligence sharing on email groups, which include the involvement of the Governor's Highways Safety Program (GHSP) Law Enforcement Liaisons (LEL). Many factors contribute to these high levels of cooperation. As all officers attend one basic law enforcement academy a sense of camaraderie is developed early in officers' careers. Additionally, all certified officers have statewide law enforcement authority which eliminates jurisdictional boundary issues. Nearly 83 percent of all agencies in the state participated in national alcohol impaired driving mobilizations during the past year and this participation is reflective of the commitment of law enforcement in support of traffic safety initiatives.

This is significant because approximately 80 percent of agencies employ fewer than 24 full time officers. Low staffing levels frequently impact an agency's ability to participate in traffic safety mobilizations. All agencies receiving funds from the GHSP must have zero tolerance policies on impaired driving.

The enforcement model consists of a three-pronged approach. During national crackdowns participating agencies must agree to work cooperatively with nearby agencies to conduct a minimum of one joint sobriety checkpoint. Frequently this becomes 2-3 checkpoints during crackdowns of longer duration. In addition, agencies holding DUI grants use their funds for routine DUI enforcement directed patrols within their patrol areas. Once again, they use their crash and DUI arrest data to determine locations for increased enforcement. Finally, there is a DUI Task Force Team which is modelled after the Click it or Ticket Task Force in which teams of specially selected officer's work together. These teams use crash data and DUI arrest data to target geographic areas throughout the state. This increased enforcement model is especially useful during holidays such as St. Patrick's Day, Superbowl Sunday and local high profile community events.

Like the Click it or Ticket Task Force the participating DUI Task Force agency is funded by providing additional funds through grant amendments to their existing DUI grant.

New preliminary breath test instruments (PBT's) were distributed throughout the state by the Governor's Highway Safety Program during 2014. Digital in-car video recording devices and mobile display terminals are readily available and appear to be effectively utilized. Evidentiary breath test instruments are deployed around the state and appear to be easily accessible to officers.

**Budget:**

Project #	Overtime enforcement conducted by local LEAs	Budget	Source
<b>NH16164-</b>			
163	Addison CDS	4,300	\$164 AL
101	Barre Town Police Dept.	7,200	\$164 AL
170	Bennington CDS	30,000	\$164 AL
102	Bennington Police Dept.	37,800	\$164 AL
103	Berlin Police Dept.	12,114	\$164 AL
104	Brandon Police Dept.	3,055	\$164 AL
105	Brattleboro Police Dept.	12,597	\$164 AL
108	Caledonia County Sheriff's Dept.	6,100	\$164 AL
109	Castleton Police Dept.	15,000	\$164 AL
113	Dover Police Dept.	3,100	\$164 AL
114	Essex County Sheriff's Dept.	5,100	\$164 AL
115	Essex Police Dept.	3,200	\$164 AL
116	Fair Haven Police Dept.	25,000	\$164 AL
117	Franklin County Sheriff's Dept.	27,000	\$164 AL
118	Grand Isle County Sheriff's Dept.	7,000	\$164 AL
119	Hardwick Police Dept.	7,000	\$164 AL
120	Hartford Police Dept.	12,000	\$164 AL
123	Lamoille County Sheriff's Dept.	9,000	\$164 AL
124	Ludlow Police Dept.	7,400	\$164 AL
125	Manchester Police Dept.	5,000	\$164 AL
127	Montpelier Police Dept.	14,000	\$164 AL
128	Morristown Police Dept.	13,000	\$164 AL
129	Newport Police Dept.	10,000	\$164 AL
130	Northfield Police Dept.	9,000	\$164 AL
131	Norwich Police Dept.	5,000	\$164 AL
132	Orange County Sheriff's Dept.	45,000	\$164 AL
133	Orleans County Sheriff's Dept.	6,000	\$164 AL
134	Poultney Constable	16,000	\$164 AL
135	Randolph Police Dept.	2,000	\$164 AL
136	Richmond Police Dept.	3,250	\$164 AL
137	Royalton Police Dept.	2,000	\$164 AL
139	Rutland City Police Dept.	30,000	\$164 AL
140	Rutland County Sheriff's Dept.	32,000	\$164 AL
141	Shelburne Police Dept. Tri-Town	40,000	\$164 AL
143	Springfield Police Dept.	8,500	\$164 AL
144	St. Albans Police Dept.	8,000	\$164 AL
145	St. Johnsbury Police Dept.	10,000	\$164 AL

Project #	Overtime enforcement conducted by local LEAs	Budget	Source
NH16164-			
147	Swanton Village Police Dept.	3,000	\$164 AL
149	Vergennes Police Dept.	16,500	\$164 AL
165	Vermont State Police *	300,000	\$164 AL
152	Washington County Sheriff's Dept.	30,000	\$164 AL
155	Wilmington Police Dept.	6,000	\$164 AL
156	Windham County Sheriff's Dept.	10,000	\$164 AL
157	Windsor County Sheriff's Dept.	16,000	\$164 AL
159	Winhall Police & Rescue	5,500	\$164 AL
162	Shelburne Police Dept. SHARP **	250,000	\$164 AL
<b>Total</b>		<b>1,129,716</b>	

**\*Note:** Vermont State Police receives extra funding to cover all of their statewide patrols and interstate systems

**\*\*Note:** Shelburne Police Dept. SHARP received extra funding to manage a coordinated, multi-agency county wide effort serving Chittenden County (Most populated county in Vermont)

## 2. Project Title: DUI Mobile Task Force

**Problem Statement:** DUI trends, patterns and specific locations can change quickly. As a tourist destination state, law enforcement officers must be flexible in their use of available resources in order to preserve funds for peak travel when data indicates emerging trends.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapter 1, section 2.

**Strategies:** Quick deployment of a multi-agency task force to conduct high visibility in locations exhibiting existing or emerging DUI patterns.

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

**Assigned Staff:** GHSP LELs.

**Project Description:** The GHSP Law Enforcement Liaisons developed a DUI Task Force based on the Click It or Ticket high visibility enforcement (HVE) model. The team members were recruited from law enforcement agencies throughout the state. Prior to becoming appointed as a team member, the selected officer was required to: demonstrate proficiencies in all phases of DUI enforcement; was required to submit a résumé to the LELs; participate in an oral interview; and provide a history of their DUI arrests. This team, consisting of four or five officers each, is charged with using crash data and DUI arrests to work in the areas of need.

The DUI Task Force Team developed an enforcement plan for the upcoming months. This plan includes an enforcement presence for events such as Super Bowl Sunday, St. Patrick's Day, the City of Burlington's Mardi-Gras celebrations, Cinco de Mayo, Antique car shows, festivals, fishing derbies, town fairs and expositions in various locations throughout the state. DUI Task Forces were utilized as recently as May, and were deployed in two of the four geographic areas of the state. These task forces consisted of four officers and a team captain, to ensure high levels of performance by these teams.

Deployment of resources for checkpoints and saturation patrols is driven by the use of both arrest and crash data that is routinely provided all law enforcement by the state’s crash data analysts. The task force will be deployed at those times and days of the week when incidents of impaired driving are most prevalent. The teams will conduct saturation patrols during the same time frames as national “Drive Sober or Get Pulled Over” campaigns and used in conjunction with the Vermont’s award-winning “Drive Hammered and Get Nailed” public service announcement.

The Agency of Transportation analyst will support the GHSP DUI Task Force by providing maps, data, and information. In addition, other geo-mapped locations indicating high rates of DUI related crashes or the potential to develop into such a location will be tracked. The mobility of the DUI Task Force model, capable of responding to changing trends and emerging crash clusters, provides a quick strike force response to DUI issues in Vermont.

**Budget:**

Project #	DUI Mobile Task Force	Budget	Source
NH16164-164	Using proven data driven counter measures and our staff review of past projects this budget has been allocated to the <b>DUI Mobile Task Force</b> for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, <b>a list of participating agencies will be provided to NHTSA prior to the commencement task force efforts.</b> All participating agency personnel will be compensated at the pre-approved overtime enforcement rate. Refer to Agency List on Pg. 70 for list of potential participating Agencies.	250,000	\$164 AL

**3. Project Title: DUI Regional Task Force**

**Problem Statement:** Although impaired driving crashes are more prevalent on local roadways crashes may be more violent and produce more severe injuries and death. In addition detection may be more difficult on free flowing traffic speeds.

**Countermeasures:** *Countermeasures That Work*, 7<sup>th</sup> edition, Chapter 1, section 2.2.

**Strategies:** The Vermont State Police, working collaboratively with county and local law enforcement agencies will perform impaired driving enforcement on secondary roads which provide access to Interstates 89 and 91.

**Goals:** Eliminate DUI crashes on Interstates 89 and 91.

**Assigned Staff:** Scott Davidson

**Project Description:** Although there is an existing mobile DUI Task Force, a second task force, serving a more regional area is well in the planning stages. Coordinated by the Vermont State Police this task force will concentrate on working details further upstream in an effort to identify potentially impaired drivers who are en-route to, and coming from, locations where special events are planned. Joining State Police in the collaborative exercise in high visibility enforcement will be county, municipal, and local law enforcement personnel. These deployments will occur in conjunction with national enforcement campaign periods and other time frames

which are supported using impaired driving data. Some time frames will include: Super Bowl weekend; St. Patrick's Day; Cinco de Mayo; celebrated ski weekends; local sporting events; and other social gatherings which attract large audiences. This Regional Task Force (RTF) will be deployed specifically on roadways leading to Vermont's two interstates. Using the latest data the Regional Task Force will periodically saturate these secondary and feeder roads to apprehend impaired drivers before they can access entry points onto the interstate. This approach removes impaired operators from local roads before they have the opportunity to travel and potentially crash at a high rate of speed on Vermont's interstate system.

**Budget:**

Project #	Project	Budget	Source
NH16405D-020	DUI Regional Task Force	100,000	§405(d)

**4. Project Title: Impaired Driving Program Coordinator**

**Problem Statement:** Vermont does not have a dedicated Impaired Driving Coordinator.

**Countermeasures:** Recommendation of 2012 Impaired Driving Assessment.

**Strategies:** Create a position, with a dedicated contractor/vendor to fill the position of Impaired Driving Coordinator.

**Goals:** Create the position of Impaired Driving Coordinator prior to the end of Federal Fiscal Year 2016.

**Assigned Staff:** Scott Davidson

**Project Description:** The inclusion of an Impaired Driving Coordinator is a logical step in connecting all of GHSP's efforts to synchronize the program's many existing impaired driving projects. As clearly mentioned in other sections of this HSP, impaired driving continues as increasing problem in Vermont as well as nationally. Currently, Vermont has a vibrant Drug Recognition Expert (DRE) program, directed by a state DRE Coordinator. All indicators demonstrate the clear need for a continued increase in the number of certified DREs in the state. Obviously the DRE program is not the only resource necessary to effectively address Vermont's impaired driving issues.

Training at the basic level, including Standard Field Sobriety Testing (SFST) and the more detailed Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E) are two fundamental assets to improve the law enforcement community's ability to apprehend impaired drivers. SFST skills, initially obtained during an officer's early training will degrade if not continually utilized and updated as required. Keeping track of training records and updates as well as understanding new developments in technology and science are daunting tasks when not approached with a unified management strategy.

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

Supported by an effective media and outreach plan, law enforcement resources will be deployed utilizing Vermont's data based approach to impaired driving. Data dictates, when, where and how impaired driving

enforcement is most efficiently conducted. The Impaired Driving Coordinator will work closely with the state’s crash data analyst team to incorporate the latest data into every enforcement effort. The coordinator will serve as the state’s conduit for overall enforcement information regarding all aspects of state wide enforcement efforts. The coordinator will play a key role in Vermont’s increased participation in national impaired driving enforcement campaigns, such as *Drive Sober or Get Pulled Over* and other national endeavors as they develop.

In summary, the Impaired Driving Coordinator will bring the current independent components of the state’s impaired driving efforts into a designed format which will connect, unify and harmonize all current efforts into a cohesive state wide plan. Impaired driving training, primary and advanced will be assessed, coordinated and updated using data and technology. Media messaging and public outreach will have a comprehensive coordinated design to ensure maximum benefit. Impaired driving enforcement efforts will be strengthened by the consolidation of efforts and careful analysis of data and results. And the GHSP team will be strengthened overall; with the coordinator working with the GHSP staff as well as the program’s contracted resources.

**Budget:**

Project #	Project	Budget	Source
NH16405D-016	Impaired Driving Program Coordinator	100,000	§405(d)

**5. Project Title: Traffic Safety Resource Prosecutor**

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

**Countermeasures:** *From Ticket to Docket: Leveraging LELs, TSRPs and JOLs to Maximize Desired Outcomes; Countermeasures That Work*, 7<sup>th</sup> Edition, Chapter 1, section 3.1.

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

**Goals:** Continual enhancement of the state’s ability to successfully adjudicate impaired motor vehicle operators; increase the level of training, now available to the state’s law enforcement community and judiciary.

**Assigned Staff:** Scott Davidson

**Project Description:** The current Vermont Traffic Safety Resource Prosecutor (TSRP) is now entering his fourth year at his position. During FFY 2015, the TSRP has worked with State’s Attorneys and their deputies in every Vermont County. Already experienced in the prosecution of impaired driving, the TSRP provided an additional asset and support for those impaired driving cases which may have posed some extenuating challenges, or which could have the effect of creating new decisional law. The TSRP is fully engaged with the State’s Drug Recognition Expert program, has attended the most recent Vermont sponsored DRE school, and participates extensively in the screening process for new DRE school candidates. The TSRP also strives to promote awareness of the DECP protocol to deputy prosecutors working impaired driving cases in their counties, and routinely assists or leads prosecution in drugged driving cases, statewide. In addition, the TSRP provides GHSP with an advisory participant on interagency workgroups and also serves as the primary contact between prosecutors and the legislature on matters relating to highway safety. The TSRP was closely involved with the development, introduction and stabilization of Vermont’s recently passed drugged driving law. Efforts related to this year’s legislative session include informing legislators about the current lack of statutory authority permitting police to test oral fluid for the presence of drugs.

TSRP has worked closely with laboratory staff during FFY 2015 on issues relating to impaired driving specimen testing and matters relating to the DataMaster program. FFY 2016 will see an increased focus on issues related to the laboratory's ongoing accreditation process. The budget is used to reimburse 80% of the salary, benefits, travel, DRE related training, and transcripts for a special prosecutor working for the Vermont Department of State's Attorneys and Sheriffs. The budget will also fund the costs of in-state training for Vermont prosecutors and local law enforcement relating to the processing of impaired driving cases.

**Budget:**

Project #	Project	Budget	Source
NH16405D-025	Traffic Safety Resource Prosecutor (TSRP)	130,000	\$405(d)

**6. Project Title: Judicial Outreach Liaison (JOL)**

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

**Countermeasures:** *Countermeasures That Work*, 7<sup>th</sup> Edition, Chapter 1, section 3.1 and recommended by NHTSA and the American Bar Association

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

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

**Assigned Staff:** Scott Davidson

**Project Description:** During 2013 the Vermont Traffic Safety Resource Prosecutor (TSRP) successfully recruited a very well respected and highly credentialed retired Vermont judge to work with GHSP as the Judicial Outreach Liaison (JOL). The JOL has become an integral part of Vermont's traffic safety team, providing guidance and counsel, not previously available to all of the members of the GHSP staff. The JOL will continue to work collaboratively with the state's two Law Enforcement Liaisons (LELs) and the Traffic Safety Resource Prosecutor (TSRP). Together, their mission will be to measurably improve the state's DUI programs by providing training, guidance, and assistance to all of GHSP's partners in all matters relating to DUI.

In FFY2016, the JOL will continue to provide assistance to the statewide DUI Courts expansion project. The JOL's work will also include partnering with the TSRP to network with judges, prosecutors, defense attorneys, court administrators, legislators, law enforcement executives, state agencies, community leaders, other traffic safety advocates, and key resources to promote the campaign against impaired driving. In particular, they will focus on the developing concern with marijuana as a factor in impaired driving given the state's leadership reviewing the pros and cons of legalization. As a DUI resource to the law enforcement community, the JOL will assist the Vermont Police Academy and other training organizations to develop or improve DUI training curriculum. He will identify issues that are of concern to judges and other judiciary officials relating to impaired driving. Vermont has embraced Data Driven Approaches to Crime and Traffic Safety (DDACTS) and the JOL will provide guidance and information to the judiciary as applicable and incorporate those elements as DDACTS resources. The budget funds an hourly rate for time charged and funds for travel and supplies.

**Budget:**

Project #	Project	Budget	Source
NH16405D-026	Judicial Outreach Liaison (JOL)	75,000	§405(d)

**7. Project Title: DUI Court Pilot – Windsor County**

**Problem Statement:** Persistent number of repeat DUI offenders.

**Countermeasures:** *Countermeasures That Work*, 7<sup>th</sup> edition, section 3.1.

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

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

**Assigned Staff:** Anne Liske.

**Project Description:** The Windsor DUI Court, an accountability and treatment court dedicated to changing the behavior of hardcore DUI offenders completed its second full year of operation in January 2015. Following the national DUI Court model, the multidisciplinary team has continued to refine their protocol and practice, review and revise the policies and procedures manual for the court team process, update the participant handbook and refine the database for analysis of all aspects of the court’s process and participants’ progress. Evaluation of the first and second year data is underway, directed by Crime Research Group of Vermont. The DUI Court team schedules regular opportunities to bring in specialized trainers or send members to national DUI Court trainings. One of the “Priority Recommendations” of The Vermont Technical Assessment of the Impaired Driving Program is the establishment of “DUI Courts” throughout the state. The Windsor Adult DUI Court is the first such court in the State of Vermont. It is hoped that this model’s success will help to shape a model that will eventually serve other counties throughout the state.

The budget funds a Memorandum of Understanding with the Vermont Court Administrator’s Office and covers costs including the salary and benefits of a Court Coordinator, a contract for a Case Manager for health care and rehabilitation services, the cost of the program evaluation, fees for drug testing, incentives for compliant behaviors (reduction in fees), in-state staff travel, participant CRASH and ISAP program fees, and some training/conference costs for the team.

**Budget:**

Project #	Project	Budget	Source
NH16410-300	DUI Court Pilot – Windsor County	177,992	§410
NH16405D-038	DUI Court Pilot – Windsor County	47,008	§405(d)
Total		225,000	

## 8. Project Title: DUI Court Statewide

**Problem Statement:** DUI recidivism remains a persistent issue statewide.

**Countermeasures:** Countermeasures That Work, 7<sup>th</sup> edition, section 3.1.

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

**Goals:** To reduce recidivism by expansion of availability of DUI Courts statewide.

**Assigned Staff:** Scott Davidson

**Project Description:** The reduction of DUI recidivism remains a priority for GHSP. In February of 2010, GHSP prepared a legislative report to both the House and the Senate committees dealing with recommendations relating to the reduction of DUI recidivism. In that report DUI treatment courts were recommended as a primary tool in dealing with this continuing recidivism issue. The National Highway Traffic Safety Administration as well as Vermont's Governor's Highway Safety Program has identified DUI Treatment Courts as a priority. One of the "Priority Recommendations" of the Vermont Technical Assessment of the Impaired Driving Program is the establishment of "DUI Courts" throughout the state. Windsor County, the initial Vermont County engaged in the development of a DUI Treatment Court, commenced its first docket in December 2013. Criminal justice professionals throughout Vermont continue to benefit substantially from the assistance and guidance of a state coordinator to organize, manage, and lead the statewide expansion of the DUI Treatment Courts. The expansion goal in FFY 2016 is to finalize a second county to site a DUI Treatment Court.

Obviously, consistency and organizational standardization are keys to successful expansion and implementation. In addition to the uncertain effectiveness of current DUI sentencing practices, sentencing practices for other offenses vary throughout the state. In a truly just system, roughly equivalent offenses would receive roughly equivalent sentences regardless of the county of offense. There is no current mechanism in Vermont for ensuring or even striving for this type of consistency. Moreover, and surprisingly, even though Vermont is a relatively small state there is a lack of any structured ability to learn about and export the best and most innovative sentencing practices from county to county. A continuous component of the statewide coordination will involve the coordinator traveling the state observing court practices and interviewing criminal justice professionals with the goal of compiling an inventory of current sentencing practices in each county and making recommendations for innovative and effective evidence-based sentencing alternatives. Potentially, a strong network of DUI Treatment Courts will provide a successful alternative to the costly ongoing practice of continued incarceration of DUI repeat offenders. This projected investment will save lives, relieve current court dockets, and allow currently engaged resources to be allocated in a more productive manner.

The budget funds maintains the Statewide General Counsel with the Department of Public Safety to include salary and benefits, office supplies, printing and phone expenses, in-state mileage and travel, attending the Drug Policy Alliance International Conference and hosting a training in Vermont for judges, court officials, and prosecutors.

### Budget:

Project #	Project	Budget	Source
NH16405D-037	DUI Court Statewide	250,000	§405(d)

## 9. Project Title: Forensic Laboratory Support Program

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

**Countermeasures:** *Countermeasures That Work*, 7<sup>th</sup> edition, Chapter 1, section 7.

**Strategies:** Provide the Vermont Forensic Laboratory necessary resources to develop the capacity to conduct all impaired driving blood sample testing in-state according to ISO 17025 accreditation standards.

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

**Assigned Staff:** Scott Davidson

**Project Description:** In response to the steady rise in opiate use rates and crashes in which drug-impaired driving is a factor, and the growth in Vermont's DRE program, there is an increased workload on the state's forensic lab. Over the past three years there has been a 91% increase in DRE evaluations performed; a growth pattern of approximately 39% per year, resulting in more than 150 total blood samples requiring testing. Currently, many of the impaired driving blood specimens are shipped out of state for testing, an increasingly less cost effective process. And, the additional cost of arranging for out-of-state expert testimony when cases go to court will likewise continue expand the costs to the state's legal system.

With encouragement from the GHSP, the Commissioner of Public Safety directed the Forensic Laboratory to complete a needs assessment which forms the basis for this proposed lab-support project. The resulting plan includes short, intermediate and long term phases.

During FFY16, the implementation activities will include:

- Hire and training two additional chemist/analysts to be 100% dedicated to DUI cases
- Identification of space needs for testing, evidence storage and desks for the chemists
- Update of controlled substance licensing standards as needed
- Purchase of equipment and supplies
- Establishment of initial scope of testing and updates to laboratory administrative policies and procedures.

The needs assessment established a preliminary working budget for the first year (short term) of the lab support project; it will be reviewed, revised and updated with the GHSP during the first phase of the project launch and regularly as the work progresses. The budget includes a projected list of supplies, equipment (four items will likely exceed the \$5000 limit and require NHTSA review), licensing/proficiency testing fees and personnel costs for two new chemists.

LAB EQUIPMENT	NUMBER	COST EACH	COST TOTAL
LC/MS-triple quad	1	\$300,000	\$300,000
SPE equipment	1	\$25,000	\$25,000
Evaporator	1	\$2,000	\$2,000
Nitrogen generator	1	\$15,000	\$15,000
Vortex mixer	1	\$600	\$600
Bio cabinet	1	\$11,000	\$11,000
Fume hood	1	\$7,500	\$7,500
Refrigerator	1	\$3,000	\$3,000
Rees temperature probe	1	\$500	\$500
Computers	2	\$2,000	\$4,000
<b>SUB TOTAL</b>		<b>ONE TIME COST</b>	<b>\$368,600</b>

**Budget:**

Project #	Vermont Forensic Laboratory Support	Budget	Source
NH16405D-041	Vermont Forensic Laboratory standard Supplies, Equipment, licensing/proficiency testing fees and Training	406,560	\$405(d)
NH16405D-042	Vermont Forensic Laboratory Chemists (2) Salary and Benefits	150,000	\$405(d)
Total		556,560	

**10. Project Title: SFST and ARIDE Updates**

**Problem Statement:** Difficulty in maintaining statewide levels of officers trained/certified and updated in Standard Field Sobriety Testing and Advanced Roadside Impaired Driving training.

**Countermeasures:** *Countermeasures That Work*, 7<sup>th</sup> edition, Chapter 1, section 2.1.

**Strategies:** Conduct regular, regional training sessions to insure all of the state’s officers receive trainings and updates in SFST and ARIDE.

**Goals:** Provide SFST and ARIDE trainings/updates to every Vermont law enforcement officer in the state. Facilitate on-line trainings in ARIDE and regional updates in SFST during Federal Fiscal Year 2016.

**Assigned Staff:** Scott Davidson

**Project Description:** The Standardized Field Sobriety Test (SFST) is a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and establish probable cause for arrest. These tests were developed as a result of research sponsored by the National Highway Traffic Safety Administration (NHTSA) and conducted by the Southern California Research Institute. A formal program of training was developed and is available through NHTSA to help law enforcement officers become more skillful at detecting DUI suspects, describing the behavior of these suspects, and presenting effective testimony in court. Formal administration and accreditation of the program is provided through the International Association of

Chiefs of Police (IACP). The three tests of the SFST are: Horizontal Gaze Nystagmus (HGN); Walk-and-Turn (WAT), and One-Leg Stand (OLS). Initial SFST training is offered to certify police officers during their police academy curriculum. Unfortunately SFST practitioners' skills will degrade and without re-training or consistent updates, they will stray from the necessary level of standardization. NHTSA amends the SFST manual (roughly) every two years, based on advances in science, changes in law, and other alterations which can affect the administration of the tests. To address these amendments, all practitioners should be updated on a regular basis.

GHSP continues to support the Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The Vermont State Police have made a commitment to have all of their enforcement troopers ARIDE certified. Currently there are 93 VSP troopers that are ARIDE certified. All of the Department of Motor Vehicles Commercial Enforcement and Safety Unit enforcement inspectors have been trained in ARIDE. Three of the Department of Motor Vehicles Commercial Enforcement and Safety Unit enforcement inspectors who have been trained in ARIDE have also certified DRE's. ARIDE is very popular and GHSP will make efforts to provide training opportunities to any officer who's engaged in traffic enforcement duties. ARIDE's collateral benefit is providing student officers with a glimpse of the DRE program and the potential to recruit DRE candidates from classes of ARIDE students.

Three such regional trainings have taken place in FFY 2015. There are approximately 36 student officers signed up for ARIDE training at this time. The online ARIDE curriculum is now available and GHSP will continue to monitor its effectiveness of this delivery system.

The Impaired Driving Coordinator will maintain a database of all SFST practitioners, including all relevant information relating to initial training and subsequent training updates. The coordinator will also design a training delivery mechanism to make training opportunities attractive to the law enforcement agencies throughout the state.

The budget will fund printing of course-related material and training aides (not to exceed the \$5000 threshold), and in-state instructor travel-related costs. The GHSP's LELs will aggressively promote the on-line version of ARIDE.

**Budget:**

Project #	Project – Subgrantee	Budget	Source
NH16405D-017	SFST/ARIDE Training	75,000	§405(d)

**11. Project Title: DRE Program**

**Problem Statement:** Continued increase in the incidents of operating a motor vehicle under the influence of a drug other than alcohol.

**Countermeasures:** *Countermeasures That Work*, 7<sup>th</sup> edition, Chapter 1, section 7.1

**Strategies:** Continue to use data to determine the most effective and efficient deployment of the state's Drug Recognition Expert Program.

**Goals:** To create a system of available, on-call, DRE's to respond to each and every request for a DRE to conduct a drugged driving evaluation.

**Assigned Staff:** Scott Davidson

**Project Description:** Vermont's Drug Recognition (DRE) program began in 2005 and has since continued to expand its coverage capabilities. The DRE program was adopted to address the state's growing drugged driving issues. Expansion of the program has always continued based on data and specific trends of detected drug use in selected portions of the state. Currently, the program can provide coverage to all sections of the state. Vermont's program has developed with the cooperation of the International Association of Chiefs of Police (IACP) and the National Highway Traffic Safety Administration (NHTSA). Vermont's DRE program is in good standing and conforms to national protocols and procedures. Currently the program has 35 certified DRE's with plans for further expansion to those areas of the state with emerging or reoccurring impaired driving incidents.

The first Vermont DRE School was held during the autumn of 2011 and drew participation from the five other New England states. Vermont hosted its second DRE School in February of 2014. Once again, opportunities to attend were offered to other states. The DRE oversight and selection committees use data and intelligence to monitor drug trends throughout the state. Vermont, like the rest of the northeast, is experiencing a steady increase of prescription drug use by operators of motor vehicles. GHSP will continue to support the Advanced Roadside Impaired Driving Enforcement (ARIDE) training, both in the classroom and on-line, to help law enforcement cope with these demands. ARIDE is also a valuable tool for the recruitment of future DRE candidates.

Ideally, each law enforcement agency would have an on-staff DRE. Since that is not the case, a cadre of DREs is made available to respond to a request for call-out. If these call-outs are outside of their agency's jurisdiction, the DRE is compensated with call-out funding. These call-outs are supervised by the DRE agency coordinators and DRE area coordinators to provide the most efficient and cost effective system of coverage. During January 2015 the VT DEC Program implemented a new mass dialer call out system called "VT Alerts". This system is designed to notify DREs quickly to respond to calls more effectively.

The DRE oversight committee determines which committee members and program members attend DRE updates and conferences. Attendance is related to professional development and program improvement. During FFY 2016 GHSP will host the state's third regional school as part of the DRE certification process. Vermont's DRE schools have been contingent on availability of field certification space at the Maricopa Jail in Phoenix, AZ. However, the program is currently exploring options in New Jersey that will allow flexibility in the field certification aspect of the training.

This DRE School will be held in the Burlington area and take place in the fall of 2015 or early in 2016. The candidate selection process is conducted by the DRE state committee. The committee reviews applications, conducts research, and interviews potential candidates to carefully select the potential candidates. Consideration is also placed on geographical needs based on impaired driving related data. Although the Vermont DRE program has been in effect since 2005, it continues to develop and expand. Case law and related judiciary proceedings are continually developing. The possibility of a pertinent court case, requiring subject matter expert (SME) testimony, is a constant consideration. When that case appears, immediate response is needed; GHSP will provide the support necessary to successfully support the program with case law. Although the Vermont DRE program has been recognized by IACP since 2006, statewide case law has yet to be established.

Currently a large number of specimen samples are shipped out of state for analysis. The Vermont forensic laboratory is not capable of conducting such tests. If the results of a laboratory test are questioned by the defense, in a case which may influence the successful establishment of case law, the out of state chemists will be required to appear in Vermont to testify. In addition a very complicated process of (security) testimony from

other potential witnesses (either by personal appearance or by deposition) will occur. This will incur significant costs. This is a process that will be facilitated by the TSRP. Vermont, like the rest of the nation, is experiencing an increase in drugged driving. During calendar year 2014, Vermont DREs conducted 212 DRE evaluations. This number is up from the approximately 202 evaluations conducted in 2013. 2014 state data indicate that there were 14 fatalities involving either drugs other than alcohol or alcohol combined with other drugs.

In keeping with evolving best practices, GHSP has begun the ordering of electronic tablets for all of the state's DREs. This is currently in the testing stage and formatting is being adapted to the Vermont specific needs. Upon successful completion of the pilot, these tablets will be assigned to the individual DREs and will be utilized solely for conducting DRE evaluations. This will permit the DRE in the field to electronically complete the evaluation and send it directly to the national database. This will not only expedite the evaluation process but also reduce errors and provide additional guidance for the evaluating DRE.

The budget for the Drug Recognition Program includes the following:

- Call-out Pay covers overtime and mileage for DREs to respond to LE agency requests for evaluations statewide as needed;
- DRE training/conferences/supplies covers requests for specific training opportunities for current DREs as approved by GHSP and requests for DRE specific supplies as needed;
- DRE Regional Training sponsored by VT includes funds for an in-state training for new DREs;
- Test Case is to cover the cost of bringing in out-of-state subject matter expert witnesses as needed, to provide supporting court testimony;
- NMS Lab Tests to cover the contract costs associated with testing drug panels not able to be processed in-state;
- Outside Lab Tests (Non-NMS) to cover costs of DRE alcohol or other panels processed at in-state hospital labs.

**Budget:**

Project #	Project – Subgrantee	Budget	Source
NH16405D-			
030	DRE Call-out Pay	50,000	\$405(d)
031	DRE training/conferences/Supplies	30,000	\$405(d)
032	DRE Regional Training sponsored by VT	60,000	\$405(d)
033	DRE Test Case	150,000	\$405(d)
034	DRE NMS Lab Tests (NMS Only)	65,000	\$405(d)
036	DRE Outside Lab Tests (NON NMS)	10,000	\$405(d)
Total		365,000	

**12. Project Title: DUI Related Equipment**

**Problem Statement:** Law enforcement agencies, participating in alcohol impaired driving enforcement may not have updated, functional roadside breath testing devices.

**Countermeasures:** *Countermeasures That Work*, 7<sup>TH</sup> Edition, Chapter 1, section 2.3

**Strategies:** Provide those agencies which have demonstrated active participation in national and state initiated impaired driving enforcement campaigns with updated equipment to improve efficiency and effectiveness. Also included is a funding source for the maintenance of such equipment.

**Goals:** Assist law enforcement agencies to expand, increase and improve their current alcohol and impaired driving prevention and detection strategies.

**Assigned Staff:** Scott Davidson

**Project Description:** Preliminary Breath Testing (PBTs) devices play an integral role in evaluating motor vehicle operators during roadside investigations. Improvements in accuracy, stability, and dependability are part of evolving technology which supports stronger prosecution of suspected offenders.

**Budget:**

Project #	Project – Subgrantee	Budget	Source
NH16405D-039	Updated PBTs for Vermont LEAs – 375 units @ \$400	150,000	\$405(d)

### 13. Project Title: DUI Information Integration

**Problem Statement:** Difficulty accessing timely and accurate information relating to Impaired Driving.

**Countermeasures:** *Countermeasures That Work*, 7<sup>th</sup> Edition, Chapter 1, Deterrence, page 1-10, 1-11

**Strategies:** Develop a user-friendly, comprehensive data retrieval system tracking incidents of impaired driving from the initial vehicle stop through final adjudication.

**Goals:** Utilize existing and emerging technology to create a functional system to facilitate data retrieval before the end of Federal Fiscal Year 2016.

**Assigned Staff:** Scott Davidson

**Project Description:** The majority of state law enforcement agencies use a single Records Management System (RMS). One of the benefits of this is that development of electronic systems is more easily accomplished when there is less need to ensure interoperability to dozens of different RMSs. The Traffic Records Coordinating Committee (TRCC) should continue to act as the central point of contact for the system development as a means of centralizing information and training dissemination about the system and its implementation. Additionally, the Court Administrator’s Office must be involved in the development of electronic citations to ensure that integration with court case management systems is optimal. No project should be planned in a vacuum. A citation tracking system and a DUI tracking system are each logical outgrowths of a statewide electronic citation system. As electronic citations evolve, efforts should be made to determine the data elements that would need to be added to the citation data collection to successfully implement citation/DUI tracking systems concurrently. These data elements include: timely tracking each offender from arrest through dismissal or sentence completion; providing impaired driving-related aggregate data; conforming to national standards and system performance standards; providing timely, accessible, accurate, complete, consistent, and integrated data; and maintaining quality control and security features that will not allow core and essential data elements and/or impaired driving records to become corrupt or compromised. This project is somewhat similar to the MIDRIS design and including the ability to track from the stop to the final adjudication. It would also be informative to see how many operators are cited for DUI and subsequently charged/convicted of lesser offenses and in which

particular jurisdictions. The contractor will be responsible for: designing, testing and implementing and integrating the process with existing and emerging RMS platforms. The TRCC has the capability of investigating the feasibility of a DUI tracking system and this could provide an excellent opportunity to engage members of the treatment community in traffic safety, thus providing more opportunities for data sharing and collaboration generally.

**Budget:**

Project #	DUI Information Integration	Budget	Source
NH16164-300	Contractor	61,000	§164 AL
NH16405D-043		61,000	§405d

**13. Project Title: Impaired Driving Summit**

**Problem Statement:** During calendar year 2014, 24 of the 70 total fatalities (34%) on Vermont roadways were under the influence of alcohol (Vermont Agency of Transportation)

**Countermeasures:** *Countermeasures That Work*, seventh edition Chapter 1, page 1-7.

**Strategies:** Communications and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable

**Goals:** Reduce the number of major crashes related to impairment by 10% by 2016 (VT SHSP)

**Assigned Staff:** Scott Davidson

**Project Description:** During March of 2014, GHSP staff, working in cooperation with AAA of Northern New England, hosted a Drugged Driving Summit. The event was attended by 130 guests including representation from Federal, State and local government agencies as well as traditional and non-traditional partners. The GHSP staff will once again work with all of its partners to host an updated version of the summit held in 2014. This impaired driving summit will focus of educating all attendees regarding existing and developing research, data, science and technology to address the state’s impaired driving issues using a collection of collaborative strategies. The attendees will represent the same cross section of partners that attended the Drugged Driving Summit and will also involve those resources directly related to alcohol addiction and prevention.

The funds will be used to provide the participation of subject matter experts; secure a suitable facility for meeting; provide lunch (and lunch time presenter); informative handouts and brochures and other specific costs directly related to this summit.

Project #	Impaired Driving Summit	Budget	Source
NH16405D-084	Impaired Driving Summit	30,000	§405(d)

**Impaired Driving Budget Summary**

<b>Project Title</b>	<b>Budget</b>	<b>Source</b>
1. High Visibility DUI Enforcement	1,129,716	\$164 AL
2. DUI Mobile Task Force	250,000	\$164 AL
3. DUI Regional Task Force	100,000	\$405(d)
4. Impaired Driving Program Coordinator	100,000	\$405(d)
5. Traffic Safety Resource Prosecutor	130,000	\$405(d)
6. Judicial Outreach Liaison	75,000	\$405(d)
7. DUI Court Statewide	250,000	\$405(d)
8. DUI Court Pilot – Windsor County	177,992	\$410
	47,008	\$405(d)
9. Vermont Forensic Laboratory Support	406,560	\$405(d)
10. Vermont Forensic Lab Chemist	150,000	\$405(d)
11. SFST/ARIDE Updates	75,000	\$405(d)
12. DRE Program	365,000	\$405(d)
13. DUI Related Equipment	150,000	\$405(d)
14. DUI Information Integration	61,000	\$164 AL
	61,000	\$405(d)
15. Impaired Driving Summit	30,000	\$405(d)
\$405(d) Total	1,939,568	
\$410 Total	177,992	
\$164 AL Total	1,440,716	
<b>Total All Funds</b>	<b>3,558,276</b>	

## Law Enforcement Support

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

### 1. Project Title: Speed Enforcement

**Problem Statement:** One of the main causes of crashes on Vermont roads is excessive speed. In 2014, 32% of all Vermont crash fatalities involved speeding. The 2014 three-year average for speed citations issued is 7,456. Reducing Crashes that are the result of excessive speed is a priority for the Vermont Governor's Highway Safety Program.

**Countermeasures:** *Countermeasures That Work*, Seventh edition, Chapter 3, sections 2.2 and 2.3.

**Strategies:** The FY16 Vermont GHSP Speed Enforcement Program is designed to be a data driven rigorous speed enforcement mission on Vermont's major routes. Other locations may be targeted when supported by crash related data or chronic citizen complaints. This program will be overseen by the Vermont Governor's Highway Safety Program in a manner consistent with our E-BE model described on page 54.

The program has four components: **a) a media messaging campaign (see page 129 for details;** and, described in detail below, **b) equipment deployment and funds for speed enforcement overtime by the Vermont State Police** statewide; **c) speed enforcement overtime coordinated by the Sheriff's Association;** and **d) Equipment grants for radar speed trailers available to LEAS statewide** based on speed/crash data defined high incident locations.

**Goals:** Reduce the number of major crashes, fatalities and injuries related to speed.

**Assigned Staff:** GHSP LELS

#### Project Description:

- a) **A Paid Media campaign** will be developed to educate Vermont Drivers of the laws regarding excessive speed, and of GHSP's goals involving excessive speed enforcement. Please see the HSP Paid Media section page 129 for details
- b) **Vermont State Police Speed Enforcement:** The VSP will be allocated twelve (12) Radar Speed Display Trailers; one (1) per State Police Barracks to be managed by the Vermont State Police Traffic Safety Unit. Once issued, the trailers will be based and deployed, (in a manner consistent with our E-BE model described on page 54. In local areas where data shows a high incidence of speed/aggressive driving related crashes. The Vermont State Police will be allocated \$50,000.000 for excessive speed enforcement. This overtime enforcement will be managed by the Vermont State Police Traffic Safety Unit and based in areas where data shows a high incidence of speed/aggressive driving related crashes.
- c) **Vermont Sheriff's Association Speed Enforcement:** The Sheriff's Association will coordinate review and analysis of data from VTrans speed collection devices, input from the VTrans District Offices and speed crash data from the areas where planned state route and highway construction projects are scheduled. They will plan and allocate for overtime speed enforcement details in the vicinity of approach corridors for these areas.

- d) **Equipment grants for radar speed trailers:** All Law Enforcement Agencies will be invited to use a speed/crash data related application to request a speed trailer. Using proven data driven counter measures and data these 20 radar speed trailers will be allocated to the top 20 data supported agencies. A total of 20 speed trailers will be issued.

**Budget:**

Project #	Speed Enforcement	Amount	Source
NH16402-180	Vermont State Police Equipment and Enforcement: The Vermont State Police will receive 12 speed trailers to issue 1 per barracks to be deployed in a manner consistent with our E-BE model described on page 55.	\$84,000	\$402
	Vermont State Police will be allocated \$50,000 speed enforcement overtime	\$50,000	\$402
NH16402-181	Speed enforcement overtime: The Vermont Sheriff's Association will be allocated \$50,000.00 for overtime speed enforcement. This enforcement will be performed in approach corridors to work zones based on data derived from local VTrans speed data collection devices.	\$50,000	\$402
NH16402	Equipment grants for radar speed trailers based on data-driven applications. <b>A list of participating agencies and their sub-job numbers will be provided to NHTSA prior to the commencement.</b>	\$224,000	\$402
<b>Total Speed Enforcement Budget</b>		<b>\$458,000</b>	<b>\$402</b>

**2. Project Title: Vermont Law Enforcement Challenge**

**Problem Statement:** Vermont's Law Enforcement Agencies are constantly striving for improvements to their traffic safety programs. The Vermont Law Enforcement Challenge affords these agencies an opportunity to have other enforcement partners' look at their work and offer suggestions for improvements. Other law enforcement agencies deserve recognition for their contributions to traffic safety.

**Countermeasures:** The IACP, National Law Enforcement Challenge; the State of Vermont Law Enforcement Challenge.

**Strategies:** To simplify a statewide law enforcement challenge, enabling additional participation.

**Goals:** To develop a functional and efficient statewide law enforcement challenge.

**Assigned Staff:** GHSP LELs.

**Project Description:** The Challenge has moved into a new and different era for the 2015-2016 year. Once modeled after the IACP National Law Enforcement Challenge, Vermont recognized a need to use this program as a means of working closely with our agencies to help them achieve the goals of their agency and those of the Challenge concept. A simplified application process is being adopted that will encourage more agencies to participate and yet be comprehensive and engineered to address the problems faced by small, rural

departments. VLEC helps police departments analyze and focus on their traffic safety activities and recognizes departments for effective programs.

Highway Safety funding is used to pay for VLEC training and support materials, the awards event at a local conference center, plaques, and police equipment awards. There is a grand prize awarded to an agency that will provide for transportation and lodging at the IACP Annual Conference.

GHSP sponsored its first Vermont Law Enforcement Challenge in 2000. Each year state, county, local, and specialized enforcement agencies participate in the challenge. With the new application format in place the GHSP Law Enforcement Liaisons will provide additional workshops for prospective participants. The training workshops offer a participating agency an opportunity to conduct an introspective evaluation of their traffic safety program. The LEL's will offer suggestions and technical assistance to improve performance and effectiveness.

The participant's in each of the categories has the opportunity to receive items of traffic safety equipment, which will enhance an agency's ability to engage in traffic safety. Equipment awards are provided through GHSP (not to exceed the \$5000 threshold) and also by independent vendors.

**Budget:**

Project #	Project	Budget	Source
NH16405D-014	Vermont Law Enforcement Challenge	12,000	§405(d)
NH16402-281		24,000	§402
Total		36,000	

**3. Project Title: Law Enforcement Liaisons**

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

**Countermeasures:** *From Ticket to Docket: Leveraging LEL's, TSRP's, and JOL's to Maximize Desired Outcomes.*

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

**Goals:** Continue to increase interest in the support of GHSPs priority initiatives. Increase LEAs participation in national enforcement campaigns to 90% by the completion of FFY 2016.

**Assigned Staff:** Scott Davidson

**Project Description:** Vermont contracts with two Law Enforcement Liaisons (LELs) who divide their responsibilities into North and South by Counties. The Southern LEL is responsible for Addison, Oran, Rutland, Windsor, Bennington, and Windham Counties. The Northern LEL is responsible for the rest. These LEL's provide law enforcement expertise, encourage involvement in traffic safety initiatives and act as a conduit between the law enforcement community and the GHSP staff. This coordination facilitates statewide mobilizations of impaired driving, occupant protection, and all national enforcement campaigns, such as Click It or Ticket campaign and Drive Sober or Get Pulled Over campaign. Coordinating these activities requires collaboration with

law enforcement agencies, the state’s Departments of Transportation, Motor Vehicles, Liquor Control, Health, the Agency of Education and other state, county and municipal agencies and organizations.

GHSP’s LEL’s provide leadership and guidance for the Impaired Driving Enforcement Task Force, the Click-It-or-Ticket Task Force, and the Occupant Protection Task Force. It should be noted these are in-state task forces which operate during the national campaign time frames and at other periods during the year. The LELs will work collaboratively with the Vermont Highway Safety Alliance, Vermont Associations of Chiefs of Police, the Sheriffs’ Association and the Vermont State Police to achieve sustained, efficient and coordinated enforcement of all the state’s traffic safety priorities. All enforcement strategies are designed using Vermont’s Evidence Based Enforcement Plan.

Law Enforcement Challenge: The Vermont Law Enforcement Challenge will be reviewed and efforts will continue to be made to create efficiencies in the application process to encourage broader participation.

OP and DUI: Both LELs will continue to develop Occupant Protection and Impaired Driving Task Forces, which will work in partnership with members of the Vermont Highway Safety Alliance.

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

Media: Creative media projects such as the “Drugged/Impaired Driving” or seasonal press releases are the responsibility of the LELs. Use of Alliance Sport Marketing, Internet based media, and other major traditional New England Media is guided by the LELs to maximize exposure to traffic safety priorities at large gatherings of semi-pro baseball, soccer, stock car racing and college basketball and hockey.

PBTs: Over 300 new personal breath test units continue to be distributed appropriately to those Vermont LEAs who have demonstrated a willingness to actively participate in the state’s data driven enforcement programs.

**Budget:**

Project #	Project	Budget	Source
NH16405D-012	LEL #1	50,000	§405(d)
NH16402-283		56,250	§402
NH16405D-013	LEL #2	50,000	§405(d)
NH16402-284		56,250	§402
Total		212,500	

**4. Project Title: Mobilization Equipment incentives**

**Problem Statement:** Success with High Visibility Enforcement campaigns begins with full participation from all law enforcement agencies. The number of participants must be increased.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapter 1, sections 2.3; 2.5 and 6.2

**Strategies:** Provide traffic safety related equipment incentives to encourage LEAs to participate in High Visibility Enforcement, (HVE) campaigns.

**Goals:** Achieve 100% participation by all Vermont law enforcement agencies before the end of Federal Fiscal Year 2016.

**Assigned Staff:** Tom Fields

**Project Description:** The Vermont Governor’s Highway Safety office strives to engage all Vermont law enforcement agencies in active participation in national, statewide and local data driven enforcement events. In the past approximately 56% of our agencies participated regularly in the High Visibility Enforcement (HVE) events. With the introduction of a financial reward, that has to be earned, participation has grown to 81-82%. To earn this reward, agencies must comply with standards established in the registration process. These standards include the need for agencies to base their enforcement using crash data and other traffic safety related information. They must agree and certify that they have completed a minimum number of enforcement hours. During the enforcement hours, agencies are required to participate in safety or sobriety checkpoints in addition to saturation patrols. By successfully participating in these campaigns, agencies have the opportunity to obtain traffic safety equipment items. Equipment offered is directly related to improvement of efficiency and effectiveness of their traffic safety programs.

Vermont law enforcement agencies participate in the four major NHTSA high visibility enforcement campaigns each year. GHSP encourages agency participation with the goal of maximum effectiveness, statewide, for these campaigns. Upon successful completion of an event, a qualifying agency may be eligible for funds that can be used to purchase specified police related equipment. This equipment includes, but is not limited to: portable breath testing equipment; radar and laser speed monitoring equipment; emergency lighting; audio and video recording devices and checkpoint sign packages. Not to exceed the \$5000 threshold. Any agency receiving \$5000 that requests spending the total on a single piece of equipment is forwarded to NHTSA for prior approval. Equipment incentives enable individual officers and agencies, in general, to be better prepared, better equipped, and more productive while participating in enforcement campaigns. Better equipment also encourages officers to engage in traffic enforcement activities during discretionary periods while on regular patrol.

**Budget:**

Project #	Mobilization Equipment Incentives	Budget	Source
NH16402-200	Mobilization Equipment Incentives - Using proven data driven countermeasures and our staff review of past projects, this budget has been allocated to <b>Mobilization Equipment Incentives</b> for this federal fiscal year. Agencies with executed agreements will receive agreements based upon participation in the four NHTSA Mobilizations. This information is tracked yearly by our LELs. Once the breakdown in funding is known, <b>a list of participating agencies will be provided to NHTSA prior to the commencement of the Mobilization Equipment Incentives efforts.</b>	405,000	§402

**5. Project Title: Crash Reconstruction Support**

**Problem Statement:** Crash causation factors are not always readily determined at the scene of a crash by officers, not specifically trained in reconstruction skills.

**Countermeasures:** NHTSA historical support of the crash re-constructionist trainings and protocols.

**Strategies:** Provide crash re-constructionist training to Vermont law enforcement agencies.

**Goals:** To develop an effective cadre of officers trained in the skills, science and technology of a crash re-constructionist, in order to provide a response to each appropriate crash incident.

**Assigned Staff:** Scott Davidson

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

There are 14 fully certified crash re-constructionists on the team who each have over 280 hours of class room training.

The support in these serious crashes has undoubtedly improved overall traffic reporting in determining more accurate contributing circumstances. It's estimated that as much as twenty five percent (25%) of all serious crashes involve alcohol/impaired driving. Complete and extensive investigation of traffic crashes provides the first step toward successful determination of causation factors and subsequent adjudication, when appropriate. The budget funds the purchase of software updates for the reconstruction equipment as well as the Airbag Control Module (ACM) and the Crash Data Retrieval (CDR) cables that plug into the vehicle that are necessary to keep current with evolving modifications, including car manufacturer updates or the introduction of a new model.

**Budget:**

Project #	Crash Reconstruction Support	Budget	Source
NH16402-280	Vermont State Police	20,000	\$402

## 6. Project Title: Law Enforcement Training Programs

**Problem Statement:** Some pertinent traffic safety related training not readily available to law enforcement officers within the state of Vermont.

**Countermeasures:** *Countermeasures That Work*, 7th edition, page 1-10.

**Strategies:** Provide support to law enforcement partners to attend specific traffic safety related trainings, supporting state priorities, conducted in-state and out-of-state.

**Goals:** Maintain the ability to sponsor selected law enforcement partners to attend trainings which will promote NHTSA's traffic safety priorities.

**Assigned Staff:** Scott Davidson

**Project Description:** Traffic Safety technology, science and information are under constant development and revision. Training to enhance current procedures and processes continually appears in the traffic safety world. It's a dynamic industry inspired by existing priorities and influenced by the efforts of traffic safety advocates to

improve performance. These types of law enforcement trainings will be focused on new information and investigative techniques that will benefit our priority program areas.

Every year, training opportunities for law enforcement officers and supporting personnel arise that cannot be predicted prior to or during the creation of the HSP including: topical training relating to issues such as advanced crash investigation, enforcement strategies, equipment development, technical training and assistance, informational workshops, data and mapping proficiency, and other traffic safety related training, some of which is sponsored by NHTSA and other federal agencies. GHSP encourages traffic safety partners to participate in these types of trainings and to bring skills learned, information and new ideas back to Vermont and share them with the state’s traffic safety community. Funds will be utilized to provide support for training registration costs; travel expenditures and other narrowly related costs preapproved by GHSP.

**Budget:**

Project #	Project	Budget	Source
NH16402-282	Law Enforcement Training Programs	10,000	\$402

**7. Project Title: Law Enforcement Program Coordinators**

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

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

**Strategies:** Regular document review, site visits and technical assistance with grantees and contractors; attend training for professional development and collaborative meetings with highway safety partners as needed.

**Goals:** To ensure quality and consistency with grants and contracts deliverables, all of which are designed to address the critical emphasis areas in the State Highway Safety Plan and the Highway Safety Plan.

**Assigned Staff:** Betsy Ross and TBD.

**Project Description:** Program coordination is provided by three staff members who ensure GHSP policies are followed, enforcement strategies are effective and compliant with best practices and grant documents, and financial transactions are properly documented and accurately reported. These staff members monitor financial management systems, performance, make recommendations for improvement, and arrange for training when required. The staff members monitor in office, by telephone, and make site visits. Systems are developed to improve monitoring processes and track financial spend down and safety accomplishments.

**Budget:**

Project #	Project	Budget	Source
NH16402-			
290	Law Enforcement Program Coordinator #1	93,750	\$402
290	Law Enforcement Program Coordinator #2	106,250	\$402
290	Law Enforcement Program Assistant	25,000	\$402
Total		225,000	

**8. Project Title: Distracted Driving Education and Enforcement**

**Problem Statement:** Incidents of distracted driving and related crashes continue to increase throughout the state.

**Countermeasures:** *Countermeasures That Work*, Seventh edition, Chapter 4, section 1-3.

**Strategies:** Provide support to law enforcement to address distracted driving incidents and crashes utilizing specific data and information.

**Goals:** Reduce the number of major crashes related to distracted and inattentive drivers by 10% by 2016 (VT SHSP, Vermont Highway Safety Alliance)

**Assigned Staff:** Scott Davidson

**Project Description:** During May of 2014 Vermont enacted legislation which prohibits the use of hand held devices while operating a motor vehicle. Although the use of cellphones, texting and other electronic devices are frequently the cause of distracted behavior, it's obvious that many other distractions greatly reduce a driver's ability to operate a motor vehicle safely. The Vermont 2012 Strategic Highway Safety Plan (SHSP) indicates that distracted driving has been a contributing factor in at least 17% of all major crashes in Vermont since 2010. The Vermont Highway Safety Alliance has selected this issue as one of the SHSPs critical emphasis areas and has developed a task force to address all related issues. This funding will be used to provide support for the VHSA task force, to offer assistance/training to law enforcement and to provide support for the implementation of distracted driving enforcement strategies determined by the task force, in the form of overtime enforcement funds. The 2015 legislative session strengthens the law further to now prohibit the use of handheld devices even when stopped at red lights. This change will require increased education and enforcement efforts.

Project #	Distracted Driving Task Force	Amount	Source
NH16402-050	Using proven data driven counter measures and our staff review of past projects this budget will be allocated to the <b>Distracted Driving Task Force</b> for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. <b>A list of participating agencies will be provided to NHTSA prior to the commencement.</b>	250,000	§402

***Law Enforcement Support Budget Summary***

<b>Project Title</b>	<b>Budget</b>	<b>Source</b>
1. VSP Equipment and Enforcement	134,000	§402
2. Sheriff's Association Speed Enforcement Overtime	50,000	§402
3. Radar Speed Trailers	224,000	§402
4. Vermont Law Enforcement Challenge	12,000	§405(d)
	24,000	§402
5. Law Enforcement Liaisons	100,000	§405(d)
	112,500	§402
6. Mobilization Equipment incentives	405,000	§402
7. Crash Reconstruction Support	20,000	§402
8. Law Enforcement Training Programs	10,000	§402
9. Law Enforcement Program Coordinators	225,000	§402
10. Distracted Driving Task Force	250,000	§402
§405(d) Total	112,000	
§402 Total	1,454,500	
Total All Funds	1,566,500	

## Community Educational Programs

GOAL 1: To decrease drivers age 20 or younger involved in fatal crashes 2.41 percent from the five-year average of 8.3 in 2010 - 2014 to a five-year average of 8.0 by December 31, 2016.

GOAL 2: To decrease pedestrian fatalities 10 percent from the five-year average of 7.0 in 2010 - 2014 to a five-year average of 6.3 by December 31, 2016.

GOAL 3: To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles 0.3 percent from a five-year average rate of 84.7 % in 2010 - 2014 to a five-year average rate of 85 % by December 31, 2016.

### 1. Project Title: Vermont Teen Driver Summit

**Problem Statement:** The need to provide up-to-date and data-informed driver education instruction for teen drivers.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapter 6.2 and 6.3.

**Strategies:** Speakers, workshops and demos of presentations available to supplement teen driver education instruction statewide.

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

**Assigned Staff:** Anne Liske.

**Project Description:** The fourth annual day-long summer institute is a collaboration between GHSP and the Department of Motor Vehicles designed to provide a full day of professional development credits to enhance the skills and capacity for driver educators (private and school-based) to fully engage teen drivers and their parents during their course sequence. The day includes plenary sessions of current engineering, enforcement, education, emergency services, and evaluation information from state and national sources; workshops to introduce and share tested curricula and other tools; and interactive time to connect with some of the community-based programs and resources available to supplement driver education offerings. Each year’s planning includes a review of the past year’s data and traffic safety issues to identify a central theme; participants receive six CEUs toward their driver educator required certification.

#### Budget:

Project #	Project	Budget	Source
NH16402-414	Vermont Teen Driver Summit	3,000	\$402

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

**Problem Statement:** High rate of teen texting while driving.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapter 4. 2.2 And 6.2.2.

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

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

**Assigned Staff:** Anne Liske.

**Project Description:** The Youth Safety Council (YSC) of Vermont was formed in 2005 to promote and support youth safety programs, education, initiatives and studies; partner with youth safety experts and advocates to sustain and improve existing programs; increase public awareness of youth safety issues; support and conduct educational and informational activities and increase public awareness of youth safety issues. The GHSP funds the YSC educational project of interactive presentations at teen drivers’ education classes around Vermont with the Vermont DMV curriculum ‘Turn off Texting’ utilizing a golf cart course. In early spring 2015, YSC completed a project with the University Of Vermont Transportation Center to compile and analyze evaluation data from the course (1233 participants.) Surveys given before the course (40+ sites), just after, and then several months later at the end of the drivers’ education classes to measure the effectiveness of the program indicate positive and consistent change in students awareness and behavior. The analysis also provided input to further refine the survey instrument, paving the way to improved data quality going forward.

The budget funds salaries and benefits for a part-time director, two part-time presenters, in-state travel, small contracts for accounting services and website maintenance, supplies, insurance, and phone.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
NH16402-417	Youth Safety Council	65,000	\$402

**3. Project Title: Local Law Enforcement Community Education Programs**

**Problem Statement:** Locally identified highway safety issues e.g. high incidence of DUIs, lower than state average seat belt usage rate, particular bike and pedestrian hazards, etc.

**Countermeasures:** *Countermeasures That Work*, 7th edition, various chapters specific to each community’s identified priority.

**Strategies:** Interactive presentations at schools (age and audience specific) and at community events to reach broader public audience.

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

**Assigned Staff:** Anne Liske.

**Project Description:** Three law enforcement agencies will implement local education programs focused on youth traffic safety awareness and will work with youth and adults to both reduce impaired and distracted driving and increase seat belt use. Essex County Sheriff intends to go into the local schools and attend several summer fairs and community events continuing the use of an adapted arcade driving game (combined with fatal vision goggles and texting exercises) to increase awareness of the risks of impaired and distracted driving. Orange County Sheriff will continue to do interactive curricula to engage teen drivers regarding DUI, safe driving and occupant protection in all the high schools in the county and continue a successful series of youth bicycle safety

rodeos countywide. Northfield Police Department will initiate several interactive teen driver education offerings covering impaired and distracted driving and occupant protection. The agency will also conduct community outreach and education on bike, pedestrian and impaired driving issues specific to the local presence of a university campus combined with the hazards of town streets, rural roads and state highways converging in the community. Allowable expenses include overtime, mileage and supplies.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
NH16402-			
410	Essex County Sheriff's Dept.	3,000	\$402
411	Northfield Police Dept.	4,500	\$402
412	Orange County Sheriff's Dept.	5,000	\$402
Total		12,500	

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

**Problem Statement:** Regionally identified highway safety issues e.g. high incidence of DUIs, lower than state average seat belt usage rate, particular bike and pedestrian hazards, etc.

**Countermeasures:** *Countermeasures That Work*, 7th edition, various chapters specific to each region’s identified priority.

**Strategies:** Interactive presentations at schools and community organizations (age and audience specific) and at community events to reach the broader public.

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

**Assigned Staff:** Anne Liske.

**Project Description:** This project allows the Vermont State Police to meet public demand for highway safety presentations in teen driver education classes, businesses, and other community groups, particularly in jurisdictions where they provide primary local coverage. Educational areas include alcohol and impaired driving, speeding, distracted driving, occupant protection (including child restraints), and motorcycle safety. A primary focus is teen driver education classes with emphasis on alcohol impairment. Surveys at the beginning and end of each presentation assess what was retained by program participants. VSP in partnership with the Vermont Highway Safety Alliance has an active educational presence at the Champlain Valley Exposition, the larger of the Vermont’s two statewide summer fairs, a prime opportunity for distribution of educational materials and public presentations about highway safety. Overall the key goal is to provide education in conjunction with the enforcement campaigns targeted to the public at large, in particular *Drive Sober or Get Pulled Over* and the VSP’s own messaging about responsible driving behavior *Do Your Part, Drive Smart*. All materials are reviewed and pre-approved by GHSP. Allowable expenses include overtime, mileage, supplies and printed educational handouts.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
NH16402-415	*Vermont State Police Community Education	38,500	§402
NH16405B-021		20,000	§405(b)
NH16405D-081		30,000	§405(d)
Total		88,500	

**5. Project Title: Department of Corrections Safe Driving Program (formerly titled the Victim Impact Panel)**

**Problem Statement:** Persistent occurrence of DUI and repeat DUI offenses.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapter 1.5.

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

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

**Assigned Staff:** Anne Liske.

**Project Description:** The Department of Corrections Safe Driving Program is an awareness program for offenders convicted of misdemeanor driving under the influence of alcohol or other drugs. To date, probation staff conducted a two-part curriculum in probation offices around the state, a revised version of which began implementation in 2013. This program incorporates DUI victim impact panels as a core component. In 2014 and 2015, the program began phasing in more community-based sites for offering the program in conjunction with Community Justice Centers (CJCs). In 2016, the transition to Community Justice Center sites will take priority, improving more local access and scheduling flexibility.

DOC staff track participant self-report data from evaluations of the program, with 60% identifying lessons and information gained that changed their driving decision-making and behaviors. The preliminary participant recidivism data for 2008-2011 indicate a rate of 28%. The program also offers an annual Red Ribbon Tree DUI public awareness event during December at the Vermont State Capitol timed to coincide with the launch of the holiday DUI enforcement and media efforts.

The budget funds a contracted part-time field coordinator (salary and mileage) to facilitate the expansion of implementation at the CJCs, including regular curriculum training and updates for the CJC instructors. In addition, the budget also funds training costs (materials and site) and supplies for the Red Ribbon Ceremony.

**Budget:**

Project #	Project - Vermont Safe Driving Program	Budget	Source
NH16405D-082	Vermont Department of Corrections	20,000	§405(d)

**6. Project Title: Local Motion Safe Streets Coalition**

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

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapters 8 and 9.

**Strategies:** Community education and outreach activities and public messaging, school and college campus education events and training in the use of these resources for local/regional safety education collaborators including law enforcement.

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

**Assigned Staff:** Anne Liske.

**Project Description:** Local Motion is a member-supported non-profit organization promoting people-powered transportation and recreation for healthy and sustainable Vermont communities. The GHSP has funded the Local Motion’s work with the Safe Streets Collaborative, a broad-based campaign led by non-profits and local governments from across Chittenden County to provide bike/pedestrian education and outreach. In early 2015, Local Motion merged with the Vermont Bicycle and Pedestrian Coalition, providing an opportunity to strategically build a statewide network of local partners to utilize the existing “toolkit” of community education knowledge, activities and materials developed by Local Motion. The continuing goal for this expanded network is to reduce bike-pedestrian/motor vehicle crashes by building a culture of respect on our streets and sidewalks. The philosophy is that everyone has a part to play – cyclists, pedestrians, and motorists alike. Based on their data-driven approach, Local Motion will provide identified communities training and technical assistance in the use of their “toolkit” of outreach and education strategies and resources, developing local capacity to promote safe biking and walking.

The budget funds a portion of salaries, benefits, and in-state travel for the Project Director, Program Manager, and an Outreach Coordinator and salaries to part-time training staff, printed educational brochures, safety gear for cyclists (helmets and lights), postage, and indirect costs based on approved rate from a cognizant agency, documentation provided annually. All materials are reviewed and pre-approved by GHSP.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
NH16402-413	Local Motion	100,000	\$402

**7. Project Title: Workplace Safety Project Road Safe**

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

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapters 1, 2 and 4 targeted outreach and education.

**Strategies:** Regular schedule of NSC Alive@25 curriculum at trade schools, NSC Defensive Driving course offerings at grantee’s offices in Central Vermont or on-site for employers statewide and customized traffic safety presentations for employers; annual participation in professional conferences and safety days for a variety of

professional groups and trade associations via presentations and education materials distribution, e-newsletter and website.

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

**Assigned Staff:** Anne Liske.

**Project Description:** Project Road Safe is a workplace driver’s safety program housed at the Associated General Contractors of Vermont, a statewide construction trades training organization. The mission of Project Road Safe is to help Vermont businesses create a safe workplace for their drivers, decrease distracted driving, reduce impaired driving, and increase the use of seat belts. Programming in 2016 will continue to: engage Vermont companies with high numbers of crashes (based on Department of Labor data), participate in a regular series of annual statewide workforce safety forums and conferences to present and distribute materials, provide education/training and materials at worksites on request, distribute a monthly e-newsletter, and maintain a program website.

ProjectRoadSafe continues to expand the successful young driving workforce education initiative (using the Alive@25 curriculum) through Vermont’s trade schools, with a particular focus on distracted and impaired driving and seat belt use, targeting the low seat belt usage 18-24 male driver cohort. In all presentations, printed materials, and their newsletter, they connect with both the Click-It-or-Ticket and Drive Sober or Get Pulled Over campaign messaging. All materials are reviewed and pre-approved by GHSP. Allowable expenses include the coordinator’s salary and benefits; mileage, annual curricula updates and education, printed outreach and training materials and resources. Indirect costs are also permitted. PARs will be completed for budget validation purposes.

**Budget:**

Project #	Project RoadSafe	Budget	Source
NH16402-416	Associated General Contractors of Vermont	95,000	\$402

**8. Project Title: Lifesaver “Highway Heroes” Awards**

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

**Countermeasures:** Mirrors NHTSA supported National Lifesavers’ Recognition Program.

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

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

**Assigned Staff:** Betsy Ross

**Project Description:** The Lifesaver “Highway Heroes” Award Luncheon is an annual event that provides GHSP the opportunity to thank the education, enforcement, emergency medical services, and engineering partners who are responsible for the successes achieved in highway safety. These committed individuals have contributed to GHSP reaching its goals and mission. The budget funds the award plaques and a contract with a local convention center for the awards luncheon.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
NH16402-420	Lifesaver Awards	16,000	\$402

**9. Project Title: Community Programs Coordinator**

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

**Countermeasures:** See all countermeasures indicated for the community education projects and related contracts (belt survey, attitude survey, etc.).

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

**Goals:** To ensure quality and consistency with grants and contracts deliverables, all of which are designed to address the critical emphasis areas in the State Highway Safety Plan and the Highway Safety Plan.

**Assigned Staff:** Anne Liske.

**Project Description:** A GHSP staff member manages the educational grants and contracts for the belt, attitude, and behavior surveys, any scheduled program assessments and supports the Traffic Records Program. This staff member also provides support with program evaluation for all education grants and GHSP projects, including site visits.

The time-reporting for this position will indicate which portion of the person's time will be on traffic records and which portion of their time will be focused on community programs.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
NH16402-400	Community Programs Coordinator (includes 25% indirect in \$402)	45,000	\$402

**10. Project Title: GHSP Partners Travel and Training**

**Problem Statement:** Agencies unable or unwilling to support costs of employee travel to highway safety related training.

**Countermeasures:** NHTSA supported in-state and out-of-state training and technical support provided to the state highway safety offices personnel.

**Strategies:** Provide funding and support to selected non-law enforcement partners to enable travel and attendance at trainings selected by GHSP and promoting NHTSA traffic safety priorities.

**Goals:** To ensure GHSPs highway safety agency partners (non-law enforcement) attend specific, selected trainings and workshops which will enhance the state's traffic safety environment.

**Assigned Staff:** Scott Davidson

**Project Description:** Similar to the need for support of law enforcement personnel, training programs for non-law enforcement personnel will be provided for our critical emphasis areas based on needs to enhance highway safety skills. Trainings selected will be focused on new information and techniques that will benefit our program areas. We use this when we specifically ask or require a partner or partners to attend a training that is related to highway safety issues, best practices or NHTSA required/recommended courses. These funds have been used in the past to send the Governor’s Representative to the GHSA Leadership Training, and the GHSA Annual Conference. We have also funded NHTSA Managing Federal Finances Training for AOT Grants Management and Accounting personnel. The return of investment is manifested in the improved quality of information these trainings provide to the attendees supported by this project.

**Budget:**

Project #	Project - Subgrantee	Budget	Source
NH16402-421	GHSP Partners Travel and Training	16,000	\$402

**Community Educational Programs Budget Summary**

Project	Budget	Source
1. Teen Driver Education Summit	3,000	\$402
2. Youth Safety Council	65,000	\$402
3. Local Law Enforcement Programs	12,500	\$402
4. VSP Community Education	38,500	\$402
	20,000	\$405(b)
	30,000	\$405(d)
5. Vermont Victim Impact Panel	20,000	\$405(d)
6. Local Motion	100,000	\$402
7. Project RoadSafe	95,000	\$402
8. Lifesaver Awards	16,000	\$402
9. Community Programs Coordinator	45,000	\$402
10. GHSP Partners Training	16,000	\$402
\$405(d) Total	50,000	
\$402 Total	391,000	
\$405(b) Total	20,000	
Total All Funds	461,000	

## Traffic Engineering Services Program Area

GOAL: To reduce fatalities per 100 million vehicle miles travelled by 1.05% from the five year average of 0.95 in 2009 – 2013 to a five year average of 0.94 by December 31, 2016.

### 1. Project Title: Hazard Elimination Program

The Vermont Agency of Transportation employs a team of data analysts to interpret crash data and other pertinent information to determine specific locations needing roadway improvement. In particular, roadway engineers are continually engaged in intersection safety and other critical roadway safety improvements.

#### Budget:

Project #	Hazard Elimination Program	Budget	Source
NH16164H-500	Vermont Agency of Transportation	500,000	§164HE
	Total	500,000	

## Motorcycle Safety

GOAL 1: To maintain or decrease the recent downward trend of motorcyclist fatalities 0.3 percent from the five-year average of 7.8 in 2010 - 2014 to a five-year average of 7.5 or lower by December 31, 2016. See discussion below.

GOAL 2: To maintain or decrease the unhelmeted motorcyclist fatalities 0 percent from the five-year average of 1.4 in 2010 - 2014 to a five-year average of 1.4 by December 31, 2016.

### 1. Project Title: State Motorcycle Rider Education Program

**Problem Statement:** Persistent occurrence of helmeted and unhelmeted motorcycle fatalities.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Sections 5.1.2, 5.3.2, 5.4.1 and 5.4.2.

**Strategies:** Rider education courses for first-time riders and advanced skills development; “share the road” radio messages, social media rider safety messages and annual national train-the-trainer opportunities for the program administrator and a second senior instructor.

**Goals:** To educate motorcycle riders about safe and visible vehicle operation and educate motorists about awareness of how to safely share the roadway with motorcyclists.

**Assigned Staff:** Anne Liske.

**Project Description:** The purpose of the Motorcycle Rider Education Program is to provide motorcycle safety training for at least 1,600 individuals during the motorcycle training season. Courses are designed to train individuals interested in obtaining a motorcycle endorsement for the first time and individuals already possessing a motorcycle endorsement who are interested in honing their motorcycle skills. Training includes exercises designed to teach the basics of motorcycle operation and work on enhancing skill levels. It also includes discussions on wearing proper riding gear (DOT helmet, eye protection, full fingered gloves, motorcycle riding jacket and pants, and over the ankle footwear), the risks associated with using drugs or alcohol while riding, and how to be visible to other motorists. Courses are provided at eight training facilities located in Berlin, Rutland, Pittsford, Dummerston, Highgate, St. Johnsbury, Colchester, and South Burlington.

The program administrator and second senior instructor attend a national train-the-trainer course in order to have an adequate number of trainers available to keep Vermont’s roster of trainers up-to-date with the curriculum and qualified for certification.

Motorcycle awareness advertising will be run on radio stations around Vermont during the entire month of May (Motorcycle Awareness Month) and continued on a rotating basis throughout the motorcycle riding season. In addition, the program utilizes rider safety social media messaging during the riding season. In 2016, GHSP and the Agency of Transportation will include review of motorcycle awareness messaging in an overall review and discussion of media planning.

Funding would be provided for training materials, SMSA, MSF, and NHTSA conferences, RiderCoach training for one new RiderCoach, 32 motorcycle helmets for the training sites, and paid media. The three projects in the budget below are pooled to fund these expenses.

**Budget:**

<b>Project #</b>	<b>State Motorcycle Rider Education Program</b>	<b>Budget</b>	<b>Source</b>
NH16405F-000	Vermont Department of Motor Vehicles	70,000	\$405(f)

***Motorcycle Safety Budget Summary***

<b>Project</b>	<b>Budget</b>	<b>Source</b>
1. Vermont Department of Motor Vehicles	70,000	\$405(f)

## Traffic Records

Goal 1: (SIREN) To increase by 20% the new and legacy data records derived directly from system reports from the three-year average of 66,587 records in 2012 – 2014 to a three-year average of 80,000 by December 31, 2016

Goal 2: (SIREN) To decrease by 50% the delay of entering new ePCR records into the SIREN database from the three-year average of 20 days in 2012 – 2014 to a three-year average of 10 days by December 31, 2016.

**NOTE: Please see VT\_FY16\_405c.pdf in the NHTSA Grants Drop Box for additional Traffic Records information not provided in this section.**

### 1. Project Title: AOT Crash Data Reporting System

**Problem Statement:** The online data entry system for law enforcement crash reporting and the Agency of Transportation (AOT) legacy data records system require periodic evaluation for upgrade and improvement in interface.

**Countermeasures:** Data improvement recommendations indicated in the 2012 TR Assessment.

**Strategies:** Hardware and software upgrades and development of a plan for recommended solutions to run-time field loss of law enforcement connectivity in rural areas of the state.

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

**Assigned Staff:** Anne Liske.

**Project Description:** This is the base project for ongoing enhancements for the crash data interface. The FFY 2016 plan is to complete two components. Each of these two components was recommended in both Vermont's 2012 TR Assessment and 2012 CDIP. The first is to merge the Web Crash online data entry tool for law enforcement and the VTrans (Agency of Transportation) in house application – VCSG -which is running on a fifteen year old technology in need of updates. This project will result in an improvement of the Crash data production process and address uniformity in the applications used, (standard reports, reporting tools and mapping features), a benefit to both law enforcement users and the AOT data analysts. The second component is to prepare a plan for a client application for law enforcement to create and submit reports from the field. It will address the poor internet connectivity in many rural parts of the state, allowing officers to continue with their crash reporting when connectivity is lost and submit later when connectivity is re-established. A contracted vendor will develop strategies to address need for hardware/software, user accounts, task framework, address schema requirements, research the costs associated with building and implementing a Crash Client app and outline an implementation plan.

#### Budget:

Project #	AOT Crash Data Reporting System	Budget	Source
NH16405C-700	Vermont Agency of Transportation	200,000	§405(c)

## 2. Project Title: SIREN

**Problem Statement:** The run time data system for emergency medical services needs to further transition from its implementation phase to development of interface with both the Crash system and hospital medical records databases.

**Countermeasures:** Data improvement recommendations indicated in the 2012 TR Assessment.

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

**Goals:** To continue improvement of completeness and timeliness of data submission from EMS agencies and to develop initial testing of Crash and hospital linkages.

**Assigned Staff:** Anne Liske.

**Project Description:** The Vermont Department of Health Emergency Medical Services ongoing completion of the SIREN data system implementation involves the following key components for FFY 2016:

**Data Manager:** The Vermont Department of Health EMS office requires a data manager to coordinate the collection, analysis, and reporting of EMS incident data and to provide technical assistance and training for SIREN, Vermont's statewide electronic EMS incident reporting system. The EMS data manager is necessary to maintain functionality of the SIREN program, increase the number of Vermont ambulance services entering data into SIREN, and to ensure accurate, complete, timely, and uniform EMS incident reports. One of the primary roles for the data manager in FFY 2016 will be to enhance the integration of EMS data with injury and illness surveillance efforts by working to establish linkage between SIREN and hospital electronic medical record databases. This integration of information will allow for a more comprehensive assessment of motor vehicle, bicycle and pedestrian crashes in the State.

**Contracted Services:** The contract for Field-Bridge, (the laptop-based software for real-time EMS data entry), will be continued. Field-Bridge is essential for ongoing SIREN implementation and enhancements, including the CRASH-SIREN data linkage development. A data linkage host will also be established for an efficient, cost effective approach to the hospital data linkage effort.

**Training:** System users and administrators will require additional targeted training to implement and fully utilize SIREN. Specific planning and training will also be required with the contractor hired to develop the SIREN-hospital data linkage implementation.

### Budget:

Project #	SIREN	Budget	Source
NH16405C-701	Vermont Department of Health Emergency Medical Services	162,800	\$405(c)

## 3. Project Title: TRCC Consultant

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

**Countermeasures:** Data improvement recommendations indicated in the 2012 TR Assessment.

**Strategies:** Facilitation of TRCC meetings, monitoring and filing regular project TRIPRS progress reports and preparing and filing the IPR/annual TRIPRS application.

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

**Assigned Staff:** Anne Liske.

**Project Description:** Appris serves as the current TRCC Consultant for Vermont. The consultant services include providing administrative support to the TRCC, including preparation of the meeting agendas in consultation with the co-chairs, monitoring statewide data program compliance, coordinating sharing data between agencies, all record-keeping to assist in developing Vermont’s annual 405c application and general TRCC technical assistance.

**Budget:**

Project #	Consultant	Budget	Source
NH16405C-704	Appris	36,864	\$405(c)

**4. Project Title: DPS Support of Traffic Records Improvement**

**Problem Statement:** The traffic records data collection by statewide law enforcement including Crash interface and the development of eCitation needs technical support at the Department of Public Safety.

**Countermeasures:** Data improvement recommendations indicated in the 2012 TR Assessment.

**Strategies:** Technical assistance activities issues identified by law enforcement users of WebCrash and coordination of implementation activities with the eCitation vendor contract and pilot implementation.

**Goals:** To complete and evaluate the initial pilot of the eCitation initiative.

**Assigned Staff:** Anne Liske.

**Project Description:** The Department of Public Safety (DPS) full-time position for Support of Traffic Records provides staffing for traffic records improvement and data integration in the VT Law Enforcement community specific to the development of the eTicket project. This position serves as a liaison with DPS IT to resolve law enforcement user access issues including account changes and setup of security credentials for Spillman (legacy system) users of WebCrash. During FFY 2016, the first phase (pilot) of the eTicket implementation will be completed and evaluated, and pending successful results will commence implementation of a second pilot with a larger group of users. A DPS contracted Project Manager directs the overall implementation of this effort. The support position does field work in support of the contractor in all aspects of the pilot including key activities as follows: serves as pilot team member to ensure the needs of the participant law enforcement agencies are met in every project phase; arranging for the installation of all equipment; coordinate and participate in user acceptance testing; provide input to training manuals and frequently asked questions; assist with the pilot evaluation and serve as a DPS representative to the TRCC.

**Budget:**

Project #	DPS Support of Traffic Records Improvement	Budget	Source
NH16405C-703	Vermont Department of Public Safety	101,054	\$405(c)

**5. Project Title: DPS eCitation Implementation**

**Problem Statement:** The current non-standard, error-prone paper system for traffic tickets impedes the state’s ability to have complete and accurate citation data available for traffic records data improvement.

**Countermeasures:** Data recommendations indicated in the 2012 TR Assessment.

**Strategies:** Implementation and evaluation of all phases of an eCitation pilot.

**Goals:** To test and refine an eCitation model for statewide use.

**Assigned Staff:** Anne Liske.

**Project Description:** During FFY 2016, the eTicket project will complete and evaluate the first phase of the eTicket implementation – a ten agency pilot based on the implementation proposal in the 2012 Master Business Plan. Regular review and evaluation of all aspects of the effort will be conducted by the eTicket interagency advisory work group with regular reports provided to the TRCC. A DPS contracted Project Manager directs the overall implementation of this project. The FFY 2016 expenses will include: cost of a part-time project manager \$83,400,000; TraCS user software licenses and vendor services \$130,000; hardware for police vehicles (printers, bar code readers, etc.) and data server costs \$35,000; d third party integration and TEG integration costs for Spillman and Valcour \$52,000; VTADS (Judicial Bureau) \$30,000 and 3% State Department of Information and Innovation (DII) IT project oversight assessment \$14,000. The projection of the remainder of the implementation \$408 and §405(c) expenditures over the course of the second pilot, evaluation and ongoing implementation were presented to the state Department of Information and Innovation for review as part of a required 2015 project risk assessment; questions posed to be evaluated during the two pilot phases’ implementation and evaluation.

**Budget:**

Project #	eCitation Implementation	Budget	Source
NH16408-710	Vermont Department of Public Safety	437,561	§408
NH16405C-710		750,000	§405(c)
Total		1,187,561	

**6. Project Title: Judiciary Data Project – JTRAC**

**Problem Statement:** The current Judiciary legacy data management system and Traffic Division document management system lack the flexibility and robust business rule engines to integrate records exchange effectively with the systems modernization of traffic records partners.

**Countermeasures:** Data recommendations indicated in the 2012 TR Assessment.

**Strategies:** Planned transition to a VDT model, removal of legacy hardware, increased virtual server space and installation of high capacity scanning equipment.

**Goals:** To streamline and increase integrity of Judiciary records management of citations, regardless of their paper or future electronic state.

**Assigned Staff:** Anne Liske.

**Project Description:** The Judiciary JTRAC project will test and refine improvements to the records management capacity for the current system which collects information on fine amounts, the statute and violation, incident data, vehicle data, driver identification, motions and orders, judgement, etc. With improved data extraction from paper citations (decreasing data entry error rates) and template generation to allow data from agencies moving to eTickets to automatically create document records of the electronic citations. The end result will be a singular, state-wide repository of all citations in the state from both paper and electronic sources. During FY16 the Judiciary will contract for a document management system under enterprise license with the State of Vermont to facilitate support and further alignment with the agency’s goals and those of their Justice Partners. Costs will include the installation of the system and initial creation of portals and interfaces.

**Budget:**

Project #	Judiciary Data Project - JTRAC	Budget	Source
NH16405C-720	Vermont Judiciary	159,200	§405(c)

**Traffic Records Budget Summary**

Project Name	Budget	Source
1. AOT Crash Data Reporting System	200,000	§405(c)
2. SIREN	162,800	§405(c)
3. Consultant	36,864	§405(c)
4. DPS Support of TR Improvements	101,054	§405(c)
5. DPS eCitation Implementation	437,561	§408
	750,000	§405(c)
6. Judiciary Data Project - JTRAC	159,200	§405(c)
§408 Total	437,561	
§405(c) Estimated Carryover	1,349,432	
§405(c) Estimated FFY16 Award	411,000	
Total All Funds	2,197,993	

## Evaluation and Data Collection

GOAL 1: To decrease unrestrained passenger vehicle occupant fatalities 4.58 percent from the five-year average of 26.2 in 2010 - 2014 to a five-year average of 25.0 by December 31, 2016.

GOAL 2: To decrease alcohol-impaired driving fatalities 0.61 percent from the five-year average of 16.4 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2016.

### 1. Project Title: Traffic Safety Data Analyst

**Problem Statement:** Unavailability or difficulty to retrieve or effectively analyze real time crash data and related information.

**Countermeasures:** *Data-Driven Approaches to Crime and Traffic Safety, Operational Guidelines, August 2009, Introduction, page 3.*

**Strategies:** Continue to promote the use of traffic safety data analysis and specific mapping to develop and understand existing information and identify emerging trends.

**Goals:** To fully integrate and analyze traffic safety data (crash data, citations, belt usage rates, etc.) and related information patterns and trends for dissemination to all traffic safety partners and other interested entities.

**Assigned Staff:** Scott Davidson

**Project Description:** Data analysis is the foundation for problem identification for the Vermont Governor’s Highway Safety Program (GHSP) staff and GHSP’s many traffic safety partners. With the transition of the GHSP to the AOT Office of Highway Safety, co-location with the Highway and Crash Data unit will facilitate the full potential to re-define and strengthen the work of this analyst in collaborative relationship to the current data team. The position is currently vacant.

To support evidence-based enforcement and data driven program planning for GHSP’s many partners and subgrantees, better analysis and use of enforcement activities data and project evaluation data will provide a critical resource. GHSP continues to strongly encourage many of its law enforcement partners to adopt the Data Driven Approaches to Crime and Traffic Safety (DDACTS) model. The ability to provide more timely and accurate crash mapping will provide the GHSP staff and local agencies and programs an important tool in strategic development for using this model.

The analyst will continue to identify problem areas in statewide collision data collection, reporting data quality and data findings; develop and recommend solutions to support traffic safety improvements at the federal, state, and local levels; and coordinate and lead meetings related to data collection with other agencies as needed.

**Budget:**

Project #	Traffic Safety Crash Analyst	Budget	Source
NH16402-313	Agency of Transportation	92,500	\$402

**2. Project Title: Annual Safety Belt Survey**

**Problem Statement:** Persistent seat belt usage rate slightly below the national average.

**Countermeasures:** NHTSA required design.

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

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

**Assigned Staff:** Anne Liske

**Project Description:** The GHSP will conduct the FFY 2016 annual observational survey. Observers will conduct the survey in accordance with NHTSA standards. The survey will correspond with NHTSA’s revised uniform criteria, approved for implementation in 2013. FFY 2016 is the second year of a two year contract with the UVM Transportation Research Center.

**Budget:**

Project #	Annual Safety Belt Survey	Budget	Source
NH16405B-020	UVM Transportation Research Center	60,000	\$405b

**3. Project Title: Attitude Survey**

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

**Countermeasures:** NHTSA recommended design.

**Strategies:** Telephone survey and analysis.

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

**Assigned Staff:** Anne Liske.

**Project Description:** In FFY 2016 the annual August telephone attitude survey will be utilized to measure public attitudes and knowledge, in support of, or as a result of occupant protection, impaired and distracted driving, child passenger safety, speed and aggressive driving, and other highway safety programs or initiatives.

**Budget:**

Project #	Attitude Survey	Budget	Source
NH16402-310	Center for Research and Public Policy	8,125	\$402
NH16405D-099		6,500	\$405(d)
Total		14,625	

**4. Project Title: Program Evaluation**

**Problem Statement:** Need for regular and consistent evaluation of program quality and effectiveness in all traffic safety program areas.

**Countermeasures:** *Countermeasures That Work*, 7th edition, and other criteria indicated in NHTSA assessments, specific to each program evaluated.

**Strategies:** NHTSA conducted assessments or contracted evaluation/survey services.

**Goals:** To improve continuously the quality of all traffic safety programs and activities and effectively prioritize the allocation of resources.

**Assigned Staff:** Scott Davidson

**Project Description:** GHSP is striving to evaluate one major program area per year. These evaluations are used not only to comply with NHTSA requirements, but to fine-tune programs and help plan resource commitments. The Occupant Protection Assessment was completed in July 2013. GHSP has requested an Occupant Protection for Children assessment; pending NHTSA guidance.

**Budget:**

Project #	Program Evaluation	Budget	Source
NH16402-312	Contracts	40,000	\$402

**5. Project Title: Data Collection (Support of Child Passenger Safety Questions in the VDH PRAMS ) budget based on four questions at \$2000 each as determined by VDH survey administrative unit**

**Problem Statement:** Need for baseline data regarding use of child restraints for infants

**Countermeasures:** *Countermeasures That Work*, 7th edition, and national recommendations for CPS data collection

**Strategies:** The first time inclusion of four questions about use of child restraints for infants in the annual PRAMS survey in Vermont

**Goals:** To establish an initial data set on new mothers knowledge about and use of proper child passenger restraints for newborns and infants

**Project Description:** The VDH CPS program applied to and was approved (by an internal VDH review committee) to include four questions in the 2016 Vermont administration of the Pregnancy Risk Assessment Monitoring System, a population based survey which collects data on maternal attitudes and experiences before, during and shortly after pregnancy. Data will be collected at all hospitals statewide. The four CPS questions all address new mothers' preparedness to safely transport their infant in a car. The funds directly support the cost of including those questions in the survey instrument. It is anticipated that this opportunity will be continued for at minimum several cycles of the survey and provide an excellent base of information for the CPS program to refine outreach and education strategies.

**Assigned Staff:** Anne Liske

**Budget:**

Project #	PRAMS CPS Questions	Budget	Source
NH16405B-025	Vermont Department of Health Office of EMS	8,000	\$405(b)

**6. Project Title: Program Coordination/Data Support**

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

**Countermeasures:** See countermeasures identified for each of the surveys, education and TR projects throughout the document.

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

**Goals:** To ensure quality and consistency with grants and contracts deliverables, all of which are designed to address the critical emphasis areas in the Strategic Highway Safety Plan and the Highway Safety Plan.

**Assigned Staff:** Anne Liske.

**Project Description:** A GHSP staff member manages the Traffic Records Program as well as all education grants, contracts for the belt, attitude and behavior surveys, and other assessments/evaluations as scheduled. This staff member provides support with program evaluation for all education grants and GHSP projects, including site visits.

The position tracks time proportionally between traffic records and community programs.

**Budget:**

Project #	Program Coordination/Data Support	Budget	Source
NH16402-300	GHSP Program Coordinator	45,000	\$402

***Evaluation and Data Collection Budget Summary***

Project	Budget	Source
1. Traffic Safety Crash Analyst	92,500	\$402
2. Belt Survey	60,000	\$405(b)
3. Attitude Survey	8,125	\$402
	6,500	\$405(d)
4. Program Evaluation	40,000	\$402
5. Data Collection ( VDH PRAMS)	8,000	\$405(b)
6. Program Coordination/Data Support	45,000	\$402
\$402 Total	185,625	
\$405(d) Total	6,500	
\$405(b) Total	68,000	
Total All Funds	260,125	

## Paid Media

GOAL 1: To decrease unrestrained passenger vehicle occupant fatalities 4.58 percent from the five-year average of 26.2 in 2010 - 2014 to a five-year average of 25.0 by December 31, 2016.

GOAL 2: To decrease alcohol-impaired driving fatalities 0.61 percent from the five-year average of 16.4 in 2010 - 2014 to a five-year average of 16.5 by December 31, 2016.

### *Marketing and Promotion*

The Vermont Highway Safety Alliance (VHSA), a collaboration of State government agencies engaged in marketing and promotional activities, has become a participant in selection of outreach tools and evaluation strategies. Monthly meetings promote ongoing communication on highway safety issues.

## Alcohol and Impaired Driving

### 1. Project Title: Sports Marketing Campaign

**Problem Statement:** The state's alcohol impaired driving messaging may not reach all of the target audience.

**Countermeasures:** *Countermeasures That Work 7th edition, sections 5 and 5.2.*

**Strategies:** Provide educational information regarding the hazards of alcohol impaired driving at sporting events and regional fairs held in the summer months across the state.

**Goals:** To educate a wider sector of the population with the *Drive Sober or Get Pulled Over Messaging*.

**Assigned Staff:** Scott Davidson

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

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

- Vermont Lake Monsters Baseball in Burlington
- University of Vermont Hockey in Burlington
- University of Vermont Basketball in Burlington
- Bear Ridge Speedway in Bradford
- Devils Bowl Speedway in Fair Haven
- Thunder Road International Speedway in Barre

In addition, the *Designated Drivers Are Legendary* pledge program will be developed to complement the above sports campaigns and further reach sports fans and residents across the state. This exclusively created program is designed to assist the message in driving home the importance of using a designated driver and driving sober.

Through the sports calendar, fans will be challenged to take a pledge to always drive sober and to use a designated driver when they have been drinking. Fans will have the opportunity to take the pledge at on-site events conducted during the season at the sports venues and online at a website created specifically for this campaign.

**Community Fairs Campaign**

The *Drive Sober or Get Pulled Over* campaign will also be used to provide a statewide personal interaction with local people throughout the state by being out in the communities for approximately 40 days in mid to late summer. The campaign can produce significant data through in-booth surveying of thousands of people across the state alongside the branding, engagement, and messaging provided to the fair goers at the grass roots level.

Alliance will work with GHSP to create a contest or demonstration at each fair to engage attendees. The contests will be interactive to demonstrate the message for the campaign. A display will be set up such as a 10'x 10' tent for outdoor set ups or a 10' media back drop with pop up banners and table cloths will be produced with the appropriate messaging for the campaign targeted in each area.

The following is a list of fairs that will be included in this campaign with the city that hosts the fair and general date of the fair. These seven fairs draw a paid attendance of over 300,000 with the average annual attendance of each fair coming in at 43,000 people per fair. All staffing will be provided as part of this campaign.

FAIR	CITY	DATE
Franklin County Field Days	Highgate	July - August
Addison County Field Days	New Haven	August
Orleans County Fair	Barton	August
Caledonia County Fair	Lyndonville	August
Champlain Valley Fair	Essex Junction	August - September
Lamoille	Johnson	August - September
Vermont State Fair	Rutland	September
Tunbridge World's Fair	Tunbridge	September

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

**Budget:**

Project #	Sports Marketing Campaign	Budget	Source
NH16164-401	Alliance Sport Marketing	83,000	\$164 AL
NH16405D-094		81,700	\$405(d)
Total		164,700	

## 2. Project Title: WEEI – “Strike Out Drugged Driving” Campaign

**Problem Statement:** The lack of public understanding and general awareness regarding the dangers and consequences of “Drugged” Impaired Driving.

**Countermeasures:** *Countermeasures That Work 7th edition, sections 5 and 5.2.*

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

**Goals:** Broadcast “drugged” impaired driving messaging to baseball fans throughout the state of Vermont with an estimated delivery of 2,500,000 impressions.

Deliver over 1,500,000 guaranteed online impressions through video and display marketing to Vermont over the course of the program.

**Assigned Staff:** Scott Davidson

**Project Description:** Vermont is not unlike other states in the northeast in that they have been experiencing an increase in “drugged” impaired driving. Driving impaired under prescription drugs, narcotics, cannabis, depressants and other substances continues as a growing concern. In 2014, Vermont reported more operators in fatal crashes test positive for THC than had a BAC of over .08%.

The “Strike Out Drugged Driving” program will focus on creating awareness and educating Vermont motorists on the dangers and repercussions of “drugged” impaired driving. WEEI’s mediums for connecting these messages with the intended audience are as follows:

:30 Radio Spots on all Vermont based Red Sox Radio Network stations.

- WWOD 93.9 FM Woodstock
- WCPV 101.3FM Burlington
- WSTJ 1340 AM St. Johnsbury
- WSYB 1380 AM Rutland
- WIKE 1490 AM Newport
- WCVR 1320 AM Randolph
- WDEV 550 AM Waterbury
- WDEV 96.1 FM Waterbury
- WLVB 93.9 FM Morrisville

:15 second online video pre-roll messaging featuring Vermont law enforcement.

Develop an online video featuring GHSP representatives and/or Vermont Law enforcement discussing the dangers and consequences of “drugged” impaired driving.

- These videos will be delivered online specifically targeting those who have engaged with Marijuana, Drugged Driving and other similarly related messaging.

Digital Banner Ads specifically targeting those who have engaged with “drugged” impaired driving content utilizing contextual search marketing advertising or Smart Reach Digital.

GHSP will be given an on radio interview during a half inning on Vermont Day at Fenway Park. The perfect opportunity to remind all of New England that safe driving is important.

Primary target:	Adults 25 – 54 (Skewing towards Men)
Secondary target:	Adults 18 – 35 (Skewing towards Men)
Geo Target:	Vermont statewide
Marketing:	Red Sox Radio, Targeted Online Banner Ads, Video Pre-Roll featuring Vermont law enforcement
Measure:	Vendor responsible for delivery of all items as promised in Summary Pages of proposal.

**Budget:**

Project #	“Strike Out Drugged Driving” Campaign	Budget	Source
NH16405D-100	Entercom Radio	97,000	\$405(d)

Driver Positive Drug Test Results by Age & Gender				
Age Group	F	% of Females	M	% of Males
16-17	0	0.0%	5	6.0%
18-35	28	62.2%	42	50.0%
36+	17	37.8%	37	44.0%
Total	45		84	

Combined Data (DRE Tests & Crashes)				
Age Group	F	% of Females	M	% of Males
16-17	3	1.2%	14	3.1%
18-35	139	54.9%	258	57.5%
36+	111	43.9%	177	39.4%
Total	253		449	

All DRE Tested Drivers				
Age Group	F	% of Females	M	% of Males
16-17	3	1.4%	9	2.5%
18-35	111	53.4%	216	59.2%
36+	94	45.2%	140	38.4%
Total	208		365	

**3. Project Title: Prom, Graduation, Memorial Day, and July 4<sup>th</sup> Media Buy**

**Problem Statement:** Historically increased injury and fatal crashes, some involving impaired driving, are escalated during these summer holiday periods. The demographic of 16-34 year olds (skewed slightly toward men) and the secondary target is adults 18+ are over-represented in these crashes.

**Countermeasures:** *Countermeasures That Work* 7th edition, sections 5 and 5.2.

**Strategies:** Develop a media campaign that will reach at least or greater than 60% with a frequency of at least three times which is measured through Nielsen and Arbitron Surveys.

**Goals:**

- Develop new :30 television spot (may run on YouTube, HULU and mobile);
- Develop new :30 radio spot (may run on Pandora);
- Develop new banner ads (run on-line and mobile);
- Develop new Text ads (run on Facebook and Google).

**Assigned Staff:** Scott Davidson

**Project Description:** Develop a media plan for DUI enforcement surrounding the celebratory events of Proms, Graduations, Memorial Day, and July Fourth.

Primary target:	16-34 year old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Media:	Television, radio, internet, social media, mobile media combined to obtain at least a reach of 60% with a frequency of at least three times toward the primary target audience.
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Prom, Graduation, Memorial Day, and July 4 <sup>th</sup> Media Buy	Budget	Source
NH16405D-093	HMC Advertising	122,000	\$405(d)
NH16164-404		100,000	\$164 AL
Total		122,000	

**4. Project Title: Back to School Safety Month/Labor Day**

**Problem Statement:** Increased traffic and activities on the roadways during these high crash time frames. The demographics of 18-34 year olds (skewed slightly toward men) are generally over-represented in injury and fatal crashes.

**Countermeasures:** *Countermeasures That Work* 7th edition, sections 5 and 5.2.

**Strategies:** Develop Creative and Media messaging statewide with an emphasis on the Northeast Kingdom; the Connecticut River Valley and Franklin County. Achieve a campaign reach of at least or greater than 60% with a frequency of at least three times which is measured through Nielsen and Arbitron Surveys.

**Goals:**

- Develop television, radio, internet, social, mobile media combined to obtain at least a reach of 60% reach with a frequency of at least three toward the primary target audience Retag/version of TV :30 television spot (may run on YouTube, HULU and mobile);
- Develop a :30 radio spot (may run on Pandora);
- Banner ads (may run on-line and mobile);
- Texts ads (may run on Facebook and Google);
- This creative will be reflective of the Vermont environment and designed for extended use.

**Assigned Staff:** Scott Davidson

**Project Description:** Retag a version of existing TV creative and produce new creative for radio to run during the fall to cover Labor Day celebrations and Back to School times. This creative will influence and deter Vermonters

with a strong impactful message relating the consequences of impaired driving. Creative will reflect a Vermont end of summer/fall landscape and feature a Vermonter preferably from the Northeast Kingdom and Connecticut River Valley areas, which have the greatest incidents of DUI.

These enforcement efforts are concurrent with the National “Drive Sober or Get Pulled Over” campaign and will also continue to a longer temporary period during the month of September. This extension will provide sense of sustained enforcement which may provide a bridge to and extend into the beginning stages of the Holiday impaired driving enforcement national campaign.

Primary target:	21-34 year old Adults (skewed slightly toward men)
Geo Target:	Vermont statewide with an emphasis on the Northeast Kingdom and Franklin County.
Media:	Television, radio, internet, social media (Google, YouTube, and Facebook)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook).
Measure:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Back to School Safety Month/Labor Day	Budget	Source
NH16405D-092	HMC Advertising	126,000	§405(d)
NH16164-403		100,000	§164 AL
Total		226,000	

**5. Project Title: Holiday – Impaired Driving**

**Problem Statement:** Historical increase in impaired driving crashes, injury crashes and fatalities during these time frames.

**Countermeasures:** *Countermeasures That Work* 7th edition, sections 5 and 5.2.

**Strategies:** Develop a media plan to educate the motoring public regarding the dangers of drinking and driving especially during the holidays when there are more celebrations. Media messaging will include television, radio, internet, and social media (PPC).

**Goals:** Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook). Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times which are measured through Nielsen and Arbitron Surveys.

**Assigned Staff:** Scott Davidson

**Project Description:** Develop a media plan to warn Vermonters of the dangers of drinking and driving especially around the holiday when there are more celebrations. Develop a media plan with the messaging (to be determined) to educate the motoring public regarding the dangers of drinking and driving especially around the holiday.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	Television, radio, internet, social media (PPC)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Holiday – Impaired Driving	Budget	Source
NH16164-402	HMC Advertising	100,000	§164 AL
NH16405D-091		125,000	§405(d)
Total		225,000	

**6. Project Title: Year Round Sustained Alcohol Messaging**

**Problem Statement:** The lack of public understanding regarding the ramifications of impaired driving.

**Countermeasures:** *Countermeasures That Work* 7th edition, Chapter 1, section 5.2.

**Strategies:** Communication and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable.

**Goals:** The reduction of impaired driving fatalities from a three year average of 18.7% in 2010-2012 to a three year average of 17.0% by December 31, 2016

**Assigned Staff:** Scott Davidson

**Project Description:** As of April 21, 2014 Vermont experienced one alcohol-impaired fatality (Vermont Agency of Transportation). Even though it may be unrealistic to expect to maintain this fatality rate, it is important to continue to conduct sustained DUI enforcement supported by equally on-going public outreach and education.

In addition to participation in regularly scheduled statewide and national enforcement campaigns, Vermont’s LEAs are funded to conduct impaired driving enforcement throughout the year. Individual LEAs participate in regularly scheduled enforcement, directed by data and described in their sub-grantee agreements. These patrols take place 52 weeks a year. On any given day, police officers’ conduct sobriety checkpoints, saturation patrols and other data driven enforcement to detect and apprehend impaired drivers.

The value of deterrence is greatly enhanced when supported by effective, continuous messaging directed at the demographics demonstrated by data. LEAs throughout Vermont have participated in the National Enforcement campaigns such as Drive Sober or Get Pulled Over. In addition Vermont has added award-winning messaging with the tag line of Drive Hammered, Get Nailed. Television, radio and social media carry these messages which are effectively penetrating. These campaigns are seasonal and appropriately reflect those periods which engender impaired driving. Keeping the message consistent, but fresh, provides additional impact and keeps the theme relevant.

The six New England states that comprise NHTSA, Region 1 are all in close proximity with each other. The volume of interstate travel between bordering states is substantial and occurs during all four seasons. This project utilizes a media reach mechanism which penetrates all six states. This mechanism is the widely viewed television show "Cruisin' New England". Episodes are continually aired throughout the year and play on the New England Sports Network (NESN), which hosts most of New England's professional sports teams' games. This is a wonderful opportunity to reach that segment of the target audience (males, 18-34) who reside in other states, but who may visit Vermont. This is an example of region wide messaging and will, hopefully support region wide enforcement efforts.

In addition to these electronic methods of public outreach, Vermont provides additional outreach at live sporting events across the state, throughout the year. Vermont's sports marketing vendor has developed a creative array of outreach strategies which provide face to face opportunities to deliver information relating to the dangers of impaired driving. The vendor sets up a kiosk at live events and provides pertinent educational information to those visiting the booth.

Vermont will encourage all partners to engage in continuous public outreach and education to insure the strong anti-impaired driving messaging is always fresh and always active.

Primary target:	Adults 18+
Secondary target:	Men 18-34
Geo Target:	Vermont Statewide
Media:	Television, radio, internet, social media (PPC)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Year Round Sustained Alcohol Messaging	Budget	Source
NH16405D-090	Paid Media Alcohol – Year Round Sustained	224,828	§405(d)
NH16164-405		200,000	§164 AL
Total		424,828	

**Occupant Protection**

**7. Project Title: Click It or Ticket – May Mobilization**

**Problem Statement:** Vermont's seatbelt rate remains at 85 %.

**Countermeasures:** *Countermeasures That Work*, 7th Edition, Chapter 2

**Strategies:** Check the seatbelt surveys, review the crash data and drive the Click It or Ticket Task Force into the target areas

**Goals:** Increase the seatbelt rate in the three geographical locations with the lowest rate of use.

**Assigned Staff:** GHSP LELs.

**Project Description:** The Highway Safety office has deployed both formal and informal seatbelt surveys to determine the areas of the state most in need of increased enforcement. The Occupant Protection program known as OP802 is designed for implementation in the so-called Northeast Kingdom. The OP802 program is in response to an area of the state that is consistently low in compliance rates. Coordinated by the northern LEL, this program has pulled together all stakeholders living and serving this rural location. Click-It-or-Ticket messaging is developed based on data review and social marketing concepts and will be used in this area as well as other low compliance regions. It is targeted to the least-likely safety-belt users in the lowest usage areas of the state. Both the message and its placement are determined by the most current data available. The media creates a public expectation to see enforcement looking for seat belt use, and advises them why it is important.

A tool readily available to work in conjunction with the media message is enforcement. The Click It or Ticket Task Force model was created just for this application. New team leaders were identified for the May 2015 campaign. The early results were very good. We plan to execute the same model for 2016

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34 year old rural male Vermonters.
Secondary target:	Adults 18+
Geo Target:	Vermont statewide with an emphasis on the Northeast Kingdom, Connecticut River Valley, Franklin and Rutland counties.
Media:	Television, radio, internet, social media (Google, YouTube, and Facebook)
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Click It or Ticket – May Mobilization	Budget	Source
NH16402-501	HMC Advertising (includes 25% indirect in \$402)	96,242	\$402
NH16405B-011		245,000	\$405(b)
Total		341,242	

**8. Project Title: Click It or Ticket – Fall Mobilization**

**Problem Statement:** As a tourist destination state there is a measureable increase in motor vehicle travel during annual holiday periods. The increased volume of traffic correlates with the increased number of motor vehicle crashes and impaired driving arrests during these periods.

**Countermeasures:** *Countermeasures That Work*, 7th edition, chapter 2, section 2.1

**Strategies:** Utilize data to conduct enforcement and outreach in those areas which will produce the greater return on investment.

**Goals:** Reduce the number of unbelted fatal crashes which occur during the specified holiday period.

**Assigned Staff:** GHSP LELs.

**Project Description:** The Governor’s Highway Safety Program works with an in-state marketing firm to create several 30 second radio and television spots emphasizing the need to use safety belts. These public service announcements are played during the busy Fall travel season. Additionally, the Occupant Protection Task Force targeted media releases are focused on the Northeast Kingdom area of Vermont. These releases singled out the three counties, Essex, Orleans and Caledonia emphasizing the low seat belt use rate and local, fatal crash data. These outreach efforts clearly identified the most likely violators of seat belt laws as being 18-34 year old rural male Vermonters, a number of whom, reside in this particular area.

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34 year old rural male Vermonters.
Geo Target:	Vermont statewide with emphasis on the Northeast Kingdom, Connecticut River Valley, Franklin & Rutland Counties.
Media:	Television, radio, internet, social media combined to get at the very least a reach of 60% with a frequency of at least three times.
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Click It or Ticket – Fall Mobilization	Budget	Source
NH16402-500	HMC Advertising (includes 25% indirect in \$402)	61,033	\$402
NH16405B-010		201,400	\$405(b)
Total		262,433	

**9. Project Title: Daytime/Nighttime Belts**

**Problem Statement:** Improperly restrained fatalities during nighttime hours.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapter 2, section 2.2.

**Strategies:** Conduct high visibility seatbelt enforcement supported by the Click It or Ticket Task Force. Rely on our partners for public outreach and education.

**Goals:** Reduce the number of improperly restrained fatalities by 5-10% by the conclusion of FFY 2016.

**Assigned Staff:** GHSP LELs.

**Project Description:** GHSP Law Enforcement Liaisons are designing operational strategies to create a safe, effective, and efficient model to include day and early evening patrols. Agencies will conduct this type of occupant protection enforcement in selected low use areas. Utilizing existing street lighting in the state’s urban areas and supplemental portable lighting to illuminate other target areas as needed.

Operational deployment will be similar to those tactics planned for the Border-to-Border Click-It-or-Ticket campaign as well as those used in Rhode Island and Connecticut. Enforcement efforts will be conducted

periodically during the months of May, June, July, and September of 2016. Locations will be selected based on data and the ability to safely enforce the state’s seat belt laws.

Primary target:	All drivers in the State of Vermont but with primary emphasis on those least likely to use their seat belts: 18-34 year old rural male Vermonters.
Geo Target:	Vermont statewide with emphasis on the Northeast Kingdom, Connecticut River Valley, Franklin & Rutland Counties.
Media:	Television, radio, internet, social media combined to get at the very least a reach of 60% with a frequency of at least three times.
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook)
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Daytime/Nighttime Belts	Budget	Source
NH16402-502	HMC Advertising	80,000	\$402

**10. Project Title: Bicycle Safety Media Buy**

**Problem Statement:** After four straight years with no bicycle fatalities (2011-2014), there have been three bicycle related deaths on Vermont’s highways during the first six months of 2015.

**Countermeasures:** *Countermeasures That Work* 7th edition, sections 5 and 5.2.

**Strategies:** Develop a media campaign that will reach at least or greater than 60% with a frequency of at least three times which is measured through Nielsen and Arbitron Surveys.

**Goals:**

- Develop new :30 television spot (may run on YouTube, HULU and mobile);
- Develop new :30 radio spot (may run on Pandora);
- Develop new banner ads (run on-line and mobile);
- Develop new Text ads (run on Facebook and Google).

**Assigned Staff:** Scott Davidson

**Project Description:** Develop a media plan for Bicycle Safety

Primary target:	16-34 year old Adults (skewed slightly toward men*)
Secondary target:	Adults 18+
Geo Target:	Vermont statewide
Media:	Television, radio, internet, social media, mobile media combined to obtain at least a reach of 60% with a frequency of at least three times toward the primary target audience.
Creative:	Develop a :30 television spot, a :30 radio spot, and text ads (to be placed on Google, YouTube, and Facebook
Measures:	Obtain a campaign reach of at least or greater than 60% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Bike Safety	Budget	Source
NH16405D-101	HMC Advertising – Bike Safety	100,000	\$405(d)

**11. Project Title: Impaired Driving -Marijuana/Illegal Drugs and Prescription Drugs Media Buys**

**Problem Statement:** Crash and injury data trends increasingly indicate evidence of marijuana and prescription drug impairment as a factor for many drivers. Two demographics are involved, a younger age group of marijuana and other illegal drug users and 50s plus for prescription drug users.

**Countermeasures that Work, 7<sup>th</sup> edition, sections 5 and 5.2.**

**Strategies:** 1) Develop a media plan to educate the motoring public about the dangers of using marijuana and other illegal drugs and driving, and 2) Develop a media plan to educate the motoring public about the dangers of using prescription drugs and driving.

**Goals:** Reduce the number of impaired injuries and fatalities where marijuana and prescription drug use is a factor.

**Assigned Staff:** Scott Davidson

**Project Description: Marijuana/Illegal Drugs and Driving** Based on an upward trend of crashes involving young adult drivers aged 18-25, particularly young men, where drugs are a factor, GHSP will continue to refine a drugged driving media messaging campaign initiated in FY15. The model is as follows.

Primary target:	Adults 18-14 years old (skewed slightly toward men)
Secondary target:	Adults 40+ years old (skewed slightly toward men)
Geo Target:	Vermont statewide
Media:	Mass media: Television, radio; Digital Media: Internet, social, mobile
Creative:	Update/refine :30 television/video spot, a :30 radio/audio spot
Measures:	Obtain a campaign reach of at least or greater than 50% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Project Description: Prescription Drugs and Driving** Based on an upward trend of crashes involving drivers aged 50+, particularly older males, where prescription drug use is an impairment factor, GHSP will continue to refine a drugged driving media messaging campaign initiated in FY15. The model is as follows.

Primary target:	Adults 50+ years old (skewed slightly toward men)
Geo Target:	Vermont statewide
Media:	Mass media: Television, radio; Digital Media: Internet, social, mobile
Creative:	Update/refine :30 television/video spot, a :30 radio/audio spot
Measures:	Obtain a campaign reach of at least or greater than 50% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Impaired Driving Marijuana and Prescription Drugs Media Buy	Budget	Source
NH16405D-102	Impaired Driving Marijuana Media Buy	100,000	§405(d)
NH16405D-103	Impaired Driving Prescription Drugs Media Buy	100,000	§405(d)
Total		200,000	

**12. Project Title: Speed Enforcement Media Buy**

**Problem Statement:** One of the main causes of crashes on Vermont roads is excessive speed. In 2014, 32% of all Vermont crash fatalities involved speeding. The 2014 three-year average for speed citations issued is 7,456. Reducing Crashes that are the result of excessive speed is a priority for the Vermont Governor’s Highway Safety Program.

**Countermeasures that Work, 7<sup>th</sup> edition, section 3.4**

**Strategies:** GHSP staff will work with current media vendor to develop a media buy to educate Vermont Drivers of the laws regarding excessive speed, and of GHSP’s goals involving excessive speed enforcement.

**Goals:** Reduce the number of major crashes, fatalities and injuries related to speed.

**Assigned Staff: Scott Davidson**

**Project Description:** Based on a review of speed crash and fatality data trends and demographics, GHSP will develop a media plan with the current media vendor early in FY16, completing the model as follows:

Primary target:	Adults 18-14 years old (skewed slightly toward men)
Secondary target:	Adults 40+ years old (skewed slightly toward men)
Geo Target:	Vermont statewide
Media:	Mass media: Television, radio; Digital Media: Internet, social, mobile
Creative:	Develop :30 television/video spot, a :30 radio/audio spot
Measures:	Obtain a campaign reach of at least or greater than 50% with a frequency of at least three times. Measured through Nielsen and Arbitron Surveys

**Budget:**

Project #	Speed Enforcement Media Buy	Budget	Source
NH16402-503	Paid Media <b>TBD*</b> will used to educate and alert Vermont operators about the impact of speed on Vermont crash rates.	\$50,000	\$402

**12. Project Title: Public Information Materials**

**Problem Statement:** The motoring public is in need of printed material which will provide them with data and information relating to the promotion of traffic safety.

**Countermeasures:** *Countermeasures That Work*, 7th edition, sections, 2.1 and 2.2.

**Strategies:** Provide Vermont communities and individuals with printed materials and items containing information promoting NHTSA traffic safety priorities.

**Goals:** Increase the level of understanding and support for traffic safety priorities through information and data. Solicit feedback via public opinion surveys and personal interaction.

**Assigned Staff:** Scott Davidson

**Project Description:** GHSP will design different brochures, posters and printed material with themes that include alcohol, speed, occupant protection, and distracted driving to distribute to the public at DUI and safety checkpoints, sports venues, fairs, schools and other events statewide. Some of these efforts will be coordinated in collaboration with the VHSA Education Focus Group. The cost of the materials will be charged to the funding source depending on the nature or theme of the materials.

**Budget:**

Project #	Public Information & Materials	Budget	Source
NH16402-510	Department of Buildings and Services	15,000	\$402
NH16405D-095		15,000	\$405(d)
NH16405B-023		15,000	\$405(b)
Total		45,000	

**Press Releases**

Press releases are sent statewide after every event in addition to the special celebratory events for example.

- February Super Bowl Sunday (PRESS RELEASE)
- March St. Patrick’s Day (PRESS RELEASE)
- April National Distracted Driving Month (PRESS RELEASE)

***Paid Media Budget Summary***

<b>Project Title</b>	<b>Budget</b>	<b>Source</b>
1. Sport Marketing Campaign	83,000	§164 AL
	81,700	§405(d)
2. WEEI	97,000	§405(d)
3. Prom, Graduation, Memorial Day, and July 4 <sup>th</sup> Media Buy	122,000	§405(d)
	100,000	§164 AL
4. Back to School Safety Month/Labor Day	126,000	§405(d)
	100,000	§164 AL
5. Holiday – Impaired Driving	100,000	§164 AL
	125,000	§405(d)
6. Year Round Sustained Alcohol Messaging	224,828	§405(d)
	200,000	§164 AL
7. Bike Safety Media	100,000	§405(d)
8. Click It or Ticket – May Mobilization	96,242	§402
	245,000	§405(b)
9. Click It or Ticket – Fall Mobilization	61,033	§402
	201,400	§405(b)
10. Nighttime Belts	80,000	§402
11. Impaired Driving Marijuana Media Buy Impaired Driving Prescription Drugs Media Buy	100,000	§405(d)
	100,000	§405(d)
12. Speed Enforcement	50,000	§402
13. Public Information & Materials	15,000	§402
	15,000	§405(d)
	15,000	§405(b)
§164 AL Total	583,000	
§402 Total	302,275	
§405(b) Total	461,400	
§405(d) Total	991,528	
<b>Total All Funds</b>	<b>2,438,203</b>	

## Planning and Administration

GOAL 1: To provide the management, supervision, and support services for the activities necessary to operate the traffic safety program in the State of Vermont.

### 1. Project Title: GHSP Planning and Administration

**Problem Statement:** The need to comply with federal, state, department and program policies, procedures, regulations and laws relating to the efficient and effective administration of a state's highway safety program.

**Countermeasures:** Adherences and compliance with all of the above guiding laws and regulations.

**Strategies:** Conduct business guided by all applicable rules, regulations, laws and statutes. Provide highway safety guidance and assistance to all appropriate traffic safety partners, within the state.

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

**Assigned Staff:** Scott Davidson, Danielle Record, Donna Holden, Susan Clark

**Project Description:** Costs associated with planning and administration are as follows:

*Personnel:* Salaries and related expenses for:

- GHSP Chief
- Grants Management Specialist

*Operating Expenses:*

- Advertising – Print
- Fee for Space
- Storage
- Office Supplies
- Postage
- Printing and Binding
- Rental of Copier/Fax/Printer/Scanner
- Other Purchased Services

*Dues:* GHSA dues

*Indirect Costs:* The Vermont Agency of Transportation (VTrans) has a federally approved payroll load factor of 77.23% which is applied to all costs except equipment and subgrant payments.

**Budget:**

Project #	Planning and Administration	Budget	Source
NH16402-000	GHSP Chief	165,000	\$402
NH16402-000	Grant Management Specialist	60,000	\$402
NH16402-000	Operating Expenses	40,000	\$402
NH16164002		10,250	\$164 PA
NH16402-000	GHSA Dues	4,500	\$402
NONE	Vermont Agency of Transportation	134,750	\$402 50% State Match
Total		414,500	

**2. Project Title: Program Support Materials**

**Problem Statement:** Maintenance of adequate materials to support staff.

**Countermeasures:** N/A

**Strategies:** Identify and purchase materials as needed/required.

**Goals:** To ensure adequate workplace tools and resources for the GHSP program staff.

**Assigned Staff:** Scott Davidson

**Project Description:** Support materials can include new or updated computers and software for the for Program Coordinators and Grants Management Specialist, updated versions of MS Office Professional Suite, data analysis software, or any other program specific supplies to support program personnel. These are items that have always been funded with federal funds.

**Budget:**

Project #	Project – Subgrantee	Budget	Source
NH16406-500	Program Support Materials	65,599	\$406

***Planning and Administration Budget Summary***

<b>Project Name</b>	<b>Budget</b>	<b>Source</b>
GHSP Chief	165,000	\$402
Grant Management Specialist	60,000	\$402
Operating Expenses	40,000	\$402
	10,250	\$164 PA
GHSA Dues	4,500	\$402
Program Support Materials	65,599	\$406
Vermont AOT	134,750	\$402 50% State Match
\$406 Total	65,599	
\$402 Total	269,500	
\$164 AL Total	10,250	
Total All Funds	480,099	

# §405(b) Occupant Protection



## Program Background

### Program history

In 2002, the seat belt use rate in Vermont was just below 68% statewide. At that time, Vermont implemented the state’s first *Click It or Ticket* (CIOT). NHTSA provided the state with special funding to support expanded media outreach spreading the CIOT tagline throughout Vermont for the first time. The message penetration rate was in excess of 70% and the message reached more than 400,000 people in the state. Law Enforcement agencies (LEAs) throughout the state engaged in data developed enforcement focused on those areas identified as low use sections of the state. Ten specific locations were selected to conduct high visibility enforcement events, linked to and supported by energetic media coverage. The results were dramatic. A subsequent seat belt survey, conducted shortly after the effective conclusion of the CIOT campaign, indicated an 84.9%, statewide use rate, a stunning increase, exceeding 15%. Roughly translated, this means approximately 90,000 more motorists were wearing seat belts than the previous year. Unfortunately, since 2002, the subsequent periodic increases have been slight and not sustained. With this in mind, GHSP continues to redesign the state’s occupant protection (OP) program. The GHSP will continue to develop creative, strategic, data based approaches to improve compliance.

### *Vermont’s seat belt use rate (2004-2014)*

Year	Belt Use Rate	3-Year Average
2004	79.4%	
2005	84.7%	
2006	81.8%	82.0%
2007	87.1%	84.5%
2008	87.3%	85.4%
2009	85.4%	86.6%
2010	85.2%	86.0%
2011	84.7%	85.1%
2012	84.2%	84.7%
2013	84.9%	84.6%
2014	84.1%	84.4%

Vermont’s population is distributed unevenly across fourteen counties and the state is most accurately described as rural. The highest single population center is located in the Chittenden County region. The seat belt use rate has traditionally varied by as much as 15% from the highest use, observed in Chittenden County, to the county of lowest observational use, which is Franklin County. The following chart demonstrates use rates by

regions. Please note although there are fourteen counties in Vermont, some of these less populated counties have been combined for reporting consistency and accuracy.

***Vermont 2014 Safety Belt Use Survey***

Region	Use Rate	Population (2010 census)
Chittenden County	87.2%	156,545
Bennington/Addison Counties	89.1%	73,946
Franklin/Grand Isle Counties	74.5%	54,716
Orleans, Caledonia, Essex Counties	78.1%	64,764
Rutland County	88.7%	61,642
Washington/Lamoille Counties	85.9%	84,009
Windham/Orange/Windsor Counties	86.6%	130,110
Weighted Statewide Use Rate	84.1%	625,732

***Vermont Map***



***Vermont State Police Barracks Participating in Sustained Occupant Enforcement, FFY 2016***

The Vermont State Police is organized into 12 Barracks and one Outpost, covering all 14 Vermont Counties

<b>Barracks</b>	<b>County/Counties Covered</b>
Bradford	Orange
Brattleboro	Windham
Derby	Orleans and Essex
Lamoille Outpost	Lamoille
Middlesex	Washington
New Haven	Addison
Rockingham	Windham
Royalton	Windsor
Rutland	Rutland
Shaftsbury	Bennington
St. Albans	Franklin and Grand Isle
St. Johnsbury	Caledonia and Essex
Williston	Chittenden

***Local Police Agencies/Constables Participating in Sustained, Occupant Protection Enforcement for FFY 2016***

<b>County</b>	<b>Law Enforcement Agency</b>	<b>Town/City Population</b>
Addison	Bristol Police Dept.	3,894
	Middlebury Police Dept.	8,496
	Vergennes Police Dept.	2,588
Bennington	Bennington Police Dept.	15,764
	Manchester Police Dept.	4,391
	Winhall Police & Rescue	769
Caledonia	Hardwick Police Dept.	3,010
	St. Johnsbury Police Dept.	7,603
Chittenden	Burlington Police Dept.	42,417
	Colchester Police Dept.	17,067
	Essex Police Dept.	19,587
	Hinesburg Police Dept.	4,396
	Milton Police Dept.	10,352
	Richmond Police Dept.	4,081
	Shelburne Police Dept.	7,144
	South Burlington Police Dept.	17,904
Franklin	Williston Police Dept.	8,698
	Winooski Police Dept.	7,267
	St. Albans Police Dept.	12,917
Lamoille	Morristown Police Dept.	5,227
	Stowe Police Dept.	4,314
Orange	Randolph Police Dept.	4,853

County	Law Enforcement Agency	Town/City Population
Orleans	Newport Police Dept.	6,183
Rutland	Brandon Police Dept.	3,966
	Castleton Police Dept.	4,717
	Fair Haven Police Dept.	2,734
	Killington Police Dept.	811
	Pittsford Police Dept.	2,991
	Poultney Constable	3,432
	Rutland City Police Dept.	16,495
	Rutland Town Police Dept.	22,311
Washington	Barre City Police	9,052
	Barre Town Police Dept.	7,924
	Berlin Police Dept.	2,887
	Montpelier Police Dept.	7,855
	Northfield Police Dept.	6,207
Windham	Brattleboro Police Dept.	12,046
	Wilmington Police Dept.	1,876
Windsor	Hartford Police Dept.	9,952
	Ludlow Police Dept.	1,963
	Norwich Police Dept.	3,414
	Rochester Constable	1,139
	Royalton Police Dept.	2,773
	Springfield Police Dept.	9,373
	Weathersfield Police Dept.	2,825
	Windsor Police Dept.	3,553
	Woodstock Police Dept.	3,048

***Vermont's High Risk Population Countermeasure Program***

**2014 Seat belt Use Rate by County (In some cases grouped for accuracy)**

Region	Use Rate	Population (2010 census)
Chittenden County	87.2%	156,545
Bennington/Addison Counties	89.1%	73,946
Franklin/Grand Isle Counties*	74.5%	54,716
Northeast Kingdom*	78.1%	64,764
Rutland County	88.7%	61,642
Washington/Lamoille Counties	85.9%	84,009
Windham/Orange/Windsor Counties	86.6%	130,110
Weighted Statewide Use Rate	84.1%	625,732

\* **Highlighted Counties:** Northeast Kingdom: (Essex, Caledonia, and Lamoille counties) and Franklin County will be areas of focus. Existing CIOT teams will be deployed to address low use rates. GHSP will work with all existing

Vermont Highway Safety Alliance (VHSA) partners to target education and enforcement efforts directly into these focus areas. VHSA partners will engage in local operations centered presentations by local highway departments and other representative members' local communities.

**Targeted Low Use Demographics (2014 Seat Belt Survey)**

Detailed Usage Rates						
Safety Belt Usage Rate for:	Males	Females	Cars	Vans	SUVs	Pickup Trucks
Chittenden County	80.6%	94.8%	90.6%	86.9%	91.6%	68.2%
Bennington/Addison	84.0%	96.2%	91.0%	91.0%	92.1%	81.5%
Franklin/Grand Isle	63.2%	88.0%	79.3%	75.0%	73.0%	63.9%
Northeast Kingdom	70.7%	86.9%	84.5%	87.1%	72.0%	61.4%
Rutland County	82.8%	96.8%	93.0%	93.1%	88.3%	76.6%
Washington / Lamoille	79.0%	93.9%	90.7%	93.0%	90.4%	64.7%
Windham/Orange/Windsor	81.4%	92.5%	85.1%	93.3%	89.1%	81.0%
Statewide	79.7%	93.7%	89.0%	90.0%	89.2%	71.7%

\***Highlighted demographics:** In addition to strategic geographical deployment, GHSP will emphasize focused attention toward males, 18 to 34 years of age, and operating pickup trucks in all indicated areas.

**Federal Fiscal Year 2015 Activities**

Vermont’s statewide seatbelt rate continues to remain just slightly below 85%. The creation of “OP802”, (derived from Occupant Protection and the only telephone area code in the state) is an active working occupant protection task force which is focused on creating new energy in the state’s historical low use areas. These three basic areas are:

- Franklin County, located in the extreme northwest of the state, and borders Canada.
- The Northeast Kingdom, consisting of Caledonia, Essex and Orleans counties and adjacent to both Canada and the northwest section of New Hampshire.
- The Connecticut River Valley, consisting of Windsor and Windham counties and borders New Hampshire.

Although the overall state seat belt use rate is 84.9% (2013), these three areas average a use rate in the mid 70% range. GHSP has developed and funded a CIOT enforcement task force which is periodically deployed across the major roadways in these three low use areas. The multi-agency cooperative, high visibility enforcement events have been effective in amplifying the media message which is specifically designed to reach the prime demographic engaged in low belt use. In particular, the current media message targets males, 18 to 34 years of age who drive pickup trucks.

Also with the low use population in mind the occupant protection media messaging utilizes teenage actors to deliver the seat belt message to a teenage audience as a peer exchange. These “Buckle Up” videos have also been promoted via the use of social network by GHSP’s media consultant. In addition, GHSP engages a majority of state, county, and local law enforcement agencies, along with educational and emergency response partners by funding subgrantees to engage in aggressive OP efforts throughout these data identified regions.

Members of the GHSP staff are active participants in the Vermont Highway Safety Alliance (VHSA) and have been core contributors since the alliance’s creation.

The VHSA executive board meets on a regular basis with a general membership meeting held quarterly. In 2012 VHSA worked with a number of federal, state and local partners to update the state's Strategic Highway Safety Plan (SHSP). Occupant Protection is a focused priority and list as one of six Critical Emphasis Areas (CEAs). Law Enforcement and Outreach focus groups work collaboratively with all participating partners to enhance the importance of proper use of restraints.

VHSA has energetically supported a series of Regional Highway Safety Forums throughout the state. These are truly grass root workshops attended by local select board members; public work directors; road foremen and commissioners; fire chiefs; state, county and local law enforcement; school principals and educational staff; driver's education instructors; health service workers; emergency responders and other attendees interested in improving traffic safety within their communities. The GHSP Law Enforcement Liaisons staff an informational booth and staff members provide traffic safety presentations to the audience. These are excellent opportunities to deliver the occupant safety message to a non-mainstream group, sometimes overlooked in demographical planning. These workshops will continue into FFY 2015 and when completed, will have covered the entire state.

Since 2013, GHSP has been in the Child Passenger Safety (CPS) program with the Vermont Department of Health (VDH). VDH continues to grow the existing CPS technician cadre and this expansion provides an extensive ability for community outreach. VDH uses these outreach opportunities to deliver safety messages to parents, teens and other responsible adults while providing services to local children. It is anticipated that the number of CPS technicians will continue to grow along with the success of the program.

## **Qualification Criteria for All States FFY 2016:**

### **Occupant Protection Plan**

All Occupant Protection projects described in this section are based on a data driven analysis of all possible Occupant Protection related data and other ancillary information. All enforcement projects employ Vermont's E-BE design.

The GHSP staff have developed and implemented strategies in compliance with the requirements of the provisions defined in Moving Ahead for Progress in the 21 Century (MAP-21), section 1200.21. By the MAP-21 definition, Vermont is categorized as a "Lower Belt Rate Use State", reporting a belt use rate of 84.4%. (It should be noted, "High Belt Rate Use States" are those reporting a 90% or higher use rate). Currently Vermont is a secondary seat belt use law state, but the components of the statute meet the requirements, as stated in the aforementioned section. A copy of the applicable statute(s) is included with this application.

The 2014 Vermont Seatbelt use survey indicates that for the past several years the usage rate has continued to hold remarkably steady. It is entirely possible that the rate has settled into a new "natural rate" in the absence of a primary law of about 85%. Detailed observations continue to show notable variations by both gender and region. Highest rates continue to be found among females, while lowest rates continue to be found among males and pickup truck occupants. Regionally, there is a noticeably lower usage rate along the entire northern tier of the state, while other counties all exhibit higher rates, exceeding 85%. Based on this data, targeted enforcement, education, awareness, consciousness rising may be an effective approach.

During FFY 2015 the GHSP staff works closely with the state's media contractor who have created effective and focused media messaging to promote increasing levels of occupant protection. The targeted audience will remind those who have not been persuaded to utilize appropriate occupant protection devices. In particular, those males, in the 18-34 year age group who operate pick-up trucks. Supported by this messaging, earned media provides local outreach through regional outlets, press, radio, television, social media, and in-place interaction with the community members at sponsored events and gatherings. FFY 2016 OP media strategy will take a more dynamic approach. The standard Click-It-or- Ticket messaging will be immediately reinforced by (yet) stronger enforcement messages. This more direct approach will be supported by a comparative increase in law enforcement attention to those who still remain without proper restraints.

The recently created Occupant Protection Task Force (OP802), is conceived for the purposes of addressing these low areas and reaching those motorists who are not properly restrained. The task force consists of representation from the "4 E's" of highway safety. The task force also includes media and outreach specialists to foster a robust educational outreach program. The task force operates in support of the Vermont Highway Safety Alliance (VHSA) and can access resources through VHSA partners. OP802 has contributed numerous supportive activities and has proved to be a simple and functional conduit to the "4 E's" of highway safety.

The OP802 Task Force (Occupant Protection/VT area code) continues to be a support resource for all occupant protection partners. The GHSP LELs will also deploy the Click-It-or-Ticket (CIOT) Task Force at various times during the year to support the ongoing work being done by OP802. The CIOT task force is a mobile strike unit staffed by a highly motivated group of police officers dedicated to increasing occupant protection. The CIOT task force is utilized to support campaign activities delivered by state, county and local law enforcement agencies. This multi-agency collaborative operation highlights the effectiveness of highway visibility enforcement tactics. GHSP supports the Vermont State Police by providing funding for enforcement of the occupant protection laws in each of the fourteen counties. In addition, all of the fourteen sheriff's department's engage in occupant

protection efforts and are also supported with funds distributed by GHSP through the state's enforcement grants process. A third layer of enforcement comes collectively from the local municipal agencies and individually for constables, working in smaller geographical venues. This diversified network of enforcement provides a system of interlocking occupant protection coverage, statewide and visible during any period of the year.

### ***Occupant Protection Strategies***

1. Work with partnering agencies at the Federal, State levels to align Vermont's OP strategies described in the 2012-2016 Strategic Highway Safety Plan (SHSP) and those listed in the FFY 2015 Highway Safety Plan.
2. An Occupant Protection Assessment was conducted by NHTSA during July 2013. Recommendations provided by the assessment team are being implemented.
3. GHSP has designated a program coordinator as the "Occupant Protection Coordinator" with primary responsibility for all issues relating to the OP program.
4. Continue to use data and research to select the most effective and efficient disbursement of grant funding to achieve increased levels of occupant protection base funding decisions on E-BE design. Focus efforts on the three lowest use areas in the state.
5. Provide all traditional and non-traditional partners with leadership, training, and technical assistance for all occupant protection efforts throughout the state. Staff participation in Regional Traffic Safety Forums provides an effective platform for the delivery of OP messaging to local communities.
6. Monitor changes in seat belt survey results to efficiently re-deploy resources in areas of the state experiencing low or declining use rate. This is one aspect of Vermont's E-BE.
7. In addition to Vermont's annual participation in the National "Click It or Ticket" enforcement campaign, provide opportunities for law enforcement agencies to engage in sustained, yearlong, overtime enforcement of occupant protection laws. Areas of enforcement are selected using data.
8. Utilize specific data relating to crashes involving unrestrained occupants, unbelted fatalities, and serious injuries to determine the most effective deployment of resources. Also reviewing times and days of the week crashes occur.
9. Provide statewide occupant protection public education and information through paid and earned media campaigns in conjunction with law enforcement mobilizations and special specific geographically focused OP campaigns. Continually monitor and evaluate these locations to respond to changes.
10. Support occupant protection enforcement efforts with sustained educational programs linking media to community outreach. Staff participation at county fairs and other gatherings are community level opportunities to promote OP priorities.
11. Conduct nighttime seat belt enforcement based on crash data in selected target locations.
12. Maintain the existing policy of requiring subgrantees to submit "zero tolerance for seat belt violations" and written policies for employee seat belt use.
13. Law Enforcement Liaisons (LEL) will assist GHSP staff in providing law enforcement agencies with technical assistance with issues relating to OP enforcement strategies.
14. Recruit an increased number of law enforcement agencies to participate in "daytime/nighttime seat belt enforcement".
15. Promote increased accuracy in the reporting of occupant protection information detailed on the police crash reporting forms and ultimately into the statewide crash reporting system.

16. Utilize the Vermont Highway Safety Alliance to support local education and outreach through periodic “Regional Traffic Safety Forums”.
17. Increase cooperation and partnerships with the Agency of Education and the Department of Health to provide education, direction, and outreach for younger drivers.
18. Continue supporting American Association of Retired Persons (AARP) programs for education focused on older drivers through membership in VHSA.
19. Improve OP programs in eclectic workplaces by continued support of “Project Road Safe”.
20. Continue to provide Child Safety Seats statewide in recognized distribution/fitting stations for low-income families.
21. Continue Adult/Child Safety Belt Surveys and Boosters to Belts education statewide through presentations, brochures, etc.
22. Support Child Passenger Safety (CPS) Training using the current NHTSA standardized curriculum.
23. Support the Department of Health in providing a sustainable statewide network of CPS technicians, fitting stations, and community and parental education relating to the CPS program.

***Occupant Protection Performance Measures***

1. Continue to assess GHSP’s compliance with the recommendations provided by the July 2013, NHTSA, Occupant Assessment.
2. Increase the seat belt use in the three lowest geographical areas (Franklin County, the Connecticut River Valley and the Northeast Kingdom) to 80% by the conclusion of FFY 2015.
3. Reduce the number of major crashes involving improperly restrained occupants by 10% between 2012-2016.
4. Increase the number of law enforcement agencies (LEAs) participating in the national Click It or Ticket enforcement campaign to 70 agencies.
5. Increase the number of LEA subgrantees participating in year-long sustained OP enforcement activities to 53 based on crash data and seat belt use rate.
6. Increase the number of law enforcement agencies participating in “daytime/nighttime seat belt enforcement”.
7. Gauge increase in accuracy of LEA entry of seat belt data on police crash form and ultimately into the crash reporting system via the data analyst.
8. Evaluate the results of GHSP participation in Regional Traffic Forums by conducting a survey of attendees.
9. Determine the increase of CPS fitting stations, inspections, trainings, and certified instructors

## Participation in Click It or Ticket National Mobilization

**Problem Statement:** The CIOT May campaign is the most publicized occupant protection national campaign. Currently 15% of the state’s motoring public drives improperly restrained.

**Countermeasures:** *Countermeasures That Work*, 7th edition, chapter 2, section 2.1

**Strategies:** Maximize the CIOT campaign by utilizing public and media outreach supported by high visibility occupant protection enforcement in those areas identified via data as historically low use areas.

**Goals:** Increase seat belt use rates in the three identified areas which are significantly below the state seat belt use rate of 85%.

**Assigned Staff:** GHSP LELs.

**Project Description:** Vermont has participated in the Click It or Ticket (CIOT) national mobilization every year since 2002. Vermont’s initial participation in CIOT increased the seat belt use rate from 67% in 2001 to 84% following CIOT in 2002. Law Enforcement Agency (LEA) participation in CIOT is encouraged and considered a positive factor when determining the level of agency funding during the annual grant proposal award process. In addition, actively participating agencies are provided with opportunities to achieve eligibility for the GHSP incentive program.

LELs continue to distribute NHTSA produced Products for Enforcement Kits (PEAK) to participating LEAs. These PEAKs provide LEAs with information and pre-prepared media material to conduct public outreach and education relating to the CIOT campaigns. In addition, the Vermont Agency of Transportation (VTrans) will continue to provide no cost use of variable message boards placed in high traffic locations to deliver a variety of CIOT messaging.

The LELs organize strategic operational plans, focusing high visibility resources to enforce occupant protection laws throughout the state based on the best available data. The Vermont State Police Traffic Operations commander has coordinated all available resources to engage in cooperative, interagency enforcement efforts. Data and intelligence will be utilized to focus particular attention on the three low use areas in the state. Each participating agency has agreed to engage in a “no tolerance for occupant protection violations” policy. The CIOT enforcement will be supported by earned and paid media.

In addition to the CIOT Mobilization funding, the Vermont State Police, the fourteen Sheriff’s departments, and 45 municipal and local police agencies receive funding for ongoing and periodic seat belt and child restraint enforcement. A total of \$900,000 is planned in FY2016 for these activities.

### ***CIOT Mobilization Funding***

Project #	Click It Or Ticket National Mobilization	Amount	Source
NH16402-170	Using proven data driven countermeasures and our staff review of past projects this budget has been allocated to the <b>Click It Or Ticket National Mobilization</b> for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known NHTSA will be notified of the projects that receive an increase.	357,500	\$402

## Child Restraint Inspection Stations

The State of Vermont Department of Health (VDH) Preparedness and Emergency Medical Services continues to strengthen CPS coverage to communities in all fourteen counties throughout the state. VDH has direct linkage and working access to many Emergency Medical Technicians (EMTs) and other health professionals, who are also certified CPS technicians and has targeted recruitment to law enforcement as well. The EMS section of VDH divides the state into ten geographical areas of responsibility. This allows centralized and standardized operational control, but local and extended outreach. The twelve VDH district offices provide a recognized statewide distribution network of low-income seat vouchers to local community agencies providing services and education to eligible families. In 2014, 92% of seats distributed went to income qualifies families. The program has established a dedicated fund for donations to assist in acquisition of seats to meet the needs of qualified families.

The following is a list of operating fitting stations, fully covering communities throughout the state. Depending on the size of the community and number of certified CPS technicians on site, fitting stations operate by appointment and/or hold one or two regular days with drop-in hours each month. Additionally, the statewide program coordinates an annual schedule of inspection events statewide on an April-October calendar, including the September National Child Passenger Safety Week and National Seat Check Saturday. Local fitting stations, technicians, and community partners help to promote and support the inspections. Crash and injury data is reviewed to help determine priority locations for these events where the public visibility and presence will help to educate about proper child occupant protection. The GHSP OP802 task force includes VDH CPS program staff, facilitating a coordinated discussion of regional outreach, education and enforcement strategies

**Vermont Fitting Stations** <http://www.beseatsmart.org>

County and Location	Time
<b>Addison County</b>	
Bristol Police Dept. Fitting Station	
<ul style="list-style-type: none"> <li>Middlebury Volunteer Ambulance Fitting Station</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Vergennes Area Rescue Fitting Station</li> </ul>	<ul style="list-style-type: none"> <li>3<sup>rd</sup> Saturday, 9:00am-1:00pm</li> </ul>
<ul style="list-style-type: none"> <li>Vergennes - Tapestry Midwifery</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<b>Bennington County</b>	
<ul style="list-style-type: none"> <li>Bennington Rescue Squad</li> </ul>	<ul style="list-style-type: none"> <li>3<sup>rd</sup> Monday, 3-6:30pm by Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Manchester Police Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Winhall Police Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<b>Caledonia County</b>	
<ul style="list-style-type: none"> <li>Lyndon Rescue, Inc. c/o Lyndon Fire</li> </ul>	<ul style="list-style-type: none"> <li>1<sup>st</sup> Sunday of the Month 12-4pm</li> </ul>
<ul style="list-style-type: none"> <li>St. Johnsbury Police Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<b>Chittenden County</b>	
<ul style="list-style-type: none"> <li>Colchester Police Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Essex Rescue</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Good News Garage</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Milton Police Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>

<ul style="list-style-type: none"> <li>Richmond Rescue</li> </ul>	<ul style="list-style-type: none"> <li>1<sup>st</sup> &amp; 3<sup>rd</sup> Tuesday from 9-12am</li> </ul>
<ul style="list-style-type: none"> <li>Shelburne Police Dept.</li> </ul>	<ul style="list-style-type: none"> <li>Walk in or By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>So. Burlington Police Dept.</li> </ul>	<ul style="list-style-type: none"> <li>Walk in or By Appointment 6am-5pm</li> </ul>
<ul style="list-style-type: none"> <li>Underhill Jericho Fire Station</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment M-F 8am-4pm</li> </ul>
<ul style="list-style-type: none"> <li>Williston Fire Station</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>UVM Medical Center</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<b>Essex County</b>	
<ul style="list-style-type: none"> <li>Essex County Sheriff's Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment, M-F 8am-4pm</li> </ul>
<b>Franklin County</b>	
<ul style="list-style-type: none"> <li>Clear Choice MD Urgent Care</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Fairfax Fire Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Family Center and NW Counseling and Support Services</li> </ul>	<ul style="list-style-type: none"> <li>1<sup>st</sup> Tuesday of the Month, 4-6pm</li> </ul>
<b>Grand Isle County</b>	
<ul style="list-style-type: none"> <li>Grand Isle Sheriff's Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<b>Lamoille County</b>	
<ul style="list-style-type: none"> <li>Appleseed Pediatrics</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Copley Hospital</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Morristown Police Department</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<b>Orange County</b>	
<ul style="list-style-type: none"> <li>Orange County Parent Child Center</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Orange County Sheriff's Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Vermont State Police - Bradford</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<b>Orleans County</b>	
<ul style="list-style-type: none"> <li>Barton Ambulance Squad</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment M-F 8am-4pm</li> </ul>
<ul style="list-style-type: none"> <li>Newport Ambulance</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<b>Rutland County</b>	
<ul style="list-style-type: none"> <li>Brandon Police Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Rutland Regional Ambulance Service Fitting Station</li> </ul>	<ul style="list-style-type: none"> <li>Thursdays 2-4:30pm</li> </ul>
<b>Washington County</b>	
<ul style="list-style-type: none"> <li>Barre City Fire Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Berlin Fire Dept.</li> </ul>	<ul style="list-style-type: none"> <li>1<sup>st</sup> Saturday, 9am-1pm or By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Mad River Valley Ambulance</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Montpelier Fire Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Northfield Police Dept.</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>
<b>Windham County</b>	
<ul style="list-style-type: none"> <li>Auto Mall</li> </ul>	<ul style="list-style-type: none"> <li>Monday 3-5pm By Appointment</li> </ul>
<ul style="list-style-type: none"> <li>Vermont State Police (Rockingham)</li> </ul>	<ul style="list-style-type: none"> <li>By Appointment</li> </ul>

<b>Windsor County</b>	
• Ascutney Fire Dept.	• By Appointment
• Springfield Hospital	• By Appointment
• Vermont State Police (Bethel)	• By Appointment

*Grant for child safety seats*

<b>Project #</b>	<b>Subgrantee</b>	<b>Amount</b>	<b>Source</b>
NH16405B-000	Vermont Department of Health	10,000	§405b

## Child Passenger Safety Technicians

The Vermont Child Passenger Safety program will continue to recruit, train, and maintain a network of 80 – 100 certified safety seat technicians who educate parents, families, and health and safety professionals. Technicians are located in EMS, law enforcement, fire and rescue, and healthcare settings; their activities include operation of fitting stations and inspections and associated public outreach campaigns/events (e.g. community or school-based health and safety fairs) focused on proper installation, providing and promoting the income-eligible seat program, providing a statewide telephone helpline and the BeSeatSmart website with child passenger safety information and resources for parents and educators. The two full-time VDH program positions are both certified technicians.

The national Basic Certification course and technical update trainings with CEUs offered are held annually. In FFY 2015, VDH will work to partner with other NHTSA Region 1 CPS programs to develop and promote inter-state New England CEU trainings and encourage Vermont technicians to participate, making access to quality opportunities affordable and accessible. VDH will also be exploring incorporation of CPS training modules into their existing EMS online offerings as the program goes forward. Technicians are supported with educational materials including Safe Ride News subscriptions, LATCH manuals, and resources for community education, as well as, monitoring and technical assistance. Data is collected to determine outreach needs, clients served, and seats distributed, along with monitoring technicians and instructors' national certification status. Classes in special needs, school bus, CPS awareness, public service drivers, transport in ambulances, OP training for new law enforcement recruits, pediatric nurses and other allied professionals, are held on an as needed or requested basis. Additionally, in FFY 2015 the existing VDH Emergency Medical Services for Children Advisory Committee will include appropriate CPS stakeholders to provide a forum and guidance to further develop the statewide CPS program and technician capacity-building.

### *Grant for technician training*

Project #	Subgrantee	Amount	Source
NH16405B-000	Vermont Department of Health	8,000	§405(b)

**Maintenance of Effort**

Please see Part 1 of Appendix D.

**Additional Qualification Criteria for Lower Seat Belt Use Rate State**

States must meet at least three of the following criteria:

**Primary Enforcement Seat Belt Use Law**

Vermont does not meet this criterion.

**Occupant Protection Laws**

Vermont does not meet this criterion.

## Seat Belt Enforcement Plan

All Occupant Protection projects described in this section are based on a data driven analysis of all possible Occupant Protection related data and other ancillary information. All enforcement projects employ Vermont's E-BE design.

A review of yearly statewide seat belt use rate has remained stagnated at or slightly below 85%. Prior to FFY 2013, increasing the state's seat belt use rate was approached as a statewide problem. In reality, a closer analysis of this use rate indicates five of the seven areas (some counties grouped together for sampling purposes) were near or above 88% use rate. The two areas below 88% were: Franklin/Grand Isle counties (74.8%) and The Northeast Kingdom, consisting of Essex, Caledonia and Orleans counties (83.5%). Obviously equal distribution of resources was not an effective approach to increasing the overall state use rate.

Since FFY 2013, GHSP staff and contracted Law Enforcement Liaisons (LELs) no longer use this unilateral approach to seat belt enforcement and education. The two areas listed above have been expanded to include the Connecticut River Valley, containing Windsor and Windham counties. This third area is directly across the river from New Hampshire and receives a fair amount of cross border traffic. As a result of poor seatbelt compliance in these areas, narrowly focused seat belt enforcement will be directed into those areas. These low use rates, negatively impact Vermont's statewide use rate. Regular seat belt enforcement and education will continue in the four areas which are at or above 88%.

Such a concentrated exercise will be "Click It in the Kingdom", which will be a task force like operations center on the Northeast Kingdom. In addition, the CIOT task force will use data to identify those lowest use sectors within the three low use areas to saturate roadways with enforcement and education. During May of 2013, the Commissioner of Public Safety delivered a "Buckle Up" message, in front of a recently wrecked vehicle driven by an unbelted operator. The setting for this message was in the middle of the largest city, Newport, in the Northeast Kingdom. The tone and delivery of the message was directed at those motorists who consistently drive while unbelted. This more direct messaging will continue through FFY 2016.

There are fourteen sheriff's departments in the state. All fourteen have participated in seat belt enforcement campaigns during recent years. The Vermont State Police have barracks that provide seat belt enforcement patrols in each of the fourteen counties and local municipal agencies engage in seatbelt patrols at the city, town and village levels. They are joined, in some areas, by local community constables who engage in full seat belt enforcement activities. This multi-layered enforcement spectrum provides total coverage for the enforcement of the state's seat belt law. Although the national Click-It-or-Ticket campaign, held at the end of May, and the Thanksgiving Click It or Ticket campaign are the largest combined enforcement campaigns in the state, sustained enforcement efforts are taking place at each level during the entire year. All law enforcement subgrantees are required to have a "zero tolerance for seat belt violations" policy in place prior to the awarding of grants. Each subgrantee is provided with crash data and seat belt use information, including plotted maps, during the required grants preparation workshops. Agencies are required to utilize this information in the development of their problem statement, strategic countermeasures, measurements and determining functional realistic outcomes.

GHSP LELs work with law enforcement agencies in bordering states, New Hampshire, New York and Massachusetts to amplify the seatbelt safety message to interstate travelers motoring between states. The Vermont State Police also perform collaborative seatbelt enforcement efforts with Canadian provincial police agencies, along the international border.

In addition to Vermont's active participation in the National Click-It-or-Ticket campaign, the GHSP Law Enforcement Liaisons will continue to encourage stringent enforcement of the state's existing secondary seat belt law. In support of continued and sustained enforcement, public outreach will be enhanced by partnerships developed within the membership of the Vermont Highway Safety Alliance (VHSA) which will provide local flavored messaging opportunities to change the behavior of those who have yet to be convinced to simply buckle up to save their lives.

GHSP contracted with a second LEL during 2013. This LEL "north" will focus all of his attention on the areas that contain these historically low use rates. He is the chairperson for "OP802" and directs activity through the Vermont Highway Safety Alliance. OP802 will provide information and enforcement strategies to community level locations throughout the three selected low use areas.

***Periods when enforcement will occur:***

GHSP supports sustained seat belt enforcement, and Vermont's LEAs are very active, participating in National Click-It-or-Ticket enforcement campaigns. In addition, such in-state efforts as "Click-it in the Kingdom" and the "CIOT Task Force" are deployed in areas of low compliance. Enforcement is conducted at the statewide, countywide and local levels at all times during the calendar year.

***Percentage of Vermont covered by law enforcement***

The data driven application of enforcement strategies enables 100% of Vermonters to be covered by state, county or local law enforcement. Low use areas will be subjected to more frequent and more focused enforcement efforts.

***Determination of funding levels***

Funding to subgrantees is determined through a systematic process conducted during a period prior to the actual allocation of funds. Following grant workshop training, each potential grantee submits an application for funding. These applications are reviewed, assessed, and each is scored based on a set of standard requirements. These requirements subscribe to the state's E-BE design:

- Problem identification, using GHSP provided data.
- Does the application address one of the state's highway safety priorities?
- Suggested countermeasures/strategies offered.
- Progress measurements and metrics.
- Project outputs and outcomes.
- Availability of resources to accomplish described goals.
- The agencies past performance (activities, reporting, spending, etc.).
- Quality and clarity of the application.
- Subscriptions to necessary certificates and assurances

The GHSP collectively determines the appropriate funding level for each agency based on the totality of these factors. During the grant year, GHSP Project Coordinators monitor progress with regular document review, desk audits, and site visits to measure progress and evaluate future milestones and goals.

**Local police agencies/constables participating in ongoing and periodic seat belt and child restraint enforcement for FFY 2016**

<b>County</b>	<b>Law Enforcement Agency</b>	<b>Town/City Population</b>
Addison	Bristol Police Dept.	3,894
	Middlebury Police Dept.	8,496
	Vergennes Police Dept.	2,588
Bennington	Bennington Police Dept.	15,764
	Manchester Police Dept.	4,391
	Winhall Police & Rescue	769
Caledonia	Hardwick Police Dept.	3,010
	St. Johnsbury Police Dept.	7,603
Chittenden	Burlington Police Dept.	42,417
	Colchester Police Dept.	17,067
	Essex Police Dept.	19,587
	Hinesburg Police Dept.	4,396
	Milton Police Dept.	10,352
	Richmond Police Dept.	4,081
	Shelburne Police Dept.	7,144
	South Burlington Police Dept.	17,904
	Williston Police Dept.	8,698
	Winooski Police Dept.	7,267
Franklin	St. Albans Police Dept.	12,917
Lamoille	Morristown Police Dept.	5,227
	Stowe Police Dept.	4,314
Orange	Randolph Police Dept.	4,853
Orleans	Newport Police Dept.	6,183
Rutland	Brandon Police Dept.	3,966
	Castleton Police Dept.	4,717
	Fair Haven Police Dept.	2,734
	Killington Police Dept.	811
	Pittsford Police Dept.	2,991
	Poultney Constable	3,432
	Rutland City Police Dept.	16,495
	Rutland Town Police Dept.	22,311
	Washington	Barre City Police
Barre Town Police Dept.		7,924
Berlin Police Dept.		2,887
Montpelier Police Dept.		7,855
Northfield Police Dept.		6,207
Windham	Brattleboro Police Dept.	12,046
	Wilmington Police Dept.	1,876
Windsor	Hartford Police Dept.	9,952
	Ludlow Police Dept.	1,963

County	Law Enforcement Agency	Town/City Population
	Norwich Police Dept.	3,414
	Rochester Constable	1,139
	Royalton Police Dept.	2,773
	Springfield Police Dept.	9,373
	Weathersfield Police Dept.	2,825
	Windsor Police Dept.	3,553
	Woodstock Police Dept.	3,048

***Sheriff's Departments participating in ongoing and periodic seat belt and child restraint enforcement for FFY 2016***

Sheriff's Department	County	Population
Addison County Sheriff's Dept.	Addison	36,821
Bennington County Sheriff's Dept.	Bennington	37,125
Caledonia County Sheriff's Dept.	Caledonia	31,227
Chittenden County Sheriff's Dept.	Chittenden	156,545
Essex County Sheriff's Dept.	Essex	6,306
Franklin County Sheriff's Dept.	Franklin	47,746
Grand Isle County Sheriff's Dept.	Grand Isle	6,970
Lamoille County Sheriff's Dept.	Lamoille	24,475
Orange County Sheriff's Dept.	Orange	28,936
Orleans County Sheriff's Dept.	Orleans	27,231
Rutland County Sheriff's Dept.	Rutland	61,642
Washington County Sheriff's Dept.	Washington	59,534
Windham County Sheriff's Dept.	Windham	44,513
Windsor County Sheriff's Dept.	Windsor	56,670
		625,741

***Grants to conduct ongoing and periodic seat belt and child restraint enforcement during FFY 2016***

Project #	Subgrantee	Budget	Source
<b>NH16402-</b>			
158	Addison CDS	6,600	\$402
101	Barre Town Police Dept.	7,200	\$402
171	Bennington CDS	25,000	\$402
102	Bennington Police Dept.	30,000	\$402
103	Berlin Police Dept.	11,000	\$402
104	Brandon Police Dept.	3,100	\$402
105	Brattleboro Police Dept.	21,000	\$402
107	Burlington Police Dept. SHARP	10,000	\$402
108	Caledonia County Sheriff's Dept.	11,000	\$402
109	Castleton Police Dept.	10,000	\$402
110	Chittenden County Sheriff's Dept. SHARP	12,000	\$402

Project #	Subgrantee	Budget	Source
<b>NH16402-</b>			
111	Colchester Police Dept. SHARP	10,000	\$402
113	Essex County Sheriff's Dept. SHARP	4,200	\$402
114	Essex Police Dept. SHARP	6,000	\$402
115	Essex Police Dept.	3,000	\$402
116	Fair Haven Police Dept.	10,000	\$402
117	Franklin County Sheriff's Dept.	20,000	\$402
118	Grand Isle County Sheriff's Dept.	20,000	\$402
119	Hardwick Police Dept.	7,000	\$402
120	Hartford Police Dept.	5,000	\$402
121	Hinesburg Police Dept. Tri-Town	12,000	\$402
122	Killington Police Dept.	2,000	\$402
123	Lamoille County Sheriff's Dept.	13,000	\$402
172	Ludlow Police Dept.	12,000	\$402
124	Manchester Police Dept.	5,000	\$402
125	Milton Police Dept. SHARP	8,000	\$402
126	Montpelier Police Dept.	5,000	\$402
127	Morristown Police Dept.	6,000	\$402
128	Newport Police Dept.	8,000	\$402
129	Northfield Police Dept.	5,000	\$402
173	Norwich Police Dept.	3,500	\$402
130	Orange County Sheriff's Dept.	20,000	\$402
131	Orleans County Sheriff's Dept.	20,000	\$402
132	Poultney Constable	4,000	\$402
174	Randolph Police Dept.	2,000	\$402
133	Richmond Police Dept.	10,000	\$402
135	Royalton Police Dept.	3,000	\$402
136	Rutland City Police Dept.	60,000	\$402
137	Rutland County Sheriff's Dept.	35,000	\$402
138	Shelburne Police Dept. Tri-Town	30,000	\$402
140	Springfield Police Dept.	5,000	\$402
141	St. Albans Police Dept.	9,000	\$402
142	St. Johnsbury Police Dept.	8,000	\$402
175	Swanton Village Police Dept.	2,000	\$402
145	Vergennes Police Dept.	15,000	\$402
149	Vermont State Police, Traffic Safety	200,000	\$402
150	Washington County Sheriff's Dept.	30,000	\$402
153	Wilmington Police Dept.	10,000	\$402
154	Windham County Sheriff's Dept.	15,000	\$402
155	Windsor County Sheriff's Dept.	15,000	\$402
156	Winhall Police & Rescue	6,000	\$402
158	Shelburne SHARP	150,000	\$402
<b>Total</b>		<b>960,000</b>	

## High Risk Population Countermeasure Programs

Vermont will focus on the following at-risk populations:

These enforcement efforts will be based on VT's E-BE strategy (See Appendix E)

### *Drivers on rural roadways*

During calendar year 2012, 77 fatalities occurred on Vermont roadways. Of these 77 killed, 14 were recorded on urban roadways and 63 died on rural roadways. The preliminary fatality data indicate a total of 70 fatalities during calendar year 2013; the ratio of urban fatalities to those occurring in population centers remains similar to the fatalities occurring during calendar year 2012. A review of 2013 data demonstrates that 56 fatalities occurred on rural roadways compared to 14 on urban roads. This is a ratio of 4 to 1.

The following is an excerpt from Partners for Rural Traffic Safety Action Kit: In the past, low seat belt use and law enforcement rates raised concerns about the viability of high-visibility enforcement and communications strategies for increasing seat belt use in rural communities. Concerns stemmed from perceptions that (1) law enforcement officers in rural communities were reluctant to give citations to friends or acquaintances, (2) elected law enforcement leaders felt that their political careers would suffer if they cracked down on voters who did not buckle up, and (3) rural communities did not believe that seat belt use was necessary in rural areas. Related to these perceptions was the question of whether a rural seat belt program could target a sub-group, such as pickup truck drivers, who are known to have lower seat belt use rates.

To address these concerns, NHTSA and State Highway Safety Offices have funded local demonstration projects to identify effective strategies for developing rural seat belt programs. Since 1996, NHTSA also has worked with the National Rural Health Association (NRHA) to demonstrate the effectiveness of a community development/action program to promote rural traffic safety by implementing local traffic safety campaigns. The program is set forth in a NHTSA publication titled *Partners for Rural Traffic Safety Action Kit*. It embraces the basic tenets of community organizing and direct citizen involvement in addressing concerns that affect the entire community.

Vermont's nine cities have a total population of 115,085, or 18.4% of the population and the cities combined square mile total is just less than 80 square miles. The remaining 81.6% of the Vermont population reside in rural environs. There are 14,156 miles of class 1, class 2 and class 3 roads.

The majority of the state's LEAs are small, with many having ten or fewer officers. Supported by county sheriffs' departments and troopers from local barracks, they perform the majority of their enforcement efforts on these rural roadways, away from population centers.

The three low use areas, identified in the 2013 statewide seat belt survey (Franklin County, the Northeast Kingdom, and the Connecticut River Valley) and again in the 2014 statewide survey, are all characteristically rural. The GHSP LELs will focus their OP outreach efforts on these three geographical locations. Historically, crash data and certified seat belt surveys identify a particular segment of the population as more likely to be improperly restrained. In the rural areas of Vermont, males, 18 to 34 years of age and pickup truck operators, fall into this unbelted category. Although rural enforcement of traffic laws is delivered on a sustained basis, year round, particular focus will be placed during the fair weather months of May through September 2015.

As a part of Vermont's statewide OP plan, the LELs will use the Click It or Ticket (CIOT) task force model to change the behavior of those who have not yet been convinced to buckle up. In addition, the newly formed "OP802" occupant protection task force will also focus on these geographical areas. A subset of the national

CIOT enforcement campaign is “Click-It in the Kingdom” which has been created to focus on the three counties which make up the state’s Northeast Kingdom.

The LELs will provide guidance and technical assistance to county and local LEAs, to encourage stringent application of the states’ OP laws. The LELs are active participants on VHSA’s law enforcement focus group and will use those partnerships as force multipliers for deeper and more meaningful community outreach. The GHSP staff will continue to monitor and measure the quality and intensity of enforcement and educational activities within these low use areas.

GHSP’s media contractor will continue to develop poignant and direct media messaging focused directly on the 15% of Vermonters who are not properly restrained. These messages, delivered via television, radio, and social networking will graphically describe the critical consequences of not being effectively restrained during a crash. In addition, the public will be continually informed of the increased law enforcement emphasis of not being properly restrained. This real time OP media campaign will be produced in prominent, identifiable locations, clearly situated in these particular low use areas. As suggested in NHTSA’s 2013 publication, Countermeasures That Work, the contractor used all the characteristics of effective communications and outreach campaigns: good target audience research, effective and creative message development, and good message placement”. The GHSP LELs will also work with the media contractor to develop messaging similar to that used in other rural regions of the country.

During FFY 2016, the Regional Traffic Safety Forums (FTSP) will complete its goal of staging workshops in all areas of the state. Working in partnership with VTrans and other traffic safety advocates presents the opportunity to deliver occupant protection safety messages to those communities who may not have access to consistent mainstream media messaging.

One of the Vermont Highway Safety Alliance partners is the Vermont Department of Health (VDH). VDH is GHSP’s current subgrantee for the Child Passenger Safety Program. Vermont’s Emergency Medical Services System (EMS) is composed of approximately 180 licensed First Response and Ambulance services staffed by 3,000 certified EMS providers. These pre-hospital emergency care providers include First Responders/ Emergency Care Attendants, EMT Basics, EMT Intermediates, and Paramedics. Many of the state’s 100 CPS certified technicians are EMTs. This span of coverage ensures the availability of a CPS technician in every community throughout the state. In addition, a number of state police, sheriff’s deputies, and local law enforcement officers also provide CPS services to the populations they serve. With this array of available, certified resources, CPS fitting stations provide sustained education and technical assistance in each community throughout the state. VDH will continue to expand their CPS technician cadre, via their regional responder network and other local, community health care providers. The GHSP has also worked with the VT Dept. of Health to develop and disseminate Child Protective restraints along with general OP messages. One such campaign has developed the “STARP IN FOR THE RIDE, Every Trip, Every Time, Every Body” poster that depicts a typical Vermont pickup truck on a rural Vermont road. Besides the emphasis on the Child Protective restraints, this message will resonate with rural Vermont drivers/pickup drivers.

**Grants to conduct ongoing and periodic seat belt and child restraint enforcement during FFY 2016 where enforcement addresses drivers on rural roadways**

Project #	Subgrantee	Budget	Source
<b>NH16402-</b>			
158	Addison CDS	6,600	\$402
101	Barre Town Police Dept.	7,200	\$402
171	Bennington CDS	25,000	\$402
102	Bennington Police Dept.	30,000	\$402
103	Berlin Police Dept.	11,000	\$402
104	Brandon Police Dept.	3,100	\$402
105	Brattleboro Police Dept.	21,000	\$402
107	Burlington Police Dept. SHARP	10,000	\$402
108	Caledonia County Sheriff's Dept.	11,000	\$402
109	Castleton Police Dept.	10,000	\$402
110	Chittenden County Sheriff's Dept. SHARP	12,000	\$402
111	Colchester Police Dept. SHARP	10,000	\$402
113	Essex County Sheriff's Dept. SHARP	4,200	\$402
114	Essex Police Dept. SHARP	6,000	\$402
115	Essex Police Dept.	3,000	\$402
116	Fair Haven Police Dept.	10,000	\$402
117	Franklin County Sheriff's Dept.	20,000	\$402
118	Grand Isle County Sheriff's Dept.	20,000	\$402
119	Hardwick Police Dept.	7,000	\$402
120	Hartford Police Dept.	5,000	\$402
121	Hinesburg Police Dept. Tri-Town	12,000	\$402
122	Killington Police Dept.	2,000	\$402
123	Lamoille County Sheriff's Dept.	13,000	\$402
172	Ludlow Police Dept.	12,000	\$402
124	Manchester Police Dept.	5,000	\$402
125	Milton Police Dept. SHARP	8,000	\$402
126	Montpelier Police Dept.	5,000	\$402
127	Morristown Police Dept.	6,000	\$402
128	Newport Police Dept.	8,000	\$402
129	Northfield Police Dept.	5,000	\$402
173	Norwich Police Dept.	3,500	\$402
130	Orange County Sheriff's Dept.	20,000	\$402
131	Orleans County Sheriff's Dept.	20,000	\$402
132	Poultney Constable	4,000	\$402
174	Randolph Police Dept.	2,000	\$402
133	Richmond Police Dept.	10,000	\$402
135	Royalton Police Dept.	3,000	\$402
136	Rutland City Police Dept.	60,000	\$402
137	Rutland County Sheriff's Dept.	35,000	\$402
138	Shelburne Police Dept. Tri-Town	30,000	\$402
140	Springfield Police Dept.	5,000	\$402
141	St. Albans Police Dept.	9,000	\$402
142	St. Johnsbury Police Dept.	8,000	\$402

Project #	Subgrantee	Budget	Source
<b>NH16402-</b>			
175	Swanton Village Police Dept.	2,000	\$402
145	Vergennes Police Dept.	15,000	\$402
149	Vermont State Police, Traffic Safety	200,000	\$402
150	Washington County Sheriff's Dept.	30,000	\$402
153	Wilmington Police Dept.	10,000	\$402
154	Windham County Sheriff's Dept.	15,000	\$402
155	Windsor County Sheriff's Dept.	15,000	\$402
156	Winhall Police & Rescue	6,000	\$402
158	Shelburne SHARP	150,000	\$402
<b>Total</b>		<b>960,000</b>	

### ***Unrestrained Nighttime Drivers***

U.S. Department of Transportation Secretary, Raymond LaHood, in a May 22, 2013 press release stated that the risk of being involved in a serious crash is greater at night than during the day. In 2011, 62 percent of motorists who died in a crash that occurred at night were unrestrained; compared to 43 percent of those who died in a crash during the day. During the Memorial Day weekend, law enforcement will focus on both day and nighttime drivers for seat belt use.

NHTSA's 2013 edition of Countermeasures That Work indicates: According to 2005 FARS data, almost two-thirds (64%) of people killed at nighttime did not use restraints. In contrast, the percentage of fatally injured passenger vehicle occupants during daytime crashes who were unrestrained was just under one-half (47%) (Varghese & Shankar, 2007). Furthermore, according to FARS data for the 10-year period from 1998 to 2007, nighttime seat belt use was on average 18 percentage points lower than daytime belt use (Tison, Williams, & Chaudhary, 2010).

Available data and program evaluations suggest that more emphasis on seat belt enforcement during the late-night hours and in conjunction with alcohol laws can provide additional gains in seat belt use and injury reduction (Nichols & Ledingham, 2008). Retaining the short-term, high-intensity enforcement model but including other traffic safety issues such as impaired driving (DUI) and excessive speed, can be effective since the same drivers tend to drink, speed, and not buckle up. In particular, combined DUI and belt law checkpoints, saturation patrols, or enforcement zone operations can be conducted at night, when belt use is lower, DUI higher, and crash risk greater than during the day. Using night-vision technology, where permitted or other light enhancing technologies can assist with nighttime enforcement. The first demonstration of this strategy took place in 2004 in Reading, Pennsylvania (Chaudhary et al., 2005).

With the addition of the second LEL, during the spring of 2013, GHSP is provided with an opportunity to expand Vermont's enforcement strategies. Selected municipal agencies will collaborate with the Vermont State Police to conduct periodic cooperative nighttime seat belt enforcement events. A review of Vermont's crash data also indicates a higher percentage of unbelted fatalities are occurring during nighttime hours when standard seat belt enforcement is lacking. Data obtained from The Vermont Agency of Transportation, crash database indicates that of the 70 fatalities in 2013, 45 occurred between the hours of 1800 and 0559. Of these 45 fatalities, 24 were not were not properly restrained.

During the 2014 Thanksgiving Click it or Ticket campaign more agencies conducted seatbelt enforcement patrols by focusing on areas around large sporting venues and shopping centers to take advantage of artificial lighting.

Most of the patrols occurred between 1800 and 2200 hours when evening traffic peaked in our rural state. This practice continued with the 2015 May Mobilization. The results indicate that the enforcement effort was successful and will be included in the enforcement plan for 2016.

One of our most successful tools is the Click it or Ticket Task Force. Due to their mobility, and flexibility in schedules, our early plan for 2016 is to move two of the four teams into our low compliance areas between the hours of 6:00 P.M. and midnight on three nights of the first week of the 2016 May Mobilization. Following this effort, the Task Force Team Captain and LEL staff will assess the success of these details and adjust as necessary for week two of the campaign.

GHSP LELs are designing operational strategies to create a safe, effective, and efficient model to conduct this type of occupant protection enforcement in selected low use areas. The design will utilize existing street lighting in the state’s urban areas and supplemental portable lighting to illuminate other target areas such as interstate off-ramps and on the approach to checkpoints.

Operational deployment continues to remain operationally flexible, due to many environmental challenges and the availability of resources. Enforcement efforts will be conducted periodically during the months of May, June, July, and September of 2016. Locations will be selected based on data and the ability to safely enforce the state’s seat belt laws. GHSP will continue ongoing review of impaired driving crashes and incorporate that information and data into the nighttime seat belt enforcement campaigns as indicated above. A review of the state’s 2014 data indicates that 46% of the impaired driving fatalities were also improperly restrained. A quick look at the available 2015 statistics indicates a slightly lower nighttime fatal crash rate for unbelted victims but eh statistical value for the small sample size indicates a very close similarity.

GHSP staff will use LEA information, gathered at nighttime enforcement sites to evaluate and measure the effectiveness and operational proficiency of the enforcement and education campaigns. Strategy modification and adjustments will determine further deployment and continuation of the operational format. The ongoing goal of this nighttime seat belt enforcement operation is to convince those who do not buckle up at night that the state’s OP laws will also be enforced during the nighttime hours.

***Grants for Nighttime Belts Task Force***

Project #	Nighttime Belts Task Force	Budget	Source
NH16402-049	Using proven data driven counter measures and our staff review of past projects this budget has been allocated to the <b>Nighttime Belts Task Force</b> for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, NHTSA will be notified of the projects that receive an increase.	175,000	\$402

***Teenage Drivers***

Vermont will not focus on this population.

***Other High-Risk Population: Male, Pickup Truck Operators, 18-34 Years of Age.***

**Problem Statement:** Local and statewide seat belt surveys indicate a significantly lower measureable seat belt use rate for males in the age range of 18-34 years of age and driving pickup trucks.

**Countermeasures:** *Countermeasures That Work*, 7th edition, Chapter 3, section 3.2

**Strategies:** Seat belt use messaging has been re-designed to address this particular demographic. Data has been provided to local LEAs emphasizing this information.

**Goals:** Increase seat belt use rate in this stated demographic to equal the average state wide seat belt use rate of 85% before the conclusion of FFY2016.

**Assigned Staff:** GHSP LELs.

**Project Description:** The Vermont Department of Motor Vehicles lists a total of 754,954 vehicles registered in Vermont. Of these, 144,917 are classified as trucks. Among those trucks, 1049 are listed as having a registered weight of less than 6,100 pounds and are registered to males age 18-34. Approximately 40% of those trucks are registered in three Vermont areas (Franklin County, the Northeast Kingdom, and the Connecticut River Valley) which demonstrate the lowest seat belt rates in the state.

The 2013 edition of the *Countermeasures that Work* contains the following: NHTSA's 2012 national observational survey found belt use was lower for front seat passengers (84%) compared to drivers (87%), pickup truck occupants (77%) compared to occupants of passenger cars (87%) and vans/SUVs (89%), and was lower in rural areas (84%) compared to urban (86%) and suburban (87%) areas (NHTSA, 2012a). NHTSA's 2007 national telephone survey found the same patterns with males, young drivers, rural drivers, and pick-up drivers reporting lower belt use (Boyle & Lampkin, page iv).

The LELs will conduct belt surveys or facilitate belt surveys with LEA's and also their college intern programs. The most recent seat belt survey conducted by the GHSP North LEL revealed a compliance rate of only 60% in the 18-34 population in the Northeastern 3 counties

The Vermont LELs, through the work of Task Force OP802, engaged in an enhanced occupant protection program in the Northeast Kingdom (see above) called "*Click-It in the Kingdom.*" Agencies including the Vermont State Police, county Sheriffs, municipal law enforcement agencies, schools, Vt. Dept. of Transportation, VT. Dept. of Health and local trucking and construction firms are all working collaboratively to raise awareness and educate this vulnerable 18-34 year old population about the law itself. Strategies include displays of fatal crash maps/data, teaching the benefits of staying in a protected position within the structure of the truck, and ultimately, with the threat of a ticket. This 18-34 year old population is specifically mentioned in media releases without ambivalence.

This project will be supported by earned and paid media messaging directed at the low use population. This public outreach, enhanced with focused media message began during FFY 2013 and will continue to gain traction through intensified enforcement and specialization of the target audience. Social media such as Facebook and Twitter have been added to television and radio broadcasts to approach those audiences not serviced by conventional electronic media.

***Grants to conduct ongoing and periodic seat belt and child restraint enforcement during FFY 2016 where enforcement addresses male, pickup truck operators, 18-34 years of age***

Project #	Subgrantee	Budget	Source
NH16402-			
108	Caledonia County Sheriff's Dept.	11,000	\$402
113	Essex County Sheriff's Dept.	4,200	\$402

<b>Project #</b>	<b>Subgrantee</b>	<b>Budget</b>	<b>Source</b>
<b>NH16402-</b>			
117	Franklin County Sheriff's Dept.	20,000	\$402
118	Grand Isle County Sheriff's Dept.	20,000	\$402
128	Newport Police Dept.	8,000	\$402
131	Orleans County Sheriff's Dept.	15,000	\$402
141	St. Albans Police Dept.	9,000	\$402
142	St. Johnsbury Police Dept.	8,000	\$402
149	Vermont State Police, Traffic Safety	200,000	\$402
Total		295,200	

## **Comprehensive Occupant Protection Program**

Vermont is not applying under this criterion.

## **Occupant Protection Program Assessment**

Vermont's Occupant Protection Assessment took place July 15 - 19, 2013.

## §405(c) Traffic Records

### Qualification Criteria

NOTE: Please see VT\_FY16\_405c.pdf in the NHTSA Grants Drop Box for additional Traffic Records information not provided in this section.

### TRCC Charter

Please see VT\_FY16\_405c.pdf in the NHTSA Grants Drop Box.

### Meeting schedule, reports and policy guidance documents from preceding twelve months

Please see VT\_FY16\_405c.pdf in the NHTSA Grants Drop Box.

### TRCC Membership List

Name	Organization	Function
Ms. Susan Clark VHSA Coordinator	Vermont Highway Safety Alliance	Highway Safety
Mr. Mario Dupigny-Giroux Traffic Safety Engineer	Agency of Transportation	Roadway
Ms. Laurie Roberts AOT Technician II	Agency of Transportation	Crash
Ms. Mary Spicer AOT Manager I	Agency of Transportation	Crash
Ms. Mandy White Crash Technician	Agency of Transportation	Crash
Mr. Joe Arduca	FMCSA	FMCSA
Ms. Kathy Codling DMV Administrative Coordinator	Department of Motor Vehicles	Driver/Vehicle
Ms. Donna Earle DMV Chief of Records	Department of Motor Vehicles	Driver/Vehicle
Lt. William Elovirta Chief	Department of Motor Vehicles	Law Enforcement/ Commercial Driver/Vehicle
Mr. Jeffrey Loewer	Judiciary CIO	Citation
Mr. Sean Thompson	Judiciary IT	Citation
Mr. Francis Aumand Director	Department of Public Safety	Law Enforcement
Mr. Thomas Fields Law Enforcement Liaison	Governor's Highway Safety	Law Enforcement/ Highway Safety
Mr. Gary Nowak IT Technician II	Department of Public Safety	Information Tech
Mr. Dean Hamel DPS IT Manager	Department of Public Safety	Information Tech
Mr. Bob Thigpen	Agency of Transportation	Information Tech/

<b>Name</b>	<b>Organization</b>	<b>Function</b>
TR IT Project Manager		Crash/Citation
Ms. Eleni Churchill Sr. Trans Planner	Agency of Transportation	Roadway
Ms. Charlene Oakley	NHTSA Region 1	NHTSA
Ms. Angie Byrne	NHTSA Region 1	NHTSA
Ture Nelson FHWA Region Administrator	FHWA	FHWA
Mr. Roger Thompson	FHWA	FHWA
Lt. Garry Scott	Vermont State Police – Traffic Operations	Law Enforcement
Ms. Anne Liske Highway Safety Program Coordinator	Governor’s Highway Safety	Highway Safety
Mr. Chris Bell EMS Director	Department of Health	Injury Surveillance System
Ms. Jenna Protzko SIREN Data Analyst	Department of Health	Injury Surveillance System
Ms. Barbara Cormier DII Program Manager	Department of Information and Innovation	Information Tech
Mr. Jon Kaplan AOT Bike/Ped Coordinator	Agency of Transportation	Roadway
Ms. Sara Couture CJTC Trainer	Vermont Police Academy	Law Enforcement
Ms. Dawna Attig	AOT DMV IT	Information Tech
Cpl. Owen Ballinger	Vermont State Police – Traffic Operations	Law Enforcement
Mr. Johnathan Croft AOT Mapping Chief	Agency of Transportation	Roadway
Mr. Brad Epstein	DPS IT	Information Tech
Ms. Karen Gennette Director, Crime Research Group	Crime Research Inc.	Research
Mr. John Filipek Law Enforcement Liaison	Governor’s Highway Safety	Law Enforcement/ Highway Safety

**Name and title of the State’s Traffic Records Coordinator**

Anne Liske, Highway Safety Program Coordinator

## **A Copy of the Strategic Plan**

**Note the following Policy document from February 2013:**

February 11, 2013

MEMORANDUM

To: Vermont Traffic Records Executive Committee  
From: Anne Liske and Bob Thigpen, Traffic Records Coordinating Committee Co-chairs  
Re: Annual Traffic Records funding application

The Co-Chairs of the Vermont Traffic Record Coordinating Committee (TRCC) reviewed strategic plan processes in Maine, NH and RI and found that those states use; and National Highway Transportation and Safety Administration (NHTSA) accepts, the annual project plan submission as the state traffic records strategic plan. Vermont also has higher level planning initiatives underway including the Strategic Highway Safety Plan (SHSP) which will use the TRCC annual project plan as input.

The current TRCC strategic plan development in Vermont employs a contracted consultant in a separate planning process with all of the stakeholders. In addition, we produce an annual project plan update as part of the subgrant application process.

The TRCC voted unanimously to discontinue the separate strategic planning process to avoid added consulting costs and duplication of effort.

We will follow the same planning process that NHTSA accepts in other states while saving money on consulting expenses and avoiding duplicative effort. The TRCC annual project plan application process will continue to be available as input to the higher level planning initiatives in Vermont.

If you have questions or concerns on this process change, please contact Anne Liske at 802-241-5505, or by email at [anne.liske@state.vt.us](mailto:anne.liske@state.vt.us).

### **Written description of preceding twelve months performance measures**

**Please see VT\_FY16\_405c.pdf in the NHTSA Grants Drop Box.**

### **Written description of preceding twelve months performance measures**

**Please see VT\_FY16\_405c.pdf in the NHTSA Grants Drop Box.**

### **Certification of TR assessment conducted/updated within the five years prior to application**

**Please refer to Appendix D for this certification.**

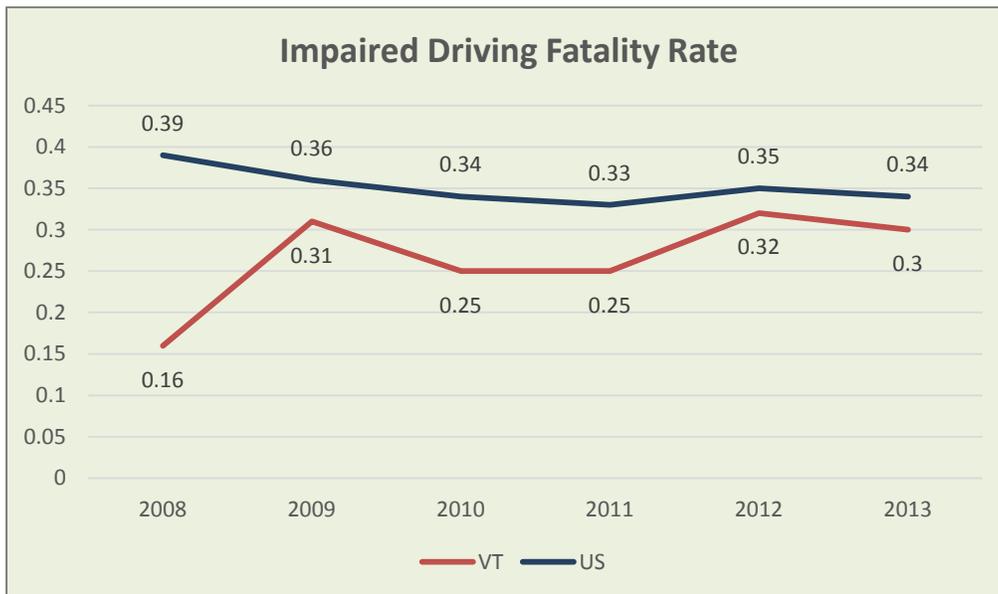
**Grants to fund traffic records improvements**

<b>Project #</b>	<b>Project</b>	<b>Budget</b>	<b>Source</b>
NH16405C-700	AOT Crash Data Reporting System	200,000	§405(c)
NH16405C-701	SIREN	162,800	§405(c)
NH16405C-704	Consultant - Deep River	36,864	§405(c)
NH16405C-703	DPS Support of Traffic Records Improvement	101,054	§405(c)
NH16405C-720	Judiciary Data Project Jtrac	159,200	§405(c)
NH16408-710	eCitation Implementation	463,345	§408
NH16405C-710		750,000	§405(c)
<b>Total</b>		<b>1,873,263</b>	

## §405(d) Impaired Driving

In response to the criteria specified in 23 U.S.C. 405(d), Vermont submits the following information relating to the state's Impaired Driving Program, projected for Federal Fiscal Year 2016 (FFY 2015). According to the guidelines described in that section, Vermont applies as a "Low Range State". Vermont's certified impaired driving fatality rate was established by the National Highway Safety Administration as 0.28.

Vermont's definition of impairment "under the influence of alcohol" can be found in 23 VSA §1201 (a) (2). As part of Act 169 of the 2014 Legislature, DUI Drugs language was amended with respect to impairment; that language is found at 23 VSA 1201(a)(3), and prohibits operating while "under the influence of a drug." Drug influence is defined in statute. 23 VSA 1201(h) provides that drug influence means that the person's ability to drive safely is diminished or impaired to the slightest degree. A working definition of an "impaired crash" is where any driver is reported as having a Contributing Circumstance of Under the Influence and/or Apparent Operator Condition of Under the Influence and/or Blood Alcohol Concentration of 0.08 or higher and/or positive drug test results.



### Data Analysis:

Each year the GHSP uses the following crash data to prioritize allocation of resources. The review team looks at statewide trends. In addition during the application process, law enforcement agency performance and DUI activity data is reviewed and documented on detailed maps specific to each jurisdiction.

<b>Vermont Highway Crashes: All Crash Types</b>						
<b>Driver Counts where BAC =&gt; 0.01</b>						
<b>COUNTY:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Addison	24	33	28	23	35	15
Bennington	35	24	31	37	38	34
Caledonia	39	22	26	32	17	16
Chittenden	21	58	70	96	101	80
Essex	2	3	6	3	4	3
Franklin	35	33	33	20	37	25
Grand Isle	3	3	4	9	7	4
Lamoille	29	25	28	20	19	23
Orange	16	21	26	18	23	21
Orleans	22	17	21	22	18	14
Rutland	51	45	43	46	40	35
Washington	25	15	29	31	34	23
Windham	54	49	52	61	46	47
Windsor	57	54	62	53	43	42
<b>TOTAL:</b>	<b>413</b>	<b>402</b>	<b>459</b>	<b>471</b>	<b>462</b>	<b>382</b>

<b>Sex:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Male</b>	313	288	335	324	331	268
<b>Female</b>	100	114	124	146	128	112
<b>Unknown or Not Reported</b>	0	0	0	1	3	2
<b>TOTAL:</b>	<b>413</b>	<b>402</b>	<b>459</b>	<b>471</b>	<b>462</b>	<b>382</b>

<b>Month:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>January</b>	25	33	35	44	34	31
<b>February</b>	18	31	34	27	39	29
<b>March</b>	22	35	27	42	44	31
<b>April</b>	23	30	19	34	28	26
<b>May</b>	48	39	37	45	38	30
<b>June</b>	41	32	38	44	43	35
<b>July</b>	38	34	54	50	37	36
<b>August</b>	37	32	37	57	46	32
<b>September</b>	39	41	46	36	42	37
<b>October</b>	41	34	47	27	27	31
<b>November</b>	42	33	38	31	35	39
<b>December</b>	39	28	47	34	49	25
<b>TOTAL:</b>	<b>413</b>	<b>402</b>	<b>459</b>	<b>471</b>	<b>462</b>	<b>382</b>

<b>Residents:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Vermont</b>	360	341	406	406	411	340
<b>Other</b>	53	61	53	65	51	42
<b>TOTAL:</b>	413	402	459	471	462	382

Data Source: VTrans VCSG

<b>Vermont Highway Crashes: All Fatal Crashes Only</b>						
<b>Driver Counts where BAC =&gt; 0.01</b>						
<b>COUNTY:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
Addison	0	1	1	1	1	0
Bennington	2	1	2	2	0	2
Caledonia	1	2	1	3	0	0
Chittenden	0	4	2	2	2	3
Essex	0	0	0	0	1	0
Franklin	1	1	2	1	2	1
Grand Isle	0	0	0	0	0	0
Lamoille	3	1	1	2	1	0
Orange	1	1	3	0	3	0
Orleans	1	4	2	4	3	3
Rutland	4	0	0	2	2	2
Washington	2	0	3	3	1	0
Windham	3	1	1	2	2	0
Windsor	2	0	3	1	1	0
<b>TOTAL:</b>	<b>20</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>19</b>	<b>11</b>

<b>Sex:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Male</b>	15	13	19	19	16	9
<b>Female</b>	5	3	2	4	3	1
<b>Unknown or Not Reported</b>						1
<b>TOTAL:</b>	<b>20</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>19</b>	<b>11</b>

<b>Month:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>January</b>	1	2	1	5	0	0
<b>February</b>	0	0	1	0	2	1
<b>March</b>	2	1	0	0	0	0
<b>April</b>	0	2	1	0	3	0
<b>May</b>	5	0	2	4	2	0
<b>June</b>	2	1	2	4	1	1
<b>July</b>	1	2	1	2	1	3
<b>August</b>	3	0	3	3	3	1
<b>September</b>	0	3	3	4	3	1
<b>October</b>	2	2	5	0	0	0
<b>November</b>	1	2	1	0	2	4
<b>December</b>	3	1	1	1	2	0
<b>TOTAL:</b>	<b>20</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>19</b>	<b>11</b>

<b>Residents:</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
<b>Vermont</b>	16	15	19	20	18	9
<b>Other</b>	4	1	2	3	1	2
<b>TOTAL:</b>	<b>20</b>	<b>16</b>	<b>21</b>	<b>23</b>	<b>19</b>	<b>11</b>

Data Source: VTrans VCSG

As a qualification requirement, Vermont is submitting an executed Part 3 of Appendix D providing assurances, signed by the Governor’s Representative for Highway Safety. Those assurances will comply with the requirements that Vermont:

1. Use the funds awarded under 23 U.S.C. 405(d) (1) only for the implementation and enforcement of programs authorized in paragraph (i) of this section; and
2. Maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011, as provided in Part 3 Appendix D.

### ***Recent History***

Vermont is committed to the application of GHSP’s E-BE design to all aspects of VT’s impaired driving programs. A review of impaired driving fatalities (provided by the Vermont Agency of Transportation, FARS analyst) reveals

some further disturbing information. Of the 43 roadway fatalities in 2014, 4 were alcohol related, 6 were related to drugs, and 4 were related to marijuana.

GHSP will continue to evaluate the need for additional trainings such as Standard Field Sobriety Testing (SFST) and will work with the Vermont Police Academy to achieve maximum outreach and officer training. In addition, the Judicial Outreach Liaison (JOL); Traffic Safety Resource Prosecutor (TSRP); and the two Law Enforcement Liaisons (LEL) will develop an Impaired Driving training curriculum to enhance impaired driving processing for law enforcement officers.

GHSP staff continues to work with each of the program's subgrantees. The annual partners' Grand Preparation Workshops offers an opportunity for staff members to highlight impaired driving issues for each individual agency. To further illuminate these issues, each agency is provided with three sets of map plotted data; (a) Statewide data; (b) Countywide data; and (c) local area of responsibility data. In addition, the subgrantees are required to retrieve certain data sets from their own records management system (RMS). Requiring agencies to mine their own data provides a greater degree of ownership and compels self-evaluation.

GHSP's enforcement design is based on those recommendations cited in the NHTSA publication, Countermeasures That Work, 7th edition, published in 2013. Checkpoints, saturation patrols and DUI taskforce activities are all factored into the program's year-round strategies. In addition to active participation in all of the NHTSA national "*Drive Sober or Get Pulled Over*" campaigns, statewide enforcement of impaired driving will continue on a sustained, year-round basis. On any given day or night, impaired driving enforcement may be in progress in one or more Vermont communities. The patrol coverage provided by the State Police as a statewide function is interlocked with the countywide coverage provided by each of the fourteen sheriff's departments. This layered coverage is delivered at the local level by local municipal agencies and in some locations, by constables. This multi-tiered design is further enhanced by each officer having statewide jurisdiction and the authority to enforce DUI laws in any part of the state, regardless of his or her geographical location of employment.

During FFY 2015, GHSP's Law Enforcement Liaisons (LELs) surveyed those LEAs who have existing Impaired Driving grants with GHSP. They asked the LEAs to indicate what types of equipment was needed to become more active in DUI enforcement. The consensus response was the need for more portable breath testing devices. With the approval of NHTSA, GHSP purchased and distributed 300 such units to the program LEA partners.

The GHSP staff, working with the program's contracted media company, continues to develop messaging made for Vermonters. In 2015 the GHSP will work with a media contractor to develop and distribute an "Impaired Driving, Drive High-Get a DUI" message. This strives to deliver a strong message that Vermont law enforcement will detect and prosecute those who use marijuana/drugs and drive. The messaging is directly related to the year-round high visibility enforcement efforts conducted in those areas which are identified using the timeliest data. All of Vermont's impaired driving messaging is directed at those who are most likely to offend. The production settings and actors will be clearly portrayed as those Vermonters who are in the targeted demographics. These messages are carried on local television, radio and also delivered via social networking through many on-line message providers. The effects are measured by Arbitron ratings and evaluated for continuation, redesign or cancelation.

In FFY 2015, GHSP continued a contractual relationship with a sports messaging vendor. These services provided an effective presence at live sporting events throughout the state and were delivered periodically during the entire year. These events involved recruitment of designated drivers, information about impaired driving and

visually effective impaired driving warnings. GHSP's commitment to this type of live messaging will continue during FFY 2016.

In FFY 2016 the GHSP will contract with a major New England media outlet that will focus this same "Impaired Driving" message statewide during Major League Baseball broadcasts along with giving access through the most popular internet social media sites. Again, the message will focus on impaired driving, education and its consequences.

GHSP participation in The Vermont Highway Safety Alliance (VHSA) provides GHSP with a platform to promote strategies to deal with impaired driving. VHSA partners include representative from the "4 E's", enforcement, education, engineering, and emergency responders. Connection and interaction with these partners provides additional strength to the GHSP's programs. The education outreach continues to grow and the VHSA connection allows access to the younger as well as the older driver communities. GHSP's relationship with the Department of Health creates outreach opportunities into local communities at a grass roots level.

The GHSP Law Enforcement Liaison (LEL) contractor is the chair of the law enforcement focus group. In that position, the LEL has formed a statewide Impaired Driving task force working group. This group consists of representation from each of the "4 E's". This task force promotes the strategies listed in the Strategic Highway Safety Plan as Critical Emphasis Area 5, "Reduce Impaired Driving". This strategy is cost effective and efficient by utilizing an existing communication structure and outreach capabilities. The task force will work through traditional media opportunities but will also utilize the ongoing "Regional Traffic Safety Forums" to deliver their message at the community level. During FFY 2015, three of these forums were held in local, participating communities. The forums will continue into FFY 2016 and be held in three different locations in diverse sections of the state.

Vermont's first DUI Court is fully operational, operating in Windsor County. The GHSP staff eagerly anticipates the expansion of the pilot to at least one other county in the immediate future. The state coordinator for the expansion will work cooperatively with the Traffic Safety Resource Prosecutor (TSRP) and the Judicial Outreach Liaison (JOL) to provide information and training relating to role of the DUI Court working within the state's judiciary system.

The number of certified Drug Recognition Experts (DREs) has grown to thirty-five. The future expansion of the DRE program will be based on local needs and the ability to provide coverage in those areas where DRE services are most needed.

The Advanced Roadside Impaired Driver Enforcement (ARIDE) trainings are becoming more popular and more frequent. In FFY 2015 ARIDE was accepted as standard training by the Vermont Criminal Justice Training Council. This will make ARIDE training mandatory for all full time Vermont Police Academy graduates. The on-line ARIDE training is supported by the state's DRE Oversight Committee and will be aggressively promoted by the LEL's.

Conducting specimen analysis, relating to the DRE evaluations, continues. As in prior years, a number of specimen samples are shipped out-of-state for laboratory analysis. This is a costly process and also involves the potential need to pay to import these out-of-state chemists/experts to testify during judicial proceedings. It will greatly benefit the DRE program when all specimen samples are tested in-state. The GSHP staff stands ready to support any progress gained toward these goals.

The GHSP staff will continue to use data, science and technology to manage the program's impaired driving strategies and projects. The staff will continue to work with the Departments of Health, Motor Vehicles and

Liquor Control in addition to the Agencies of Transportation and Education to monitor any new or emergency impaired driving trends.

## **Federal Fiscal Year 2016, Impaired Driving Program**

In 2015 the GHSP hosted the first “Grant Management Webinar”. Each agency, applying as a subgrantee is required to have their project manager or supervisor to attend. The GHSP features a Power Point presentation designed to demystify the grant application process. The subgrantees are instructed regarding the preparation of a successful, data based grant application. The quality of the grants and the constructive use of data improve with each ensuing grant year. Evidence Based Enforcement is the foundation for a successful grant application.

This year, in preparation for the upcoming FFY 2016 grant year, each attending agency was provided with data sets, clearly defining the basis for the development of problem identification. In addition, data relating to past performance was also provided for those who’ve been subgrantees in the past.

GHSP subgrantees, including the Vermont State Police, the largest law enforcement agency in the state, to singular constabularies, are funded for impaired driving countermeasures based on data, performance, and problem identification. The basis of any sound impaired driving program is education and high visibility enforcement (HVE). The careful analysis of data, intelligence, and emerging trends, provide the blueprint for conducting effective and efficient enforcement. Understanding data, and the ability to anticipate trends, allows the swift deployment of available resources to prevent incidents of impaired driving before they occur. Impaired driving enforcement activities are conducted throughout the year based on problem identification, data, and emerging trends. These projects are regularly reviewed and evaluated to determine if adjustments or modifications are appropriate.

During FFY 2016, GHSP will continue to assess impaired driving related equipment to provide participating agencies with the necessary tools to conduct enforcement in the most efficient and effective manner. The LEAs will continue to monitor the condition of hand held breath testing devices in LEAs. In addition, other items to improve the quality of enforcement will be provided to qualifying LEAs as part of the state’s equipment incentive program. GHSP will coordinate with the NHTSA Regional office in matters relating to these purchases.

Vermont’s HVE efforts are supported by well-balanced earned and paid media outreach, designed to take the message to the targeted demographic. Electronic media, press releases, and events are supported by engaging social media opportunities to reach younger audiences. During 2013, GHSP contracted with a sports messaging firm to promote on-site anti-impaired driving messaging at live sporting events held in the state. That partnership will continue during FFY 2016 and will deliver direct contact messaging in selected sporting venues.

As recommended in the NHTSA publication *Countermeasures That Work*, Vermont will address impaired driving with integrated enforcement strategies. DUI checkpoints and data guided saturation patrols will maximize the public outreach and media messaging relating to the dangers of driving impaired. GHSP will link its nighttime seat belt enforcement events to include information based on impaired driving data. A review of 2014 state impaired driving crash data indicates 16 improperly restrained persons lost their lives in nighttime crashes, involving impairment.

The Vermont Highway Safety Alliance (VHSA) provides GHSP with a platform to promote strategies to deal with impaired driving. VHSA partners include representative from the “4 E’s”, enforcement, education, engineering, and emergency responders. The GHSP Law Enforcement Liaison (LEL) contractor is the chair of the law

enforcement focus group. In that position, the LEL is forming a statewide DUI task force working group. This group will consist of representation from each of the “4 E’s”. This task force will promote the strategies listed in the Strategic Highway Safety Plan as Critical Emphasis Area 5, “Reduce Impaired Driving”. This strategy is cost effective and efficient by utilizing an existing communication structure and outreach capabilities. The task force will work through traditional media opportunities but will also utilize the ongoing “Regional Traffic Safety Forums” to deliver their message at the community level. During FFY 2016 these forums will be completed and results assessed.

In addition to the existing mobile DUI task force, a second regionally operated task force was coordinated by the Vermont State Police in 2014. This Regional Task Force (RTF) was deployed specifically on roadways leading to Vermont’s two interstates. Using fresh data, the RTF will periodically saturate these secondary and feeder roads to apprehend impaired drivers before they can access entry points onto the interstate. This approach removes impaired operators from local roads before they have the opportunity to travel and potentially crash at a high rate of speed on Vermont’s interstate system.

The Windsor County DUI Treatment Court continues to work towards reducing DUI recidivism by changing offender behavior. This year, the court had its very first graduate of the program! Last year, the project also educated law makers about the importance of early screening and referral to treatment for criminal defendants which led to the passage of a statewide pretrial services bill. That bill contains a legislative endorsement of DUI treatment courts. This year’s focus will be on the expansion of DUI treatment courts through regionalization, new stand-alone courts, or the creation of a novel mobile DUI treatment court approach. The project partners closely with Vermont judges, prosecutors, and other criminal justice and addiction services professionals.

Vermont’s Drug Recognition Expert DRE program, established in 2005, continues to expand and is now capable of providing DRE coverage in every area of the state. During calendar year 2012, the state’s DREs conducted slightly more than 150 evaluations. During calendar year 2014, the number of evaluations exceeded 200. Vermont has aggressively engaged the Advanced Roadside Impaired Driving Enforcement (ARIDE) training and is currently hosting four or five courses per year. It is now a requirement of the Vermont Police Academy that graduates of the VPA must receive ARIDE training within three years of graduation. The DRE oversight committee is steadily moving towards providing this training, in both the classroom setting and also on-line. The continued spread of marijuana use and the residual effects that this increase may have on drugged driving remains a primary concern for law enforcement as well as other traffic safety advocates.

GHSP will continue to evaluate the need for additional trainings such as Standard Field Sobriety Testing (SFST) and will work with the Vermont Police Academy to achieve maximum outreach and officer training. With the inclusion of the mandated ARIDE training for officers within three years of graduation from the full time graduation eventually all full time officers will have this valuable training.

As the need for more training in drug impairment awareness has become apparent, the Judicial Outreach Liaison (JOL); Traffic Safety Resource Prosecutor (TSRP); and the two Law Enforcement Liaisons (LELs) will develop an Impaired Driving training curriculum to enhance impaired driving processing for law enforcement officers during 2016. Once this curriculum is developed the delivery of this training will be accomplished with sessions provided at various locations around the state. And, this training experience could be supplemented by selecting a Webinar based method for use at roll call training and/or at staff meetings at the agency.

The ever growing cost of conducting specimen analysis, relating to the DRE evaluations, continues. Specimen samples are shipped out-of-state for laboratory analysis. This is a costly process and also involves the potential need to pay to import these out-of-state chemists/experts to testify during judicial proceedings. It will greatly

benefit the DRE program when all specimen samples are tested in-state. The GSHP staff stands ready to support any progress gained toward these goals.

The DRE program will continue to actively recruit and selectively choose future DRE candidates. Vermont's first in-state DRE School was held in the fall of 2011. The state will, once again, host a DRE School in the spring of 2016. As in the past, that school will be open to candidates from the other five New England states.

Advanced Roadside Impaired Driver Enforcement (ARIDE) training is becoming a highly desirable skill for the officer on patrol in Vermont. The training, a bridge between Standard Field Sobriety Training and DRE training, prepares the officer to recognize certain clues of impairment by substances other than alcohol. The growth of ARIDE trained officers feeds the growing number of evaluations performed by Vermont DREs.

In order to efficiently coordinate all of these individual projects, GHSP will recruit an Impaired Driving Coordinator to synchronize all of these activities in the most cost effective manner. The diverse expansion of the state's impaired driving program creates a need for more stringent oversight and creative planning. A program coordinator will allow for this program to continue its development and growth.

## Vermont Impaired Driving Strategies

- Support Law Enforcement Agencies (LEAs) throughout the state to participate in national impaired driving enforcement campaigns, such as *Drive Sober or Get Pulled Over* as well as state initiated enforcement campaigns such as “*Drive Hammered Get Nailed.*” The ultimate goal is effective yearlong impaired driving enforcement.
- Provide instructive assistance to potential subgrantees by requiring they participate in a grant training webinar prior to the submission of their grant application.
- Support programs for the education of younger drivers, regarding the dangers of driving while impaired and the pertinent laws affecting their age groups.
- Work with DMV to support Driver’s Education Programs, reinforcing impaired driving laws.
- Fund the Vermont DUI Enforcement Task Force.
- Promote the expansion of WebCrash to map impaired driving crashes, and to predict or forecast emerging impaired driving trends.
- Provide the state laboratory with instruments to facilitate the processing of impaired driving related evidence. The lab has conducted a needs assessment in this area.
- Support an Impaired Driving Task Force to coordinate activities among partners invested in reducing impaired driving.
- Provide continued support for the DUI Treatment Court pilot in Windsor County.
- Funding a statewide DUI Court Coordinator for the expansion of the Windsor County pilot program throughout Vermont.
- Support for the Judicial Outreach Liaison (JOL) to work in partnership with the Judiciary and the newly established DUI Court.
- Work with the Department of Motor Vehicles for the expansion of the Ignition Interlock Program.
- Continued expansion of the Drug Recognition Expert (DRE) program to provide more flexible statewide coverage.
- Engage in collaborative media outreach with the membership partners within the Vermont Highway Safety Alliance (VHSA).
- Provide Advanced Roadside Impaired Driving Enforcement (ARIDE) training to serve as steering mechanisms for the DRE program. The LEL’s will aggressively promote the on-line ARIDE training.
- Promote initial Standard Field Sobriety Testing training for new police officers and SFST updates for those already certified, enabling them to keep current.
- Provide equipment incentives for participation in the National Law Enforcement Challenge (NLEC) as well as the Vermont Law Enforcement Challenge (VLEC).
- Support the state media contractor for the development of effective media messaging to deter driving while impaired.
- Support a sports marketing contractor to provide impaired driving messaging to audiences attending live sporting events occurring in the State of Vermont.

## **Impaired Driving Performance Measures**

- Increase the current number of LEAs participating in national and state sponsored impaired driving enforcement campaigns.
- Create an “on-line” LE grant workshop with accessible PowerPoint.
- Provide enough funds for the current DUI (mobile) Task Force to be deployed during FFY 2016.
- Support a survey of young drivers to determine perceived risks and attitudes about impaired driving.
- Measure the increase in drugged driving fatalities using geo mapping
- Expand the current Windsor County DUI Court pilot into one other county.
- Measure the number of training sessions the JOL and TSRP are delivering to the members of the judiciary.
- Assist the Department of Motor Vehicles with the expansion of the Ignition Interlock Program, as a result of the implementation of the DUI court pilot and subsequent expansion, statewide.
- Increase the number of certified Vermont Drug Recognition Experts in 2016
- Fund additional on-line ARIDE trainings in addition to SFST update trainings in 2016.
- Increase participation in VLEC/NLEC from the current 13 agencies to 17 agencies during the next LEC cycle.
- Assist the state media contractor in the creation of two effective DUI messages, specifically designed to impact the state’s high risk audience. These messages will be delivered via television, radio, and social media.
- Continue to educate attendees in a minimum of at least six live sporting events held within the state. The educational message will be supported with a collateral enforcement message.

As the GHSP staff approaches FFY 2016 the growing number of drugged driving incidents is a primary concern. Educating the public about the dangers of impaired driving is a continuously evolving mission. GHSP is committed to stronger media messaging; data driving focused and sustained enforcement; the use of data, science and technology to facilitate and enhance GHSP’s deterrence messaging. And at the same time GHSP continues a parallel commitment to the apprehension, processing, adjudication and possible treatment of those who refuse to be deterred. Using data, intelligence and information GHSP will be ready to adapt and adjust the program’s priorities and focus as needed.

## Use of Grant Funds

### *High Visibility Enforcement Efforts*

Project #	Overtime enforcement conducted by local LEAs	Budget	Source
<b>NH16164-</b>			
163	Addison CDS	4,300	\$164 AL
101	Barre Town Police Dept.	7,200	\$164 AL
170	Bennington CDS	30,000	\$164 AL
102	Bennington Police Dept.	37,800	\$164 AL
103	Berlin Police Dept.	12,114	\$164 AL
104	Brandon Police Dept.	3,055	\$164 AL
105	Brattleboro Police Dept.	12,597	\$164 AL
108	Caledonia County Sheriff's Dept.	6,100	\$164 AL
109	Castleton Police Dept.	15,000	\$164 AL
113	Dover Police Dept.	3,100	\$164 AL
114	Essex County Sheriff's Dept.	5,100	\$164 AL
115	Essex Police Dept.	3,200	\$164 AL
116	Fair Haven Police Dept.	25,000	\$164 AL
117	Franklin County Sheriff's Dept.	27,000	\$164 AL
118	Grand Isle County Sheriff's Dept.	7,000	\$164 AL
119	Hardwick Police Dept.	7,000	\$164 AL
120	Hartford Police Dept.	12,000	\$164 AL
123	Lamoille County Sheriff's Dept.	9,000	\$164 AL
124	Ludlow Police Dept.	7,400	\$164 AL
125	Manchester Police Dept.	5,000	\$164 AL
127	Montpelier Police Dept.	14,000	\$164 AL
128	Morristown Police Dept.	13,000	\$164 AL
129	Newport Police Dept.	10,000	\$164 AL
130	Northfield Police Dept.	9,000	\$164 AL
131	Norwich Police Dept.	5,000	\$164 AL
132	Orange County Sheriff's Dept.	45,000	\$164 AL
133	Orleans County Sheriff's Dept.	6,000	\$164 AL
134	Poultney Constable	16,000	\$164 AL
135	Randolph Police Dept.	2,000	\$164 AL
136	Richmond Police Dept.	3,250	\$164 AL
137	Royalton Police Dept.	2,000	\$164 AL
139	Rutland City Police Dept.	30,000	\$164 AL
140	Rutland County Sheriff's Dept.	32,000	\$164 AL
141	Shelburne Police Dept. Tri-Town	40,000	\$164 AL
143	Springfield Police Dept.	8,500	\$164 AL
144	St. Albans Police Dept.	8,000	\$164 AL
145	St. Johnsbury Police Dept.	10,000	\$164 AL
147	Swanton Village Police Dept.	3,000	\$164 AL
149	Vergennes Police Dept.	16,500	\$164 AL
165	Vermont State Police	300,000	\$164 AL
152	Washington County Sheriff's Dept.	30,000	\$164 AL
155	Wilmington Police Dept.	6,000	\$164 AL

Project #	Overtime enforcement conducted by local LEAs	Budget	Source
NH16164-			
156	Windham County Sheriff's Dept.	10,000	\$164 AL
157	Windsor County Sheriff's Dept.	16,000	\$164 AL
159	Winhall Police & Rescue	5,500	\$164 AL
162	Shelburne Police Dept. SHARP	250,000	\$164 AL
<b>Total</b>		<b>1,129,716</b>	

Project #	DUI Mobile Task Force	Budget	Source
NH16164-164	Using proven data driven counter measures and our staff review of past projects, this budget has been allocated to the <b>DUI Mobile Task Force</b> for this federal fiscal year. Agencies with executed agreements will work with four Captains from across the state to formulate a schedule for the project. Using this schedule, program staff will determine an appropriate increase to agencies who wish to participate. Once the breakdown in funding is known, NHTSA will be notified of the projects that receive an increase.	250,000	\$164 AL

Project #	DUI Regional Task Force	Budget	Source
NH16405D-020	VSP Regional DUI Task Force	100,000	\$405(d)

***Hiring a full-time or part-time impaired driving coordinator of the state's activities to address the enforcement and adjudication of laws regarding driving while impaired by alcohol***

Project #	Project	Budget	Source
NH16405D-016	Impaired Driving Program Coordinator	100,000	\$405(d)

*Court support of high visibility enforcement efforts, training, and education of criminal justice professionals (including law enforcement, prosecutors, judges, and probation officers) to assist such professionals in handling impaired driving cases, hiring traffic safety resource prosecutors, hiring judicial outreach liaisons, and establishing driving while intoxicated courts*

<b>Project #</b>	<b>Project</b>	<b>Budget</b>	<b>Source</b>
NH16405D-025	Traffic Safety Resource Prosecutor (TSRP)	130,000	§405(d)
NH16405D-026	Judicial Outreach Liaison (JOL)	75,000	§405(d)
NH16405D-037	DUI Court Statewide	250,000	§405(d)
NH16410-300	DUI Court Pilot – Windsor County	177,992	§410
NH16405D-038		47,008	§405(d)
NH16405D-084	Impaired Driving Summit	30,000	§405(d)
Total		710,000	

*Improving blood-alcohol concentration testing and reporting*

<b>Project #</b>	<b>Vermont Forensic Laboratory Support</b>	<b>Budget</b>	<b>Source</b>
NH16405D-041	Vermont Forensic Laboratory standard Supplies, Equipment, licensing/proficiency testing fees and Training	406,560	§405(d)

***Paid and earned media in support of high visibility enforcement of impaired driving laws, and conducting standardized field sobriety training, advanced roadside impaired driving evaluation training, and drug recognition expert training for law enforcement, and equipment and related expenditures used in connection with impaired driving enforcement***

<b>Project #</b>	<b>Project – Subgrantee</b>	<b>Budget</b>	<b>Source</b>
<b>NH16405D-</b>			
030	DRE Call-out Pay	50,000	§405(d)
031	DRE training/conferences/Supplies	30,000	§405(d)
032	DRE Regional Training sponsored by VT	60,000	§405(d)
033	DRE Test Case	150,000	§405(d)
034	DRE NMS Lab Tests (NMS Only)	65,000	§405(d)
036	DRE Outside Lab Tests (NON NMS)	10,000	§405(d)

<b>Project #</b>	<b>Project Title</b>	<b>Budget</b>	<b>Source</b>
NH16164-401	Sport Marketing Campaign	83,000	§164 AL
NH16405D-094		81,700	§405(d)
NH16405D-100	WEEI	97,000	§405(d)
NH16405D-093	Prom, Graduation, Memorial Day, and July 4 <sup>th</sup> Media Buy	122,000	§405(d)
NH16164-404		100,000	§164 AL
NH16405D-092	Back to School Safety Month/Labor Day	126,000	§405(d)
NH16164-403		100,000	§164 AL
NH16164-402	Holiday – Impaired Driving	100,000	§164 AL
NH16405D-091		125,000	§405(d)
NH16405D-090	Year Round Sustained Alcohol Messaging	224,828	§405(d)
NH16164-405		200,000	§164 AL
NH16405D-101	Bike Safety Media	100,000	§405(d)
NH16402-501	Click It or Ticket – May Mobilization	96,242	§402
NH16405B-011		245,000	§405(b)
NH16402-500	Click It or Ticket – Fall Mobilization	61,033	§402
NH16405B-010		201,400	§405(b)
NH16402-502	Day/Nighttime Belts	80,000	§402
NH16405D-102	Impaired Driving Marijuana Media Buy	100,000	§405(d)
NH16405D-103	Impaired Driving Prescription Drugs Media Buy	100,000	§405(d)
NH16402-503	Speed Enforcement	50,000	§402

# §405(f) Motorcyclist Safety

## Qualification Criteria:

### Criterion 1: Motorcycle Rider Training Course

*Requirements: To satisfy this criterion, a State must have an effective motorcycle rider training course that is offered throughout the State, provides a formal program of instruction in accident avoidance and other safety-oriented operational skills to motorcyclists.*

Certifications and Assurances

Part 5: Motorcyclist Safety (23 CFRF 1200.25)

### ***Vermont Motorcycle Rider Training Statutes***

#### **DMV Rule No. 42**

#### **Requirements for Motorcycle Rider Training Instructors, Sponsors and Students**

##### *Motorcycle Rider Training Instructor Requirements*

1. The Instructor shall have a High School Diploma or its equivalent.
2. The Instructor shall own and regularly operate a motorcycle.
3. The Instructor shall be at least 21 years of age and must hold a valid Motor Vehicle Operator's License endorsed for motorcycle operation.
4. The Instructor shall have at least four years of motorcycle riding experience during the last five years.
5. The Instructor's Motor Vehicle Operator's License shall not have been suspended or revoked at any time during the preceding two years. In addition the Instructor shall fully and accurately disclose any convictions of traffic violations, traffic offenses or crimes of any nature. The commissioner/or authorized agent shall determine if such violations, offenses or crimes shall warrant denial of Program Certification. Disclosure must include any and all citations for traffic violations or offenses and any and all crimes where a citation or conviction was issued.
6. The Instructor shall not have any convictions during the preceding five years for:
  - (A) operating a vehicle under the influence of intoxicating liquor or other substance,
  - (B) operating or taking another person's vehicle without the owner's consent,
  - (C) operating a vehicle after suspension, revocation, or refusal of license,
  - (D) operating a vehicle in a careless and negligent manner, and
  - (E) leaving the scene of an accident.
7. Instructors who are licensed in other States shall furnish certified copies of their driving records to the Department of Motor Vehicles.
8. An applicant shall not be eligible for Instructor status until his or her driving record for the preceding five years, or the maximum number of years less than five which a State retains records, is furnished.
9. The Instructor shall have an approved Instructor Certificate which may be a State or Motorcycle Safety Foundation Certificate, and the Instructor must be registered as a currently active Instructor.
10. The Instructor shall pass any Motorcycle Riding Skills Test and/or Knowledge Test required by the Department of Motor Vehicles.
11. To remain approved, an Instructor must conduct a minimum of four (4) complete Vermont Rider Education

Program basic courses in any two (2) consecutive calendar years, attend an approved Instructors Update workshop annually, or satisfy a combination of experience, training and testing requirements sufficient to establish proficiency to the satisfaction of the Department of Motor Vehicles. In addition, Instructors may also be required to participate in other professional development as determined by the Program Coordinator in consultation with the Training Specialist.

12. Approval as an Instructor may be suspended or revoked by the Commissioner if the Instructor fails to continue to meet the requirements.

The Department of Motor Vehicles is the designated State authority having jurisdiction over motorcyclists' safety issues which includes a formal program of instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle training to motorcyclists.

T. 23 - 733

### ***Motorcycle rider training program***

(a) The department shall establish standards for and shall administer the motorcycle rider training program. The program shall include, but is not limited to, rider training courses and instructor training. The department may expand the program to include public awareness, alcohol and drug effects, driver improvement for motorcyclists, licensing improvement, program promotion or other motorcycle safety programs.

(b) The commissioner shall appoint a program coordinator who shall oversee and direct the program by setting program and funding guidelines, and conduct an annual evaluation.

(c) The commissioner shall also appoint one or more training specialists who shall assist in establishing rider training courses throughout the state, support and implement program and funding guidelines and supervise instructors and other personnel as necessary. The training specialist may be a trained chief instructor.

(d) An adequate number of rider training courses shall be provided to meet the reasonably anticipated needs of all persons in the state who desire to participate in the program. The department shall issue certificates of completion in the manner and form prescribed by the commissioner to persons who satisfactorily complete the requirements of the course.

(e) The department may enter into contracts with either public or private institutions or organizations for technical assistance in conducting rider training courses, if the course is administered and taught according to standards established by the department pursuant to this section for the motorcycle rider training program. If necessary, an organization conducting a rider training course shall charge a reasonable tuition fee which shall be determined by and paid to the commissioner.

(f) The commissioner shall adopt rules which are necessary to carry out the provisions of the motorcycle rider training program.

(g) In establishing standards for the motorcycle rider training program, the department shall be guided by any existing national standards for such programs, including standards of the motorcycle safety foundation.

(h) Any person, agencies, institutions, or organizations offering motorcycle safety instruction under the auspices of this subchapter, with respect to such instruction activities, are exempt from the requirements of subchapter 4 of this chapter relating to driver training school licenses. Added 1989, No. 268 (Adj. Sess.), 1, eff. June 21, 1990; amended 1997, No. 59, 76, eff. June 30, 1997.

**Documentation verification for jurisdiction:**

Part 5: Motorcyclist Safety (23 CFR 1200.25)

JAMES H. DOUGLAS  
GOVERNOR



State of Vermont  
OFFICE OF THE GOVERNOR

June 25, 2007

Ms. Bonnie L. Rutledge  
Commissioner  
Vermont Department of Motor Vehicles  
120 State Street  
Montpelier, VT 05602-0001

Dear Commissioner Rutledge:

I hereby designate the Commissioner of Motor Vehicles, agency head, and the Department of Motor Vehicles, lead agency, to administer motorcyclist safety issues for the State of Vermont.

Sincerely,

A handwritten signature in black ink, appearing to read "James H. Douglas".

James H. Douglas  
Governor

JHD/hkp

c: K. Sleeper, Commissioner/Vermont Department of Public Safety  
P. Weiser, Regional Administrator/National Highway Safety Administration

COPY

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**Registration by County for Calendar Year 2015**

County	Motorcycle Registrations	Percent by County	Counties with a VREP Site
Addison	1,966	6.2%	
Bennington	1,738	5.6%	
Caledonia	1,372	4.5%	4.5%
Chittenden	6,552	21.3%	21.3%
Essex	349	1.1%	
Franklin	2,361	7.7%	7.7%
Grand Isle	426	1.4%	
Lamoille	1,234	4.0%	
Orange	1,494	4.9%	
Orleans	1,378	4.5%	
Rutland	3,092	10.0%	10.0%
Washington	3,099	10.1%	10.1%
Windham	2,714	8.8%	8.8%
Windsor	3,018	9.8%	
<b>Total</b>	<b>30,793</b>		<b>62.3%</b>

**List is of the courses locations offered throughout Vermont:**

<b>VREP COURSES June 2014 – May 2015</b>					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
<b>Chittenden County</b>					
BRC	Ethan Allen	6	06/06/2014	12	12
BRC	Air Guard	6	06/13/2014	12	11
BRC	Ethan Allen	7	06/13/2014	12	12
BRC	Air Guard	102	06/19/2014	12	9
BRC	Air Guard	7	06/20/2014	12	12
BRC	Air Guard	103	06/26/2014	10	10
BRC	Ethan Allen	8	06/27/2014	12	12
BRC	Air Guard	8	07/11/2014	12	12
BRC	Ethan Allen	9	07/11/2014	12	12
BRC	Air Guard	104	07/17/2014	12	12
BRC	Air Guard	9	07/18/2014	12	12
BRC	Ethan Allen	10	07/18/2014	12	12
BRC	Air Guard	10	07/25/2014	12	11
BRC	Ethan Allen	11	07/25/2014	12	11
BRC	Ethan Allen	12	08/01/2014	12	12
BRC	Ethan Allen	13	08/08/2014	12	12
BRC	Air Guard	11	08/15/2013	12	12
BRC	Air Guard	12	08/22/2014	12	12
BRC	Ethan Allen	14	08/22/2014	12	11
BRC	Ethan Allen	15	09/05/2014	12	11
BRC	Air Guard	13	09/12/2014	12	12
BRC	Ethan Allen	16	09/12/2014	12	12

VREP COURSES June 2014 – May 2015					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Air Guard	14	09/19/2014	12	12
BRC	Ethan Allen	17	09/19/2014	12	12
BRC	Ethan Allen	18	09/26/2014	13	11
BRC	Ethan Allen	1	04/24/2015	13	13
BRC	Ethan Allen	2	05/01/2015	12	12
BRC	Ethan Allen	3	05/08/2015	12	11
BRC	Ethan Allen	4	05/08/2015	12	12
BRC	Ethan Allen	5	05/15/2015	12	12
BRC	Ethan Allen	6	05/11/2015	12	12
BRC	Ethan Allen	7	05/22/2015	12	12
BRC	Ethan Allen	8	05/29/2015	12	12
ERCLW	Ethan Allen	3	06/21/2014	12	6
ERCLW	Ethan Allen	4	08/17/2014	12	9
ERCLW	Air Guard	103	09/12/2014	12	4
ERCLW	Ethan Allen	2	05/30/2015	12	12
ERCLW	Ethan Allen	1	05/16/2015	12	12
ERCLW	Ethan Allen	1	06/22/2014	12	8
ERCPL	Ethan Allen	2	08/16/2014	12	5
IRC	Ethan Allen	1	05/31/2015	12	6
			Totals	492	448
Washington County					
BRC	Berlin	7	06/13/2014	11	10
BRC	Berlin	8	06/27/2014	11	11
BRC	Berlin	9	07/11/2014	11	11
BRC	Berlin	10	07/25/2014	11	11
BRC	Berlin	11	08/01/2014	11	11
BRC	Berlin	12	08/15/2014	12	12
BRC	Berlin	13	08/22/2014	11	11
BRC	Berlin	14	09/05/2014	11	11
BRC	Berlin	15	09/12/2014	11	8
BRC	Berlin	1	04/24/2014	11	11
BRC	Berlin	2	05/01/2015	11	11
BRC	Berlin	3	05/15/2015	11	11
BRC	Berlin	4	05/22/2015	11	11
BRC	Berlin	5	05/29/2015	11	11
BRC	Berlin	1	06/07/2014	11	11
BRC	Berlin	3	07/20/2014	11	6
BRC	Berlin	1	05/09/2015	11	11
BRC	Berlin	2	06/08/2014	11	8
ERCLW	Berlin	2	05/10/2015	11	9
IRC	Berlin	1	07/19/2014	11	4
			Totals	221	200
Windham County					
BRC	Dummerston	7	06/06/2014	8	7
BRC	Dummerston	8	06/20/2014	8	8
BRC	Dummerston	9	06/27/2014	8	8

VREP COURSES June 2014 – May 2015					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Dummerston	10	07/11/2014	8	5
BRC	Dummerston	12	08/08/2014	8	8
BRC	Dummerston	13	08/22/2014	8	7
BRC	Dummerston	14	09/05/2014	8	7
BRC	Dummerston	15	09/19/2014	8	8
BRC	Dummerston	1	04/24/2015	8	8
BRC	Dummerston	2	05/01/2015	8	8
BRC	Dummerston	3	05/08/2015	8	8
BRC	Dummerston	4	05/15/2015	8	8
BRC	Dummerston	5	05/29/2015	8	8
			Totals	104	98
<b>Franklin County</b>					
BRC	Highgate	6	06/06/2014	12	11
BRC	Highgate	7	06/20/2014	12	12
BRC	Highgate	8	06/27/2014	12	12
BRC	Highgate	10	07/25/2014	12	12
BRC	Highgate	11	08/08/2014	12	12
BRC	Highgate	12	08/22/2014	12	10
BRC	Highgate	13	09/05/2014	12	6
BRC	Highgate	1	04/24/2015	12	12
BRC	Highgate	2	05/01/2015	12	12
BRC	Highgate	3	05/08/2015	12	12
BRC	Highgate	4	05/15/2015	13	12
BRC	Highgate	5	05/22/2015	12	12
BRC	Highgate	6	05/29/2015	12	12
			Totals	156	147
<b>Rutland County</b>					
BRC	Pittsford	4	06/02/2014	12	12
BRC	Pittsford	5	06/06/2014	12	12
BRC	Rutland	7	06/06/2014	12	12
BRC	Rutland	8	06/13/2014	12	12
BRC	Rutland	9	06/20/2014	12	12
BRC	Rutland	10	06/27/2014	12	12
BRC	Pittsford	7	07/07/2014	12	10
BRC	Rutland	11	07/11/2014	12	12
BRC	Pittsford	8	07/18/2014	12	12
BRC	Pittsford	9	07/25/2014	12	5
BRC	Rutland	12	07/25/2014	12	12
BRC	Rutland	13	08/08/2014	12	12
BRC	Pittsford	11	08/11/2014	12	5
BRC	Pittsford	12	08/15/2014	12	5
BRC	Pittsford	14	09/19/2014	12	10
BRC	Rutland	16	09/26/2014	12	12
BRC	Rutland	1	04/24/2015	12	12
BRC	Pittsford	1	05/01/2015	12	12
BRC	Rutland	2	05/01/2015	12	11

VREP COURSES June 2014 – May 2015					
Course Type	Location	Course #	Start Date	Attendees Allowed	Attendees Scheduled
BRC	Pittsford	2	05/08/2015	12	12
BRC	Rutland	3	05/08/2015	12	12
BRC	Pittsford	3	05/13/2015	12	12
BRC	Pittsford	4	05/15/2015	12	12
BRC	Rutland	4	05/15/2015	12	12
BRC	Rutland	5	05/22/2015	12	12
BRC	Rutland	6	05/29/2015	12	12
ERCLW	Pittsford	3	08/09/2014	12	7
ERCPR	Pittsford	4	06/14/2014	5	5
RCP	Pittsford	1	07/12/2014	12	6
			Totals	345	287
Caledonia County					
BRC	SJ	4	06/06/2014	12	12
BRC	SJ	5	06/13/2014	12	11
BRC	SJ	6	06/27/2014	13	13
BRC	SJ	7	07/11/2014	12	12
BRC	SJ	8	07/18/2014	12	12
BRC	SJ	9	08/01/2014	12	11
BRC	SJ	10	08/15/2014	12	8
BRC	SJ	12	09/19/2014	12	8
BRC	SJ	1	05/01/2015	12	12
BRC	SJ	2	05/15/2015	12	12
BRC	SJ	3	05/29/2015	12	12
			Totals	133	123

### Summary by County

County	Attendees Allowed	Attendees Scheduled
Chittenden	492	448
Caledonia	133	123
Franklin	156	147
Rutland	341	304
Washington	221	200
Windham	104	98
Total	1,447	1,320

Course information listed above is estimated for courses with a starting date of 5/16/2015 and later. Estimate is based on information available on 5/19/2015.

## Certified Instructors

The following is a list of the certified motorcycle rider training instructors who are certified by the designated State authority having jurisdiction over motorcyclist safety issues and as well as the nationally recognized motorcycle safety organization MSF Rider Training Program with certification:

Vermont RiderCoach and RiderCoach Trainer List – 6/1/2015					
MSF ID#	First Name	Last Name	Status	Expiration	Ranking
158880	Michael	Ambrisco	Active	06/24/2016	RiderCoach
160897	Michelle	Ambrisco	Active	06/23/2017	RiderCoach
136758	James	Aurigemma	Active	06/28/2017	RiderCoach
116027	Peter	Booth	Active	10/05/2015	RiderCoach
124607	Dennis	Bradt	Active	07/20/2016	RiderCoach
158881	Clay	Britch	Active	06/24/2016	RiderCoach
133287	Eric	Britton	Active	05/21/2016	RiderCoach
20339	Catherine	Broderick	Active	05/18/2017	RiderCoach
158882	Gabriel	Cole	Active	06/24/2016	RiderCoach
158883	Joel	Davidson	Active	06/24/2016	RiderCoach
158884	David	Defelice	Active	06/24/2016	RiderCoach
116034	David	Degrasse	Active	10/05/2015	RiderCoach
138725	Ryan	Dudley	Active	06/20/2016	RiderCoach
110515	Joy	Ellis	Active	07/20/2015	RiderCoach
116030	David	Evans	Active	10/05/2015	RiderCoach
124609	Gary	Gilbert	Active	06/23/2017	RiderCoach
118449	Loretta	Grant	Active	05/23/2016	RiderCoach
118450	Lawrence	Grant	Active	05/23/2016	RiderCoach
20343	Paul	Graves	Active	02/13/2017	RiderCoach Trainer
160898	Nicholas	Hathaway	Active	06/23/2017	RiderCoach
106465	Carol Anne	Hickok	Active	07/20/2015	RiderCoach
133289	Christopher	Hill	Active	05/21/2016	RiderCoach
158885	Brian	Houghton	Active	06/24/2016	RiderCoach
158886	Christian	Jaquith	Active	06/24/2016	RiderCoach
121215	William	Jenks	Active	05/22/2017	RiderCoach
116032	June	Kelly	Active	10/05/2015	RiderCoach
28729	Mark	Ladue	Active	08/06/2017	RiderCoach
160899	Phillipe	Laperle	Active	06/23/2015	RiderCoach
136762	Michael	Laspia	Active	06/28/2017	RiderCoach
124611	Bruce	Lierman	Active	05/21/2016	RiderCoach
130262	Robert	Martin	Active	05/20/2017	RiderCoach
162695	Daniel	Mason	Active	07/20/2016	RiderCoach
138729	Patrick	Mcdonnell	Active	06/20/2016	RiderCoach
118443	Patrick	Mcmanamon	Active	05/23/2016	RiderCoach
26824	David	Mickey	Active	07/20/2015	RiderCoach
26825	Judy	Mirro	Active	07/20/2015	RiderCoach
124612	William	Mitchell	Active	05/21/2016	RiderCoach
162697	Barbara	Pine	Active	07/20/2016	RiderCoach
160901	Richard	Redmond	Active	06/23/2015	RiderCoach
136764	George	Rice	Active	06/28/2015	RiderCoach
158878	Nick	Rock	Active	06/24/2016	RiderCoach

Vermont RiderCoach and RiderCoach Trainer List – 6/1/2015					
138726	Dale	Rowell	Active	06/20/2016	RiderCoach
138727	Gary	Savard	Active	06/20/2016	RiderCoach
110514	Tim	Stafford	Active	08/06/2015	RiderCoach
28730	Jay	Whitney	Active	05/18/2017	RiderCoach

This list is comprised of 45 certified individuals.

## Quality Control Procedures:

### VERMONT DEPARTMENT OF MOTOR VEHICLES

#### EDUCATION AND SAFETY

##### Standard Operating Procedures

CATEGORY: Education and Safety

POLICY DESCRIPTION: Monitoring of Motorcycle Training Schools/Personnel

The Department shall perform Quality Assurance Visits (QAV) on motorcycle-training courses conducted by motorcycle training programs. Monitoring will be used to verify compliance with Department and Motorcycle Safety Foundation regulations and guidelines.

1. Quality Assurance Visit Personnel Requirements
  - VREP Program Coordinator or currently certified MSF and VREP RiderCoach or RiderCoach Trainer
  - Access to a computer and the Motorcycle Safety Foundation's website
    - For reporting on each QAV the Department uses a form developed by the Motorcycle Safety Foundation. The form must be completed on-line and is available to the MSF training community at [www.retsorg.org](http://www.retsorg.org)
  - If the person conducting monitoring is a VREP RiderCoach:
    - Employed as an instructor by DMV for at least the past five training seasons
    - Has conducted a minimum of twenty (20) motorcycle training courses during the past five training seasons
2. Quality Assurance Visit Procedures
  - The Department will use the Motorcycle Safety Foundation's Online Quality Assurance Visit form or similar form to generate QAV report
  - The monitor shall be as unobtrusive as possible
    - When monitoring range portions of a course the monitor will position himself/herself off of the range, at a location which will allow observation of the instructor(s) being monitored and students path of travel
    - When monitoring classroom portions of a course the monitor will position himself/herself at a location in the classroom which will allow observation of the instructor(s) being monitored and any audio visual equipment being used
  - The monitor should not interfere with the instruction being presented
    - If safety related issues arise the monitor should try to resolve the problem by contacting the instructor(s) and give him/her the opportunity to fix the problem. Only if the instructor(s) do not correct the issue will the monitor step in to correct the problem
    - If incorrect information is given during the classroom portion, speak with the instructor(s), if at all possible during a break, and have him/her provide the students with the correct information
  - The individual monitoring the course shall be professionally attired
  - Primary Areas of Observation
    - Compliance with the RiderCoach Guide, RiderCoach Rules of Professional Conduct and BRC/ERC Range Cards
    - Student Safety
    - Safety Violations
      - Condition of motorcycles – pay particular attention to any issue that would compromise safety (bent forks, tires, rims, etc.)

- Monitors may use the Motorcycle Safety Foundation’s T-CLOCS procedure as an inspection guide. A copy of the procedure can be found on the MSF website ([www.msf-usa.org](http://www.msf-usa.org))
      - Is the range area safe – is it a modified range (do RiderCoaches have a copy of the modifications), has the range been blocked off from outside traffic
      - Is range in good condition – note any range debris that may pose a safety hazard
    - Document safety hazards
  - Secondary Areas of Observation
    - Coaching
    - Honoring Basic RiderCourse principles
      - S.A.M. – Safety, Adult Learning, Motor Skills
      - S.E.E Principles – (Safe, Effective, Efficient – prioritized in that order)
3. Quality Assurance Visit Write-Up
- Provide details
  - Guidelines for the QAV report
    - Be sure all statements are factual and descriptive
    - Be wary of personal inferences or conclusions
    - Give context to your comments
      - In general, the exercises were run according to the range cards. However...
  - Describe what you saw – (Strengths and opportunities)
  - Refer back to materials – (RiderCoach Guide, Range Cards)
  - Have initial write-up completed within seven (7) days of completion of the course that was monitored and forward it to the VREP Program Coordinator
  - Coordinator shall review the report and contact the monitor if additional details or clarification is required
  - A copy of the final report should be forwarded to the instructor and training program within twenty-one (21) days of completion of the course that was monitored
4. The Department of Motor Vehicles may contact the motorcycle-training program’s instructors and/or students after completion of the course to clarify any issues or concerns. The Department of Motor Vehicles may also make recommendations to improve the training facility and instructor performance.

## **Criterion 2: Motorcyclist Awareness Program**

Vermont is not applying under this criterion.

## **Criterion 3: Reduction of fatalities and Crashes Involving Motorcycles**

Vermont is not applying under this criterion.

## Criterion 4: Impaired Driving Program

### Data

GHSP uses the following data to identify and prioritize our impaired driving program. The counties (sheriffs), towns (local police departments), and state police can further refine these statistics by obtaining, from Vermont's Crash Data Analyst, detailed maps showing data specific to their jurisdiction.

### *Ranked Impaired Crashes for 2014 (All Vehicles)*

County	Fatal	Injury	PDO	All
Chittenden	3	26	42	71
Windham	0	14	21	35
Windsor	0	12	21	33
Rutland	1	12	16	29
Bennington	1	16	11	28
Franklin	1	11	10	22
Lamoille	0	6	14	20
Addison	1	8	7	16
Orange	0	7	6	13
Caledonia	0	6	5	11
Washington	0	4	7	11
Orleans	1	4	3	8
Grand Isle	0	2	2	4
Essex	0	2	1	3
<b>Totals</b>	8	130	166	304

### *Ranked Impaired Motorcycle Crashes for 2014*

County	Fatal	Injury	PDO	All
Chittenden	1	1	1	3
Windham	0	0	0	0
Windsor	0	0	0	0
Rutland	0	0	0	0
Bennington	0	0	0	0
Franklin	0	0	0	0
Lamoille	0	0	0	0
Addison	0	0	0	0
Orange	0	0	0	0
Caledonia	0	0	0	0
Washington	0	0	0	0
Orleans	1	0	0	1
Grand Isle	0	0	0	0
Essex	0	0	0	0
<b>Totals</b>	2	1	1	4

## ***Motorcycle Fatalities***

<b>Year</b>	<b>Motorcyclist Fatalities</b>	<b>5-Year Average</b>
2005	14	
2006	10	
2007	7	
2008	7	
2009	8	9.2
2010	6	7.6
2011	8	7.2
2012	11	8.0
2013	7	8.0
2014	7	7.8
<b>GOAL 2016</b>		<b>8.28</b>

### ***Legal Citations***

#### ***Title 23: Motor Vehicles***

##### ***Chapter 13: OPERATION OF VEHICLES***

Sec. 3, 23 V.S.A. §1201. Operating vehicle under the influence of intoxicating liquor or other substance; criminal refusal

#### ***§ 1201. Operating vehicle under the influence of intoxicating liquor or other substance; criminal refusal; enhanced penalty for BAC of 0.16 or more***

- (a) A person shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway:
- (1) when the person's alcohol concentration is 0.08 or more, or 0.02 or more if the person is operating a school bus as defined in subdivision 4(34) of this title; or
  - (2) when the person is under the influence of intoxicating liquor; or
  - (3) when the person is under the influence of any other drug or under the combined influence of alcohol and any other drug to a degree which renders the person incapable of driving safely; or
  - (4) when the person's alcohol concentration is 0.04 or more if the person is operating a commercial motor vehicle as defined in subdivision 4103(4) of this title.
- (b) A person who has previously been convicted of a violation of this section shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway and refuse a law enforcement officer's reasonable request under the circumstances for an evidentiary test where the officer had reasonable grounds to believe the person was in violation of subsection (a) of this section.
- (c) A person shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway and be involved in an accident or collision resulting in serious bodily injury or death to another and refuse a law enforcement officer's reasonable request under the circumstances for an evidentiary test where the officer has reasonable grounds to believe the person has any amount of alcohol in the system.

(d)(1) A person who is convicted of a second or subsequent violation of subsection (a), (b), or (c) of this section when the person's alcohol concentration is proven to be 0.16 or more shall not, for three years from the date of the conviction for which the person's alcohol concentration is 0.16 or more, operate, attempt to operate, or be in actual physical control of any vehicle on a highway when the person's alcohol concentration is 0.02 or more. The prohibition imposed by this subsection shall be in addition to any other penalties imposed by law.

(2) A person shall not operate, attempt to operate, or be in actual physical control of any vehicle on a highway when the person's alcohol concentration is 0.02 or more if the person has previously been convicted of a second or subsequent violation of subsection (a), (b), or (c) of this section within the preceding three years and the person's alcohol concentration for the second or subsequent violation was proven to be 0.16 or greater. A violation of this subsection shall be considered a third or subsequent violation of this section and shall be subject to the penalties of subsection 1210(d) of this title.

(e) The fact that a person charged with a violation of this section is or has been entitled to use a drug under the laws of this state shall not constitute a defense against any charge of violating this section.

(f) A person may not be convicted of more than one violation of subsection (a) of this section arising out of the same incident.

(g) For purposes of this section and section 1205 of this title, the defendant may assert as an affirmative defense that the person was not operating, attempting to operate, or in actual physical control of the vehicle because the person:

(1) had no intention of placing the vehicle in motion; and

(2) had not placed the vehicle in motion while under the influence. (Added 1969, No. 267 (Adj. Sess.), § 1; amended 1973, No. 16, § 1, eff. March 1, 1973; No. 79, § 1, eff. May 23, 1973; 1975, No. 10, § 2, eff. April 9, 1975; 1981, No. 103, §§ 2, 2a; 1983, No. 212 (Adj. Sess.), § 5; 1989, No. 68, § 2, eff. Dec. 1, 1989; 1991, No. 55, § 2; 1997, No. 56, § 1, eff. Aug. 1, 1997; 1999, No. 116 (Adj. Sess.), § 2; No. 160 (Adj. Sess.), § 15; 2001, No. 146 (Adj. Sess.), § 1; 2005, No. 37, § 1; 2007, No. 195 (Adj. Sess.), § 4; 2011, No. 56, § 3.)

## **Motorcycle Enforcement**

The Staff of the Vermont GHSP subscribes to the model of a data driven approach to enhance all aspects of traffic safety. (Please refer to the Evidence Based Enforcement: Pg. 55)

Historically, since the first *Click It or Ticket* (CIOT) in 2001, the state has experienced a solid level of education and enforcement activities throughout the state, including each of the four major NHTSA mobilizations each year:

- Two DUI mobilizations, one during Thanksgiving/Christmas/New Year Holiday campaign and the Labor Day/Back-to-School DUI campaign.
- Two occupant protection campaigns, the May Mobilization, *Click It or Ticket* (CIOT) and the Thanksgiving CIOT campaign.

Motorcycle enforcement overlaps with these campaigns in May (Motorcycle Awareness month) and the Labor Day campaign, and includes other targeted events during the summer riding season (see below).

Historically, members of the DUI Task Force Team actively participate with agencies in periodic mobilizations in an effort to increase awareness of impaired operation at all hours of the day and night. Task Force members

working collaboratively, multi-agency checkpoints, and saturation patrols have produced positive impact in the areas of focus. Deploying multiagency DUI Task Forces is greatly facilitated by virtue of all Vermont law enforcement officers being certified as police officers with statewide enforcement authority. Generally employing the high visibility model across the state, Task Force members conduct enforcement details outside of their geographical areas of employment. In past years, Task Force resources/personnel were drawn from five larger participating law enforcement agencies across the state. To provide increased visibility, teams deploy one of four Mobile Breath-Alcohol Testing Vehicles, or "BAT" mobiles that are equipped with radio and video recording systems.

Individual Task Force members are currently replicating this cooperative enforcement approach, on a local/countywide scale, in specified areas contiguous to their geographical areas of employment. One of GHSP's Law Enforcement Liaisons is an experienced motorcycle rider and works in cooperation with the LEL in New York State on cross border enforcement efforts of mutual concern. Useful intelligence and information is shared with the locally affected agencies.

Motorcyclists are attracted by the lure of many country roads which meander through the state. Riders from all over the country take advantage of the summer riding season in the generally cooler climate of the northeast. There are many motorcycle events in Vermont during the summer riding season, but three of these events directly impact traffic and, in some cases, criminal activity. The motorcycle races in Laconia, New Hampshire in June bring considerable traffic through the southern half of Vermont. Motorcycle groups (clubs) travel north from the Hell's Angel's clubhouse in Pittsfield, Massachusetts into Bennington via U.S. Rt. 7 and then east on Vt. Rt. 9 to New Hampshire. In addition, groups from the greater New York capital district and western New York travel across New York Route 7 to Vt. Route 9 into Bennington and then on to New Hampshire. In the recent past this was problematic for the LE agencies in the southwestern corner of the state and for Bennington Police in particular. Multi agency saturation patrols and checkpoints are activated more for the appearance of omnipresence than enforcement. Local restaurants along with pubs and bars, see an increase in activity beginning on the Thursday before the (weekend of the) races and continuing on for the next week. Some DUI and drug possession cases are generated and traffic offenses increased. Bennington Police, Wilmington Police, and Brattleboro Police frequently communicate when large groups move from one area to the other so that the agencies can plan for increased traffic. In recent years the volume of traffic has generally decreased, but remains in enough volume to warrant attention.

A second event is the *Americade Ride-In* which is based in Lake George, New York, in very close proximity to the Vermont border. During this event the ride-in coordinators plan rides to sightseeing events in both Vermont and New York. Several groups of 25-50 motorcycles may move into the Rutland/ Addison/Bennington area with an unpredictable schedule. These groups are usually well behaved and the coordinators strongly suggest that alcohol consumption be restricted for the end of the day when the riders return to Lake George. The impact is usually traffic only.

The third event is the *Killington Classic*. Motorcyclists from all over the country have a ride-in, camp-in in the Killington Base Lodge area. There is a bike show and swap event. After a day or two the participants travel in one very large group into Rutland City. A lieutenant of the Rutland City Police Department has coordinated the enforcement aspects of this detail for many years. The Rutland Police lead the group down the mountain to U.S. Rt. 4 and then into the city. The participants then meet at various restaurants for dinner and then disperse to other locations. This is a very well planned/managed operation and other than the impact of several hundred motorcycles on Rt. 4 at one time, police presence and route structure promote enhanced safety during these sessions.

During the summer season’s saturation patrols and at checkpoints, educational materials specifically designed for motorcycle riders are distributed. These materials contain information describing the consequences of riding while impaired, pertinent motorcycle facts, and information. In addition to the above described enforcement initiatives, we’ve utilized statistical information, crash data pertaining to motorcycle crashes of all types, property damage, injury and fatal crashes, along with data from DUI arrests of impaired motorcycle operators to identify areas in the state in which traffic safety concerns are more pronounced.

Franklin County in the northwest corner of the state and Orange County in the north-central part of the state continue to benefit from increased, coordinated enforcement efforts in response to impaired driving by motorcyclists. There has been an influx of motorcycle traffic on Interstate 89 near the Canadian border with motorcycles traveling to and from the motorcycle events in Laconia, New Hampshire. In Orange County, the issue is traffic during the Tunbridge World’s Fair, a late summer event that has traditionally posed problems for law enforcement agencies dealing with impaired operators leaving the fairgrounds. Orange County has many scenic highways that motorcyclists travel throughout the summer months, but particularly at the time of the fair.

The GHSP will capture information from all interactions, both from saturation patrols and checkpoints. Infractions will be separated by the seriousness of the offense; this data will be used to further supplement enforcement locations.

In addition to the above, the GHSP assists sheriff’s departments, municipal agencies, and the Vermont State Police. These grants are for year-round enforcement and they offer the agency the opportunity to target specific events in their communities in addition to our mobilizations.

***Ranked DUI Grants for 2015***

<b>County</b>	<b>Grants Total</b>
Vermont State Police (All Counties)	300,000
Chittenden	101,600
Bennington	30,000
Rutland	32,000
Orange	45,000
Washington	30,000
Franklin	27,000
Windsor	16,000
Caledonia	6,100
Windham	10,000
Addison	4,300
Grand Isle	7,000
Lamoille	9,000
Orleans	6,000
Essex	5,100
<b>Total</b>	<b>719,100</b>

**Criterion 5: Reduction of Fatalities and accidents involving impaired motorcyclists**

Vermont is not applying under this criterion.

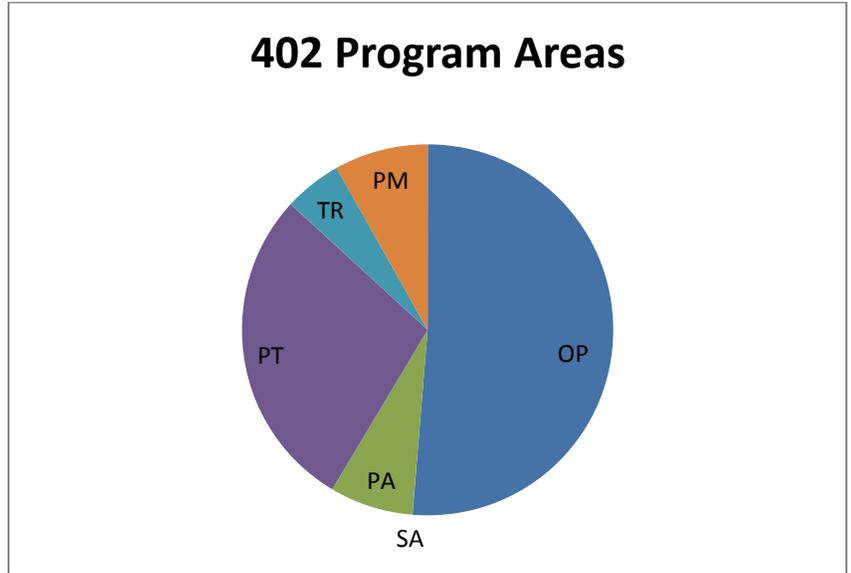
**Criterion 6: Use of fees collected from motorcyclists for motorcycle programs.**

Vermont is not applying under this criterion.

Project #	State Motorcycle Rider Education Program	Budget	Source
NH16405F-000	Vermont Department of Motor Vehicles	70,000	§405(f)

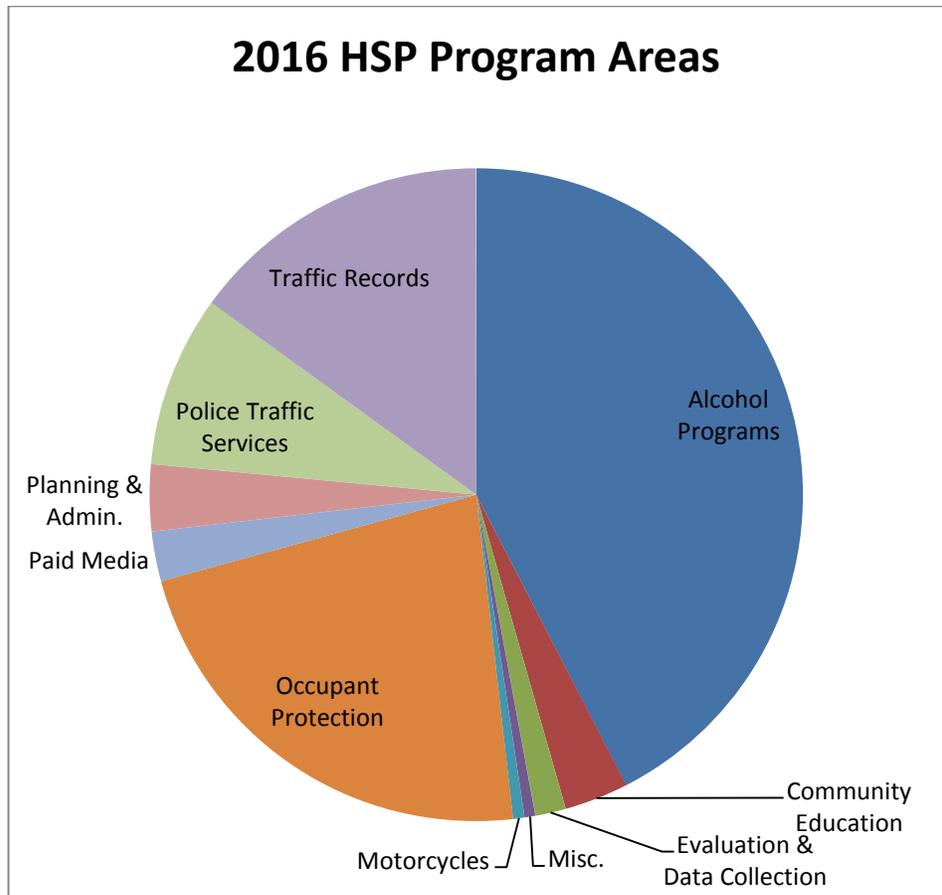
## Financial Funding Charts

402 Program Areas	
OP	1,901,100
SA	391,000
PA	269,500
PT	1,046,500
TR	185,623
PM	302,275
	3,705,389



Program Areas	
Alcohol Programs	5,223,312
Community Education	391,000
Evaluation & Data Collection	185,623
Miscellaneous	65,599
Motorcycles	70,000
Occupant Protection	2,774,500
Paid Media	302,275
Planning & Administration	407,372
Police Traffic Services	1,046,500
Traffic Records	1,847,479
*Hazard Elimination	500,000
	12,813,660

*\*Please Note: Hazard Elimination does not appear in chart, balance of pre-MAP-21 transfer.*



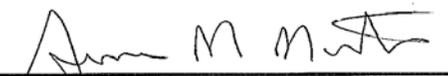
## Other Funding Sources

The following is a list of our partners who contribute significantly to the GHSP performance targets:

Performance Area	Partner(s)	Description	Budget
DUI, Belts, Speed, Distracted and Aggressive Driving Enforcement	Local Law Enforcement Agencies	20 LEAs participate in the four NHTSA national mobilizations at their department's expense. 20 depts. x 28 hrs. x 4 mobs. x \$50/hr.	112,000
DUI Enforcement	Vermont State Police	The State of Vermont allocates Special DUI Funds to the VSP specifically for DUI enforcement. These funds were formerly called Act 117 funds.	1,400,000
Belts, Speed, Distracted and Aggressive Driving Enforcement	Vermont State Police	The VSP operates a Traffic Safety Unit dedicated to this performance area.	1,128,400
Motorcycle Safety	Vermont Department of Motor Vehicles	DMV receives state funds to operate its motorcycle training program.	395,000
Child Passenger restraint	Vermont Dept. of Health Emergency Medical Services	VDH EMS receives contributions into a dedicated child seat fund providing support for low-income seat access	10,000
Match	Various Local, State, and Non-Profit Agencies.	All Sub-grantees are required to provide a 25% match of their award amount	3,247,913
Match	Vermont Agency of Transportation	Will be providing a 50% Match to the P&A Cost	134,750

# Highway Safety Program Cost Summary (HS-217)

U.S. Department of Transportation National Highway Traffic Safety Administration Federal Highway Administration							
HIGHWAY SAFETY PROGRAM COST SUMMARY							
State: VERMONT			Number: Preliminary FFY 2016			HS-217	
Federally Funded Programs							
Program Area	Approved Program Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local	
<b>§402</b>							
PA – Planning and Administration	269,500	269,500	177,500	92,000	269,500	-	
OP – Occupant Protection	1,901,100	475,275	755,300	1,145,800	1,901,100	1,413,100	
PT – Police Traffic Services Projects	1,046,500	261,625	567,000	479,500	1,046,500	418,600	
TR – Traffic Records Projects	185,625	46,406	79,500	106,125	185,625	-	
SA – Safe Communities	391,000	97,750	222,400	219,000	391,000	156,400	
PM – Paid Advertising	302,275	75,569	15,000	237,275	302,275	-	
<b>2016 §402 Total</b>	<b>4,096,000</b>	<b>1,226,125</b>	<b>1,816,700</b>	<b>2,279,700</b>	<b>4,096,000</b>	<b>1,988,100</b>	
<b>SAFETEA-LU</b>							
§406 (K4PT) – Police Traffic Services Projects	65,599	-	-	65,599	65,599	-	
§408 (K9) – Data Program Incentive Projects	437,561	109,390	-	437,561	437,561	-	
§410 (K8) – Alcohol SAFETEA-LU Projects	177,992	44,498	-	177,992	177,992	71,197	
§164 PA – Planning and Administration	137,872	-	-	137,872	137,872	-	
§164 AL – Alcohol Projects	2,023,716	343,854	-	1,395,962	2,023,716	809,486	
§164 HE – Hazard Elimination Projects	500,000	-	-	500,000	500,000	-	
<b>2015 SAFETEA-LU Total</b>	<b>3,342,740</b>	<b>497,742</b>	<b>-</b>	<b>2,714,986</b>	<b>3,342,740</b>	<b>880,683</b>	
<b>§405 - MAP-21</b>							
§405(b) – Occupant Protection Low (M2HVE)	873,400	218,350	523,045	350,355	873,400	-	
§405(c) – Data Program (M3DA)	1,409,918	352,480	614,532	795,386	1,409,918	-	
§405(d) – Impaired Driving Low (M6OT)	3,199,596	799,899	2,061,185	1,138,411	3,199,596	1,279,838	
§405(f) – Motorcycle Training (M9MT)	70,000	17,500	2,900	67,100	70,000	-	
<b>2015 §405 Total</b>	<b>5,552,914</b>	<b>1,388,229</b>	<b>3,201,662</b>	<b>2,351,252</b>	<b>5,552,914</b>	<b>1,279,838</b>	
<b>NHTSA TOTALS</b>	<b>12,991,654</b>	<b>3,112,096</b>	<b>5,018,362</b>	<b>7,345,938</b>	<b>12,991,654</b>	<b>4,148,622</b>	

Signature:   
 Name: Susan M. Minter, Secretary of Transportation  
 Title: Governor's Representative  
 Date: 7/1/10

**VERMONT HIGHWAY SAFETY PROGRAM COST PLAN**

State: VERMONT		PA - PROGRAM ADMINISTRATION PROJECTS					
Federally Funded Programs							
NH16402(PA)	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
000	GHSP Chief (Davidson)	165,000	165,000	100,000	65,000	165,000	-
000	Grants Specialist (Record)	60,000	60,000	60,000	-	60,000	-
000	Operating Expenses	40,000	40,000	13,000	27,000	40,000	-
000	GHSA Dues	4,500	4,500	4,500	-	4,500	-
	<b>\$402 PA - TOTAL</b>	<b>269,500</b>	<b>269,500</b>	<b>177,500</b>	<b>92,000</b>	<b>269,500</b>	<b>-</b>

**VERMONT HIGHWAY SAFETY PROGRAM COST PLAN**

State: VERMONT				OP - OCCUPANT PROTECTION			
Federally Funded Programs							
NH16402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	<b>OP Enforcement</b>						
158	Addison CSD	6,600	1,650	3,300	3,300	6,600	6,600
101	Barre Town Police Dept.	7,200	1,800	3,600	3,600	7,200	7,200
171	Bennington CSD	25,000	6,250	12,500	12,500	25,000	25,000
102	Bennington Police Dept.	30,000	7,500	15,000	15,000	30,000	30,000
103	Berlin Police Dept.	11,000	2,750	5,500	5,500	11,000	11,000
104	Brandon Police Dept.	3,100	775	1,550	1,550	3,100	3,100
105	Brattleboro Police Dept.	21,000	5,250	10,500	10,500	21,000	21,000
107	Burlington Police Dept. SHARP	10,000	2,500	5,000	5,000	10,000	10,000
108	Caledonia County Sheriff's Dept.	11,000	2,750	5,500	5,500	11,000	11,000
109	Castleton Police Dept.	10,000	2,500	5,000	5,000	10,000	10,000
110	Chittenden County Sheriff's Dept. SHARP	12,000	3,000	6,000	6,000	12,000	12,000
111	Colchester Police Dept. SHARP	10,000	2,500	5,000	5,000	10,000	10,000
113	Essex County Sheriff's Dept. SHARP	4,200	1,050	2,100	2,100	4,200	4,200
114	Essex Police Dept. SHARP	6,000	1,500	3,000	3,000	6,000	6,000
115	Essex Police Dept.	3,000	750	1,500	1,500	3,000	3,000
116	Fair Haven Police Dept.	10,000	2,500	5,000	5,000	10,000	10,000
117	Franklin County Sheriff's Dept.	20,000	5,000	10,000	10,000	20,000	20,000
118	Grand Isle County Sheriff's Dept.	20,000	5,000	10,000	10,000	20,000	20,000
119	Hardwick Police Dept.	7,000	1,750	3,500	3,500	7,000	7,000
120	Hartford Police Dept.	5,000	1,250	2,500	2,500	5,000	5,000
121	Hinesburg Police Dept. Tri-Town	12,000	3,000	6,000	6,000	12,000	12,000
122	Killington Police Dept.	2,000	500	1,000	1,000	2,000	2,000
123	Lamoille County Sheriff's Dept.	13,000	3,250	6,500	6,500	13,000	13,000
172	Ludlow Poice Dept.	12,000	3,000	6,000	6,000	12,000	12,000
124	Manchester Police Dept.	5,000	1,250	2,500	2,500	5,000	5,000
125	Milton Police Dept. SHARP	8,000	2,000	4,000	4,000	8,000	8,000
126	Montpelier Police Dept.	5,000	1,250	2,500	2,500	5,000	5,000
127	Morristown Police Dept.	6,000	1,500	3,000	3,000	6,000	6,000
128	Newport Police Dept.	8,000	2,000	4,000	4,000	8,000	8,000
129	Northfield Police Dept.	5,000	1,250	2,500	2,500	5,000	5,000
173	Norwich Police Dept.	3,500	875	1,750	1,750	3,500	3,500
130	Orange County Sheriff's Dept.	20,000	5,000	10,000	10,000	20,000	20,000
131	Orleans County Sheriff's Dept.	20,000	5,000	10,000	10,000	20,000	20,000
132	Poultney Constable	4,000	1,000	2,000	2,000	4,000	4,000
174	Randolph Police Dept.	2,000	500	1,000	1,000	2,000	2,000
133	Richmond Police Dept.	10,000	2,500	5,000	5,000	10,000	10,000
135	Royalton Police Dept.	3,000	750	1,500	1,500	3,000	3,000
136	Rutland City Police Dept.	60,000	15,000	30,000	30,000	60,000	60,000
137	Rutland County Sheriff's Dept.	35,000	8,750	17,500	17,500	35,000	35,000
138	Shelburne Police Dept. Tri-Town	30,000	7,500	15,000	15,000	30,000	30,000
140	Springfield Police Dept.	5,000	1,250	2,500	2,500	5,000	5,000
141	St. Albans Police Dept.	9,000	2,250	4,500	4,500	9,000	9,000
142	St. Johnsbury Police Dept.	8,000	2,000	4,000	4,000	8,000	8,000
175	Swanton Village Police Dept	2,000	500	1,000	1,000	2,000	2,000
145	Vergennes Police Dept.	15,000	3,750	7,500	7,500	15,000	15,000
149	Vermont State Police, Traffic Safety	200,000	50,000	100,000	100,000	200,000	200,000

150	Washington County Sheriff's Dept.	30,000	7,500	15,000	15,000	30,000	30,000
153	Wilmington Police Dept.	10,000	2,500	5,000	5,000	10,000	10,000
154	Windham County Sheriff's Dept.	15,000	3,750	7,500	7,500	15,000	15,000
155	Windsor County Sheriff's Dept.	15,000	3,750	7,500	7,500	15,000	15,000
156	Winhall Police & Rescue	6,000	1,500	3,000	3,000	6,000	6,000
158	Shelburne SHARP	150,000	37,500	175,000	(25,000)	150,000	150,000
170	<b>CIOT Task Force</b>	<b>357,500</b>	<b>89,375</b>	<b>175,000</b>	<b>182,500</b>	<b>357,500</b>	<b>357,500</b>
049	<b>Nighttime Belt Enforcement Task Force</b>	<b>175,000</b>	<b>43,750</b>		<b>175,000</b>	<b>175,000</b>	<b>175,000</b>
180	<b>VSP Equipment and Enforcement</b>	<b>134,000</b>	<b>33,500</b>		<b>134,000</b>	<b>134,000</b>	<b>134,000</b>
181	<b>Speed Enforcement Overtime</b>	<b>50,000</b>	<b>12,500</b>		<b>50,000</b>	<b>50,000</b>	<b>50,000</b>
	<b>Equipment-Radar Speed Trailers</b>	<b>224,000</b>	<b>56,000</b>		<b>224,000</b>	<b>224,000</b>	<b>224,000</b>
	<b>\$402 OP - TOTAL</b>	<b>1,901,100</b>	<b>475,275</b>	<b>755,300</b>	<b>1,145,800</b>	<b>1,901,100</b>	<b>1,901,100</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				PT - POLICE TRAFFIC SERVICES PROJECTS			
Federally Funded Programs							
NH16402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	<b>Equipment Incentives</b>						
200	Equipment Incentives Various Projects	405,000	101,250	5,000	400,000	405,000	325,000
050	Distracted Driving Task Force	250,000	62,500	250,000		250,000	200,000
280	Crash Reconstruction Support	20,000	5,000	20,000	-	20,000	-
281	VLEC	24,000	6,000	12,000	12,000	24,000	24,000
282	Law Enforcement Training Programs	10,000	2,500	10,000	-	10,000	10,000
283	LEL 1	56,250	14,063	45,000	11,250	56,250	-
284	LEL 2	56,250	14,063	45,000	11,250	56,250	-
290	HS Program Coordinator	93,750	23,438	75,000	18,750	93,750	-
290	HS Program Coordinator	106,250	26,563	85,000	21,250	106,250	-
290	HS Program Assistant	25,000	6,250	20,000	5,000	25,000	-
	<b>szx3</b>	<b>1,046,500</b>	<b>261,625</b>	<b>567,000</b>	<b>479,500</b>	<b>1,046,500</b>	<b>559,000</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				TR - TRAFFIC RECORDS PROJECTS			
Federally Funded Programs							
NH16402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
300	TRCC Program Coordinator	45,000	11,250	36,000	9,000	45,000	-
313	Data Analyst	92,500	23,125	37,000	55,500	92,500	-
310	Attitude Survey	8,125	2,031	6,500	1,625	8,125	-
312	CPS Program Assessment	40,000	10,000		40,000	40,000	-
	<b>402 TR - TOTAL</b>	<b>185,625</b>	<b>46,406</b>	<b>79,500</b>	<b>106,125</b>	<b>185,625</b>	<b>-</b>

**VERMONT HIGHWAY SAFETY PROGRAM COST PLAN**

State: **VERMONT**

**SA - SAFE COMMUNITIES**

**Federally Funded Programs**

NH16402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
400	CP - Program Coordinator	45,000	11,250	36,000	9,000	45,000	-
410	Essex County Sheriff's Dept.	3,000	750	3,900		3,900	3,000
411	Northfield Police Dept.	4,500	1,125	4,500		4,500	4,500
412	Orange County Sheriff's Dept.	5,000	1,250	7,000		7,000	5,000
413	Local Motion	100,000	25,000	5,000	95,000	100,000	100,000
414	Teen Driver Education Summit	3,000	750	10,000		10,000	6,000
415	*VSP Community Education	38,500	9,625	7,000	31,500	38,500	38,500
416	Workplace Traffic Safety	95,000	23,750	47,500	47,500	95,000	95,000
417	Youth Safety Council	65,000	16,250	45,000	20,000	65,000	65,000
420	Lifesaver Awards	16,000	4,000	8,000	8,000	16,000	-
421	GHSP Partners Training	16,000	4,000	8,000	8,000	16,000	16,000
	<b>\$402 SA - TOTAL</b>	<b>391,000</b>	<b>97,750</b>	<b>181,900</b>	<b>219,000</b>	<b>400,900</b>	<b>333,000</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				PM - PAID MEDIA			
Federally Funded Programs							
NH16402	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
500	*CIOT Fall Mobilization	61,033	15,258		61,033	61,033	-
501	*CIOT Spring Mobilization	96,242	24,061		96,242	96,242	-
502	*CIOT Day/Nighttime Belts	80,000	20,000		80,000	80,000	-
503	Speed Enforcement Media Buy	50,000	12,500			-	
510	*PI&E	15,000	3,750	15,000	-	15,000	-
	<b>\$402 PM - TOTAL</b>	<b>302,275</b>	<b>75,569</b>	<b>15,000</b>	<b>237,275</b>	<b>252,275</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				\$406 - BELT USE INCENTIVE PROJECTS			
Federally Funded Programs							
NH16406	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
500	Program Support Materials	65,599	-	-	65,599	65,599	-
	<b>\$406 - TOTAL</b>	<b>65,599</b>	<b>-</b>	<b>-</b>	<b>65,599</b>	<b>65,599</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				\$408 - DATA PROGRAM INCENTIVE PROJECTS			
Federally Funded Programs							
NH16408	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward	Current Balance	Federal Share To Local
710	DPS E-Citation Implementation	437,561	109,390	-	437,561	437,561	-
	<b>\$408 - TOTAL</b>	<b>437,561</b>	<b>109,390</b>	<b>-</b>	<b>437,561</b>	<b>437,561</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				\$410 - ALCOHOL TRAFFIC SAFETY PROJECTS			
Federally Funded Programs							
NH16410	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward	Current Balance	Federal Share To Local
300	DUI Court Pilot - Windsor County	177,992	44,498		177,992	177,992	-
	<b>\$410 - TOTAL</b>	<b>177,992</b>	<b>44,498</b>	<b>-</b>	<b>177,992</b>	<b>177,992</b>	<b>-</b>

**VERMONT HIGHWAY SAFETY PROGRAM COST PLAN**

State: VERMONT

**§164 - ALCOHOL TRANSFER FUNDS PROJECTS**

**Federally Funded Programs**

NH16164	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
	<b>P &amp; A</b>		-	-	-	-	-
002	Operating Costs	10,250			10,250	10,250	-
	<b>Total §164 PA</b>	<b>10,250</b>	-	-	<b>10,250</b>	<b>10,250</b>	
NH16164	<b>AL</b>					-	
	<b>Enforcement Grants to Locals</b>					-	
163	Addison CDS	4,300	1,075			4,300	4,300
101	Barre Town Police Dept.	7,200	1,800		7,200	7,200	7,200
170	Bennington CSD	30,000	7,500		30,000	30,000	30,000
102	Bennington Police Dept.	37,800	9,450		37,800	37,800	37,800
103	Berlin Police Dept.	12,114	3,029		12,114	12,114	12,114
104	Brandon Police Dept.	3,055	764		3,055	3,055	3,055
105	Brattleboro Police Dept.	12,597	3,149		12,597	12,597	12,597
108	Caledonia County Sheriff's Dept.	6,100	1,525		6,100	6,100	6,100
109	Castleton Police Dept.	15,000	3,750		15,000	15,000	15,000
113	Dover Police Dept.	3,100	775		3,100	3,100	3,100
114	Essex County Sheriff's Dept.	5,100	1,275		5,100	5,100	5,100
115	Essex Police Dept.	3,200	800		3,200	3,200	3,200
116	Fair Haven Police Dept.	25,000	6,250		25,000	25,000	25,000
117	Franklin County Sheriff's Dept.	27,000	6,750		27,000	27,000	27,000
118	Grand Isle County Sheriff's Dept.	7,000	1,750		7,000	7,000	7,000
119	Hardwick Police Dept.	7,000	1,750		7,000	7,000	7,000
120	Hartford Police Dept.	12,000	3,000		12,000	12,000	12,000
123	Lamoille County Sheriff's Dept.	9,000	2,250		9,000	9,000	9,000
124	Ludlow Police Dept.	7,400	1,850		7,400	7,400	7,400
125	Manchester Police Dept.	5,000	1,250		5,000	5,000	5,000
127	Montpelier Police Dept.	14,000	3,500		14,000	14,000	14,000
128	Morristown Police Dept.	13,000	3,250		13,000	13,000	13,000
129	Newport Police Dept.	10,000	2,500		10,000	10,000	10,000
130	Northfield Police Dept.	9,000	2,250		9,000	9,000	9,000
131	Norwich Police Dept.	5,000	1,250		5,000	5,000	5,000
132	Orange County Sheriff's Dept.	45,000	11,250		45,000	45,000	45,000
133	Orleans County Sheriff's Dept.	6,000	1,500		6,000	6,000	6,000
134	Poultney Constable	16,000	4,000		16,000	16,000	16,000
135	Randolph Police Dept.	2,000	500		2,000	2,000	2,000
136	Richmond Police Dept.	3,250	813		3,250	3,250	3,250
137	Royalton Police Dept.	2,000	500		2,000	2,000	2,000
139	Rutland City Police Dept.	30,000	7,500		30,000	30,000	30,000
140	Rutland County Sheriff's Dept.	32,000	8,000		32,000	32,000	32,000
141	Shelburne Police Dept. Tri-Town	40,000	10,000		40,000	40,000	40,000
143	Springfield Police Dept.	8,500	2,125		8,500	8,500	8,500
144	St. Albans Police Dept.	8,000	2,000		8,000	8,000	8,000
145	St. Johnsbury Police Dept.	10,000	2,500		10,000	10,000	10,000
147	Swanton Village Police Dept.	3,000	750		3,000	3,000	3,000
149	Vergennes Police Dept.	16,500	4,125		16,500	16,500	16,500
165	Vermont State Police	300,000	75,000		300,000	300,000	300,000
152	Washington County Sheriff's Dept.	30,000	7,500		30,000	30,000	30,000
155	Wilmington Police Dept.	6,000	1,500		6,000	6,000	6,000

156	Windham County Sheriff's Dept.	10,000	2,500		10,000	10,000	10,000
157	Windsor County Sheriff's Dept.	16,000	4,000		16,000	16,000	16,000
159	Winhall Police & Rescue	5,500	1,375		5,500	5,500	5,500
162	Shelburne Police Dept. SHARP	250,000	62,500		250,000	250,000	250,000
164	<b>DUI Task Force</b>	250,000	62,500		250,000	250,000	240,000
						-	
300	DUI Information Integration	61,000	n/a		61,000	61,000	-
401	Paid Media Sports Venues	83,000	n/a		83,000	83,000	-
402	Paid Media Holidays	100,000	n/a		100,000	100,000	-
403	Paid Media Labor Day	100,000			100,000	100,000	
404	Paid Media Summer	100,000			100,000	100,000	
405	Paid Media Year Round Sustained	200,000			200,000	200,000	
	<b>§164 AL- TOTAL</b>	<b>2,023,716</b>	<b>343,854</b>	<b>-</b>	<b>2,023,716</b>	<b>2,019,416</b>	<b>1,365,416</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§164 HE - Hazard Elimination Projects			
Federally Funded Programs							
NH16164H	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward	Current Balance	Federal Share To Local
500	AOT Hazard Elimination Projects	500,000	-		500,000	500,000	-
	<b>§164 HE - TOTAL</b>	<b>500,000</b>	<b>-</b>	<b>-</b>	<b>500,000</b>	<b>500,000</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(b) - OCCUPANT PROTECTION			
Federally Funded Programs							
NH16405B	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward	Current Balance	Federal Share To Local
000	VDH CPS Program	324,000	81,000	200,000	124,000	324,000	-
010	Paid Media CIOT Thanksgiving	201,400	50,350	88,200	113,200	201,400	-
011	Paid Media CIOT May	245,000	61,250	150,000	95,000	245,000	-
020	Belt Survey	60,000	15,000	30,000	30,000	60,000	-
021	VSP Community Education	20,000	5,000	20,000		20,000	-
023	PI&E OP 802 Project	15,000	3,750	15,000		15,000	-
025	PRAMS CPS Questions	8,000	2,000			8,000	-
	<b>§405(b) - TOTAL</b>	<b>873,400</b>	<b>218,350</b>	<b>503,200</b>	<b>362,200</b>	<b>873,400</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(c) - TRAFFIC RECORDS IMPROVEMENTS			
Federally Funded Programs							
NH16405C	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
700	AOT Crash Data Reporting System	200,000	50,000	140,000	60,000	200,000	-
701	SIREN	162,800	40,700	162,800	-	162,800	-
704	Consultant	36,864	9,216	36,864	-	36,864	-
703	DPS Support of TR Improvements (G. Nowak)	101,054	25,264	71,336	29,718	101,054	-
710	DPS E-Citation Implementation	750,000	187,500		750,000	750,000	-
720	Judiciary Data Project JTRAC	159,200	39,800		159,200	159,200	-
	<b>§405(C) - TOTAL</b>	<b>1,409,918</b>	<b>352,480</b>	<b>411,000</b>	<b>998,918</b>	<b>1,409,918</b>	<b>-</b>

VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(d) - ALCOHOL COUNTERMEASURES			
Federally Funded Programs							
NH16405D	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward Funds	Current Balance	Federal Share To Local
012	LEL #1	50,000	12,500	45,000	5,000	50,000	-
013	LEL #2	50,000	12,500	45,000	5,000	50,000	-
014	VLEC	12,000	3,000	12,000	-	12,000	12,000
016	Impaired Driving Program Coordinator	100,000	25,000	33,300	66,700	100,000	-
017	SFST Updates/ARIDE Updates	75,000	18,750		75,000	75,000	-
020	VSP DUI Regional Task Force	100,000	25,000	75,000	25,000	100,000	-
025	Traffic Safety Resource Prosecutor	130,000	32,500	80,000	50,000	130,000	-
026	Judicial Outreach Liaison	75,000	18,750	50,000	25,000	75,000	-
030	DRE Call-out Pay	50,000	12,500	25,000	25,000	50,000	50,000
031	DRE training/conferences/Supplies	30,000	7,500	30,000	-	30,000	-
032	DRE Regional Training sponsored by VT	60,000	15,000	60,000	-	60,000	-
033	DRE Test Case	150,000	37,500		150,000	150,000	-
034	DRE NMS Lab Tests (NMS Only)	65,000	16,250	65,000	-	65,000	-
036	DRE Outside Lab Tests (NON NMS)	10,000	2,500	10,000	-	10,000	-
037	DUI Court Implementation - Statewide	250,000	62,500		250,000	250,000	-
038	DUI Court Pilot - Windsor County	47,008	11,752		47,008	47,008	-
039	DUI Related Equipment	150,000	37,500		150,000	150,000	-
043	DUI Information Integration Contractor	61,000	15,250		61,000	61,000	-
041	Forensic Laboratory Support Program	406,560	101,640	121,500	285,060	406,560	-
042	Froensic Laboratory Chemist	150,000	37,500	100,000	50,000	150,000	-
081	VSP Educational Program	30,000	7,500	7,000	23,000	30,000	-
082	Vermonters' Impact Panel	20,000	5,000	24,200		24,200	
084	Impaired Driving Summit	30,000	7,500	24,200	5,800	30,000	30,000
090	Paid Media Alcohol - Year Round Sustained	224,828	56,207		224,828	224,828	-
091	Paid Media Alcohol - Holidays	125,000	31,250	75,000	50,000	125,000	-
092	Paid Media Alcohol - Labor Day	126,000	31,500	75,000	51,000	126,000	-
093	Paid Media Alcohol - Summer	122,000	30,500	47,000	75,000	122,000	-
094	Paid Media Alcohol - Sports Venues	81,700	20,425		81,700	81,700	-
101	Bike Safety	100,000	25,000		100,000	100,000	
102	Impaired Driving Marijuana Media Buy	100,000	25,000		100,000	100,000	
103	Impaired Driving Prescription Drugs Media Buy	100,000	25,000		100,000	100,000	
095	PI&E Materials	15,000	3,750	15,000	-	15,000	-
099	Attitude Survey	6,500	1,625	6,500	-	6,500	-
100	Paid Media WEEI	97,000	24,250				
	<b>§405(d) - TOTAL</b>	<b>3,199,596</b>	<b>799,899</b>	<b>1,025,700</b>	<b>2,081,096</b>	<b>3,106,796</b>	<b>92,000</b>
VERMONT HIGHWAY SAFETY PROGRAM COST PLAN							
State: VERMONT				§405(f) - MOTORCYCLE SAFETY			
Federally Funded Programs							
NH16405F	Projects	Planned Project Costs	Match	Current Year Funds	Carry Forward	Current Balance	Federal Share To Local
000	DMV Motorcycle Program	70,000	17,500	34,800	35,200	70,000	-
	<b>§405(f) - TOTAL</b>	<b>70,000</b>	<b>17,500</b>	<b>34,800</b>	<b>35,200</b>	<b>70,000</b>	<b>-</b>

# Appendix A to Part 1200

## CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Vermont

Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub recipients are noted under the applicable caption.)

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

### **GENERAL REQUIREMENTS**

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State highway safety program through 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))

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
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant 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](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each subgrant 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

- A unique identifier (DUNS);
- 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 will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

### **THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)**

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
  - The dangers of drug abuse in the workplace.
  - The grantee's policy of maintaining a drug-free workplace.
  - Any available drug counseling, rehabilitation, and employee assistance programs.

- The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
  - Abide by the terms of the statement.
  - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
  - Taking appropriate personnel action against such an employee, up to and including termination.
  - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

**BUY AMERICA ACT**

**(Applies to subrecipients as well as States)**

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

**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-award 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 Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
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 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 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 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.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms covered *transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. 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 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 participant further agrees by submitting this proposal that it will include the clause titled "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.
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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
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 this transaction for cause or default.

*Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions*

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded 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 record, 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 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 Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
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 and/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*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. 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 "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. (See below)
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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 and/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 participation in this transaction 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.

**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 on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at [www.nhtsa.dot.gov](http://www.nhtsa.dot.gov). Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at [www.trafficsafety.org](http://www.trafficsafety.org).

**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 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.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this

Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

### **SECTION 402 REQUIREMENTS**

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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;
- 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;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

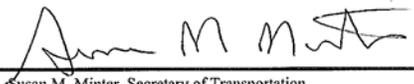
(23 U.S.C. 402(b)(1)(F))

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))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Signature:   
Name: Susan M. Minter, Secretary of Transportation  
Title: Governor's Representative  
Date: 7/1/15

See separate Section 405 and Section 402 Appendices  
Accessory Appendices available from GHSP upon request.

# Appendix D

APPENDIX D TO PART 1200 –  
CERTIFICATIONS AND ASSURANCES  
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)

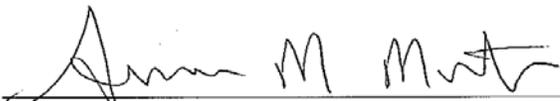
State: Vermont

Fiscal Year: 2016

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.

  
\_\_\_\_\_  
Signature Governor's Representative for Highway Safety

7/1/15  
\_\_\_\_\_  
Date

Susan M. Minter, Secretary of Transportation  
Printed name of Governor's Representative for Highway Safety

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*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 HSP. Attachments may be submitted electronically.*

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**Part 1: Occupant Protection (23 CFR 1200.21)**

All States: [Fill in all blanks below.]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- 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 as HSP attachment or page # 133
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 130
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 134
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 137

Lower Seat belt Use States: [Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.  
**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 \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
  
- Coverage of all passenger motor vehicles:
  
- Minimum fine of at least \$25:
  
- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # 133.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # 127.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # \_\_\_\_\_.
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on 7/19/2013;
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

**Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)**

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

*[Fill in at least one blank for each bullet below.]*

- A copy of *[check one box only]* the  TRCC charter or the  statute legally mandating a State TRCC is provided as HSP attachment # Please See VT FY16 405c.pdf in NHTSA Grants Drop Box or submitted electronically through the TRIPRS database on \_\_\_\_\_.
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # Please See VT FY16 405c.pdf in NHTSA Grants Drop Box or submitted electronically through the TRIPRS database on \_\_\_\_\_.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # Please See HSP pg 152 and VT FY16 405c.pdf in NHTSA Grants Drop Box or submitted electronically through the TRIPRS database on \_\_\_\_\_.
- The name and title of the State's Traffic Records Coordinator is  
Anne Liske, Highway Safety Program Coordinator \_\_\_\_\_.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # Please See VT FY16 405c.pdf in NHTSA Grants Drop Box or submitted electronically through the TRIPRS database on \_\_\_\_\_.
- *[Check one box below and fill in any blanks under that checked box.]*
  - The following pages in the State's Strategic Plan provides a written description of the performance measures, 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: pages 23-31 HSP attachment Appendix E and uploaded to TRIPRS \_\_\_\_\_.
  - OR**
  - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # Please See VT FY16 405c.pdf in NHTSA Grants Drop Box \_\_\_\_\_.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 5/18/2012 \_\_\_\_\_.

**Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)**

**All States:**

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- 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 1200.23(i) in the fiscal year of the grant.

**Mid-Range State:**

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

The statewide impaired driving plan approved by a statewide impaired driving task force was issued on \_\_\_\_\_ and is provided as HSP attachment # \_\_\_\_\_;

**OR**

For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**High-Range State:**

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

A NHTSA-facilitated assessment of the State's impaired driving program was conducted on \_\_\_\_\_;

**OR**

For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

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

For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

**OR**

For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on \_\_\_\_\_ is provided as HSP attachment # \_\_\_\_\_.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # \_\_\_\_\_.

**Ignition Interlock Law:** *[Fill in all blanks below.]*

- The State's ignition interlock law was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.  
**Legal citation(s):**
-

**Part 4: Distracted Driving (23 CFR 1200.24)**

*[Fill in all blanks below.]*

**Prohibition on Texting While Driving**

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on texting while driving:
  
- Definition of covered wireless communication devices:
  
- Minimum fine of at least \$25 for first offense:
  
- Increased fines for repeat offenses:
  
- Exemptions from texting ban:

**Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Legal citations:**

- Prohibition on youth cell phone use while driving:
  
  - Driver license testing of distracted driving issues:
  
  - Minimum fine of at least \$25 for first offense:
  
  - Increased fines for repeat offenses:
  
  - Exemptions from youth cell phone use ban:
-

**Part 5: Motorcyclist Safety (23 CFR 1200.25)**

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

**Motorcycle riding training course:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # HSP Page 171
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # HSP Page 169
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # HSP Page 172
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # HSP Page 176
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # HSP Page 178

**Motorcyclist awareness program:**

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # \_\_\_\_\_
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # \_\_\_\_\_
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # \_\_\_\_\_
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # \_\_\_\_\_
- Copy of the State strategic communications plan is provided as HSP attachment # \_\_\_\_\_

**Reduction of fatalities and crashes involving motorcycles:**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.

**Impaired driving program:**

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page #  
180 \_\_\_\_\_.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # 160 \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**  
See HSP Page 182.

**Reduction of fatalities and accidents involving impaired motorcyclists:**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # \_\_\_\_\_.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # \_\_\_\_\_.
- The State law or regulation that defines impairment.  
**Legal citation(s):**

**Use of fees collected from motorcyclists for motorcycle programs:** *[Check one box below and fill in any blanks under the checked box.]*

Applying as a Law State --

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

**Legal citation(s):**

**AND**

- The State's law appropriating funds for FY \_\_\_\_ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be 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 as HSP attachment #
-

**Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

*[Fill in all applicable blanks below.]*

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on \_\_\_\_\_ and last amended on \_\_\_\_\_, is in effect, and will be enforced during the fiscal year of the grant.

**Learner's Permit Stage** – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

**Legal citations:**

- Testing and education requirements:
  
- Driving restrictions:
  
- Minimum duration:
  
- Applicability to novice drivers younger than 21 years of age:
  
- Exemptions from graduated driver licensing law:

**Intermediate Stage** – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

**Legal citations:**

- Driving restrictions:
  
- Minimum duration:
  
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
  
- Exemptions from graduated driver licensing law:

**Additional Requirements During Both Learner’s Permit and Intermediate Stages**

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

**Legal citation(s):**

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

**Legal citation(s):**

**License Distinguishability** (*Check one box below and fill in any blanks under that checked box.*)

Requirement that the State learner's permit, intermediate license, and full driver's license are visually distinguishable.

**Legal citation(s):**

**OR**

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.

**OR**

Description of the State's system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner's permit, intermediate license, and full driver's license, are provided as HSP attachment # \_\_\_\_\_.

# Department Transfer MOU



State of Vermont  
Finance & Administration  
Contract Administration  
One National Life Drive  
Montpelier VT 05633-5001  
<http://vtrans.vermont.gov>

Agency of Transportation

[phone] 802-828-2641  
[fax] 802-828-5545  
[ttd] 800-253-0191

April 9, 2015

Keith W. Flynn, Commissioner of Public Safety  
Department of Public Safety  
103 S. Main St.  
Waterbury, VT 05671

Dear Mr. Flynn:

RE: Memorandum of Understanding: Transfer of the Governors Highway Safety Program (GHSP) from Department of Public Safety (DPS) to Vermont Agency of Transportation (VTrans)

Contract #MU0097

Please find enclosed, for your files, a fully executed copy of the Agreement for the above-referenced project by and between the State of Vermont and Department of Public Safety.

If I can be of any further assistance, please do not hesitate to call my office at (802) 828-2641.

Sincerely,

A handwritten signature in cursive script that reads "Tricia Scribner".

Tricia Scribner  
AOT Contracts Specialist II

CC: Project File  
Business Office  
Debbie Morse/Susan Bailey, Financial Services  
Contracts & Grants Unit  
OnBase Scanner



04-03-2015

MEMORANDUM OF UNDERSTANDING REGARDING

The Transfer of the Governor's Highway Safety Program (GHSP) to the Vermont Agency of Transportation.

This Memorandum of Understanding is made by and between the Vermont Department of Public Safety, (hereinafter called DPS), with its principal place of business at 103 South Main Street, Waterbury, Vermont 05671-2101, and the Vermont Agency of Transportation (hereinafter called VTrans), with its principal place of business at One National Life Drive, Montpelier, Vermont 05633-5001.

WHEREAS, under state and federal law, the Governor is responsible for the administration of the State's Highway Safety Program (hereinafter referred to as GHSP) and may designate an appropriate agency through which the State's program may be administered; and

WHEREAS, at this time the GHSP's mission and purpose is more in line with the mission and purpose of the Agency of Transportation than the DPS; and

WHEREAS, the VTrans is the most appropriate agency to administer the Governor's Highway Safety Program; and

NOW THEREFORE, DPS and VTrans agree as follows:

- 1. **Scope:** This MOU applies to all matters associated with the transition of the GHSP from the DPS to VTrans in accordance with Executive Order 02-15, signed on March 20, 2015. The effective date of this transition shall be April 5, 2015. Copy of Executive Order 02-15 is attached to this MOU and incorporated herein.

2. **Staffing Issues and Support**

**Responsibilities:**

**VTrans:** VTrans shall be responsible for the hiring of new and vacant staff positions that are to be transferred<sup>1</sup> upon the execution of this transition. These positions shall be employees of VTrans

- a. **DPS:** DPS shall assist and cooperate in transferring and/or authorizing the transfer of vacant positions to VTrans. DPS shall retain the approval of leave time, overtime, sick time and other day to day work related matters

<sup>1</sup> GHSP may fund positions within DPS such as those identified currently within DPS Letters of Understanding (LOUs.)

04-03-2015

with staff supervision until such time as the positions fully transfer to VTrans. After transition, these responsibilities will transfer to VTrans. DPS will make available to VTrans, support for the Federal grants and subaward agreement processes and all financial issues in a manner as outlined in Supplements A – D.

**3. Programmatic Decision Making  
Responsibilities:**

**DPS:** DPS shall work cooperatively with VTrans in making decisions about GHSP programs after January 1, 2015 through April 4, 2015. However, the responsibility for all programmatic decisions shall reside with VTrans beginning April 5, 2015. This includes, but is not limited to: the decisions listed in Supplements A-D.

**4. Financial Transitions  
Responsibilities:**

**DPS:**

Any eligible costs incurred by VTrans during the process of transition in advance of the official transfer of the program shall be reimbursed to VTrans by DPS as outlined in Supplement A of this MOU

**VTrans:**

VTrans will track all expenses and submit for reimbursement to DPS as outlined in Supplement A of this MOU.

A complete list of Financial Transitions are outlined in Supplements A-D of this MOU.

**5. Equipment and Furniture:**

- a. All furniture currently being used by GHSP at the Department of Public Safety shall remain at DPS.
- b. All GHSP staff office supplies and office equipment purchased with GHSP federal funds shall remain with the GHSP and transfer to VTrans when the program staff transfers. This equipment will be retired at that time from the DPS asset inventory using the process and form as required by the Department of Finance & Management. Whereas VTrans does not track their assets in Vision, the tracking of these assets after removal from the

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DPS asset inventory will become the responsibility of VTrans to track according to their defined process going forward.

- c. DPS equipment purchased with GHSP federal funds for the purpose of administering GHSP programs that will continue to be used by DPS for such programs under MOUs, will be retained by DPS. DPS will continue to tag and track the equipment in the DPS asset inventory in accordance with Federal and State requirements.

**6. Audit:**

- a. **Prior Audit Corrective Action Plans:** DPS will retain responsibility for any audit corrective actions pertaining to the period of time that DPS was the GHSP awardee.
- b. **Future Management Review:** DPS will retain responsibility for any findings in future management reviews (audits) pertaining to issues identified for corrective action prior to the transition. DPS will collaborate with VTrans to identify corrective action plan responses/solutions to issues relevant to VTrans designation and responsibilities.

- 7. Term; Termination; Annual Review:** This MOU will take effect upon execution by both parties. It will remain in effect indefinitely, subject to the signing of an executive order and the complete transfer of the GHSP to VTrans

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Agency of Transportation

By: [Signature] (Date)

*for* Susan Minter  
Secretary of Transportation

APPROVED AS TO FORM  
Dated: 4/7/2015

[Signature]  
Assistant Attorney General

Department of Public Safety

By: [Signature] 4/8/15  
(Date)

Keith W. Flynn  
Commissioner of Public Safety

04-03-2015

Supplement A:

Section 1: Staffing Transitions and Support

At the discretion of the GHSP, DPS will continue to house two positions and seek reimbursement from VTrans for any allowable costs incurred for these positions. The LOUs for these positions will be amended to MOUs with VTrans as grantor.

- a. DUI Court Statewide (Sand) PG 1215-4301 section 410 funds \$203,000.00
- b. DPS Support of Traffic Records (Nowak) 1315-3703 section 405c funds \$93,750.00
- c. DPS will use a temporary administrative assistant funded under 1415-0001 sections 402PA \$8,000.00 and 1415-2202 402PT \$20,000.00 to assist Grants Management Unit Staff for a reasonable time period pre and post transition.

DPS will provide fiscal support and training to VTrans fiscal staff for an agreed upon time, for grant administration of direct work for the GHSP post transfer to AOT under 1415-0010 section 402PA \$15,000.00. Supplement B:

Section 2: Programmatic Decision Making

- a. Development and Submission of the Highway Safety Plan (HSP) and the H.S. 217 by July 1, 2015
- b. Amendment Requests to (National Highway Traffic Safety Administration (NHTSA) based upon any changes to the HSP 2015.
- c. Writing and submitting the programmatic Annual Report Due December 31, 2015.
- d. MOE and Match submissions by December 31, 2015.

**VTrans:** VTrans shall be responsible for ensuring that they are aware of programmatic issues for GHSP moving forward after January 1, 2015. VTrans will assume full responsibility for the program on or before April 5, 2015 and shall begin making necessary decisions for the advancement of the program.

Section 3: Financial Transitions:

This MOU includes DPS's authorization for an Advanced Notice to Proceed to incur program specific costs associated with the transition of the official transfer of the program. The costs to be reimbursed by Sections 402PA and 164PA NHTSA GHSP

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funds may be incurred beginning December 1, 2014. VTrans will provide DPS the following information for transfer journal (TSF):

- a. copy of invoice(s)
- b. VISION/STARS documentation showing payment
- c. Brief description as necessary

DPS will incur program specific costs post-transfer for the program and will bill VTrans for reimbursement.

- d. copy of invoice(s)
- e. VISION documentation showing payment
- f. Brief description as necessary

DPS will send out to all grantees amendments to change DPS from Grantor to VTrans as Grantor as of April 5<sup>th</sup>, 2015.

#### Grant Administration and Support

- a. DPS will provide a copy of electronic files on the GHSP shared drive as tools for VTrans to administer agreements and track fund balances and any other materials, as requested to administer the grant program.
- b. DPS will transfer paper subaward files to:
  - i. VTrans for Fiscal Year 2015 awards.
  - ii. Archive prior fiscal years after the NHTSA Management Review. Then destroy files in accordance with record retention policies.
- c. Retain paper accounts payable invoices, federal draws, timesheets, expense reports, contracts, etc. for costs incurred by DPS prior to the transfer. DPS will retain for the period required under record retention policies.
- d. Inter-Agency MOUs currently executed with DPS as grantor and VTrans as recipient will be amended to VTrans as grantor and recipient as Intra-agency LOUs with VTrans' Secretary acting as executor.
- e. LOUs currently executed with DPS as grantor will be amended to VTrans as grantor and will become inter-agency MOUs with VTrans' Secretary acting as executor as outlined in Supplement C.
- f. All subgrant agreements and MOUs to local agencies, state government agencies and non-profits will be amended from DPS as grantor to VTrans as grantor with VTrans' Secretary acting as signatory.
- g. DPS will provide initial support for processing financial reimbursement requests, RFPs, grant presentations and Federal Draws.

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Section 4: Contracting, Procurement, Lease Agreements and Purchase Orders

- a. DPS and VTrans will work together to amend contracts from DPS to VTrans.
- b. Active purchase orders will remain at DPS and DPS will seek reimbursement from VTrans once items have been received, invoiced and paid by DPS.
- c. GHSP Lease agreements will be amended with vendors to become the responsibility of AOT.

Section 5: Maintenance of Effort and Match Reported to NHTSA

- a. DPS will submit Maintenance of Effort (MOE) by March 1, 2015 for FFY 2014. DPS will provide initial assistance to VTrans on MOE methodology.
- b. DPS will provide VTrans with methodology and assistance how to calculate FFY 2015 match for both reporting to NHTSA and Sub-recipient match to VTrans.
- c. Match payback for FFY 2011 \$25,599.16 (section 402PA) will be paid by DPS to NHTSA by 09/30/2015.
- d. DPS and VTrans will work together to see if state funded projects(s) under VTrans will meet the following match shortfall:
  1. FFY 2012 \$82,011.26 (\$46,225.99 402 PA and \$13,952.14 410 PA)
  2. FFY 2013 \$67,414.21 (\$46,225.99 402 PA and \$21,188.22 410 PA)

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Supplement C: DPS will retain Current Project Numbers, Descriptions and Amounts and the following FFY 2015 projects are amended based upon the following justifications:

Fund Source	PG	Description	Amount	Justification
402PA	1415-0001	Administrative Assistant	\$8,000	DPS will bill VTrans for costs associated with transfer of program for a reasonable time period.
402PA	1415-0004	Operating Expenses	\$10,000	DPS will bill VTrans for any remaining supplies/operating expenses that are accrued by the program.
402PA	1415-0010	Grant Programs Manager	\$15,000	DPS will bill VTrans for costs associated with transfer of program for a reasonable time period.
402OP	1415-1049	Vermont State Police TOPS	\$187,500	This agreement shall convert this LOU to an interagency MOU and increase this grant to cover CIOT campaigns. DPS will bill VTrans for costs associated as outlined in the original SOW.
402OP	1415-1060	Indirect Costs	\$200,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
402PT	1415-2055	Vermont State Police Equipment Incentives	\$72,000	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original SOW.
402PT	1415-2100	Crash Reconstruction Support	\$16,000	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original SOW.
402PT	1415-2102	LE Training Programs	\$8,000	Following approval of GHSP, DPS may use DPS travel orders to attend trainings.

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402PT	1415-2203	Indirect Costs	\$225,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
402PT	1415-2202	Administrative Assistant	\$20,000	DPS will bill VTrans for costs associated with transfer of program for a reasonable time period.
402TR	1415-2302	Indirect Costs	\$50,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
402SA	1415-2415	Vermont State Police Education Grant	\$10,000	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original SOW.
402SA	1415-2421	GHSP Partners Training	\$3,760	Following approval of GHSP, DPS may use travel orders to attend trainings.
402SA	1415-2422	VHSA Annual Meeting	\$10,000	DPS will reimburse VDH for costs incurred under this interagency MOU. DPS will then seek reimbursement from VTrans.
402SA	1415-2423	Indirect Costs	\$125,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
402PM	1415-2511	Indirect Costs	\$35,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
408	1215-3711	DII Support of E-Ticket MOU	\$9,000	DPS will bill VTrans for the required costs incurred under this agreement with DII.
408	1215-3713	E-Ticket Independent Review Response (Mincar)	\$25,000	DPS will bill VTrans for the costs incurred under this contract.
408	1215-3714	Indirect Costs	\$50,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
408	1215-3715	E-Ticket Pilot Project (Mincar)	\$170,000	DPS will bill VTrans for the costs incurred under this contract.

410	1215-4301	DUI Court (Sand Position)	\$203,000	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original SOW.
410	1215-4320	Vermont State Police TOPS DUI Task Force	\$281,250	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original SOW.
410	1215-4341	Indirect Costs	\$234,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
164AL	1215-5301	SFST Updates	\$10,000	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original HSP.
164AL	1215-5405	Indirect Costs	\$200,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
405B	1415-3024	Indirect Costs	\$140,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
405C	1315-3703	DPS Support of TR (Nowak)	\$93,750	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original SOW.
405C	1415-3711	Indirect Costs	\$150,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.
405C	1415-3712	Track Users E-Ticket Contract	\$45,000	DPS will bill VTrans for the costs incurred under this contract.
405D	1415-4017	ARIDE Updates	\$10,000	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original HSP.

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405D	1415-4031	DRE Trainings/Conferences/Supplies	\$30,000	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the HSP.
405D	1415-4036	DRE Outside Lab Tests (Non NMS)	\$10,000	DPS will bill VTrans for the costs incurred from area hospitals for DRE bloodwork.
405D	1415-4040	Forensic Lab Support	\$236,875	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original SOW.
405D	1415-4050	Vermont State Police DRE Program Callout	\$7,500	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original SOW.
405D	1415-4081	Vermont State Police Education Grant	\$15,000	This agreement shall convert this LOU to an interagency MOU. DPS will bill VTrans for costs associated as outlined in the original SOW.
405D	1415-4100	Indirect Costs	\$300,000	All allowable indirect costs will be calculated and billed from DPS to VTrans.

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Supplement D: Projects as MOUs from DPS to VTrans will be amended to name VTrans as grantor and the agreements become LOUs.

Fund Source	PG	Description	Amount	Justification
405C	1315-3700	VTrans Crash Data Reporting System	\$140,000	This agreement shall convert this MOU to an intra-agency LOU. VTrans will bill internally for all costs associated as outlined in the original SOW.
405C	1415-3702	VTrans Autopopulation	\$40,000	This agreement shall convert this MOU to an intra-agency LOU. VTrans will bill internally for all costs associated as outlined in the original SOW.
405C	1415-3706	VTrans LRS	\$22,000	This agreement shall convert this MOU to an intra-agency LOU. VTrans will bill internally for all costs associated as outlined in the original SOW.
164HE	1215-5500	Hazard Elimination	\$1,000,000	This agreement shall convert this MOU to an intra-agency LOU. VTrans will bill internally for all costs associated as outlined in the original SOW.





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

**Region 1**  
Connecticut  
Maine  
Massachusetts  
New Hampshire  
Rhode Island  
Vermont

Volpe Center  
Kendall Square  
55 Broadway, RTV-8E  
Cambridge, MA 02142-1093  
Tel. 617-494-3427  
Fax 617-494-3646

August 27, 2015

The Honorable Peter Shumlin  
Governor of Vermont  
109 State Street, Pavilion  
Montpelier, Vermont 05609-0101

Dear Governor Shumlin:

We have reviewed Vermont's fiscal year 2016 Highway Safety Plan as received on June 30, 2015. Based on this submission and subsequent revisions, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200.

However, NHTSA is placing conditions on approval of the Vermont FY 2016 highway safety program to ensure Federal funds are used effectively and efficiently. Details regarding the conditions have been provided to your State Representative for Highway Safety, Secretary of Transportation Sue Minter.

We congratulate Vermont on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the GHSP and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Vermont's roads.

If you would like any additional information on State's Highway Safety Plan review please feel free to contact me at 617-494-3427.

Sincerely,

Michael N. Geraci  
Regional Administrator

cc: Sue Minter, Secretary, Vermont Agency of Transportation  
Scott Davidson, Highway Safety Program Chief, Vermont Agency of Transportation  
Matthew Hake, Division Administrator, FHWA  
Maggie Gunnels, NHTSA, Associate Administrator ROPD



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August 27, 2015

Sue Minter, Secretary  
Agency of Transportation  
Governors Highway Safety Representative  
One National Life Drive  
Montpelier, VT 05633-5001

Dear Secretary Minter:

We have reviewed Vermont's fiscal year 2016 Highway Safety Plan (HSP) as received on June 30, 2015. Based on this submission and subsequent revisions, we find your State's Highway Safety plan to be in compliance with the requirements of 23 CFR Part 1200.

However, NHTSA is placing conditions on our approval of the Vermont FY 2016 highway safety program to ensure Federal funds are used effectively and efficiently. Below are the details regarding the conditions and/or funding restriction;

CIOT National Mobilization and Nighttime Belt Task Force, Tasks 1 and 3 of Occupant Protection; DUI Mobile Task Force, Task 2 of Impaired Driving; and Speed Program, Equipment Incentives, Distracted Driving Education and Enforcement, Tasks 1, 4, and 8 of Police Traffic Services; and Speed Enforcement Media Buy, Task 12 or Paid Media : Regulation: 23 CFR 1200.11(c)(4)(ii)

In order for these projects to be approved, please provide the participating agencies in the enforcement projects and allocation of funds by agency and the details for the speed enforcement program, including equipment, participating agencies, and media.

Child Passenger Safety Program, Task 4 of Occupant Protection:  
Regulation: 2 CFR 200.327, 200.328, 200.330. and 200.331

This subrecipient, the Vermont Department of Health, has not been meeting their grant reporting requirements. This project will not be approved in FY 2016 until the current subrecipient can resolve their FY 2015 reporting requirements or another subrecipient is identified.

Bicycle Safety Media Buy, Task 10 of Paid Media  
Regulation: 1200.23(i)

Bicycle safety projects are not an allowable source of §405(d) funds. Please reallocate this project to §402 funds.



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Please respond to this determination and conditions no later than October 1, 2015. These conditions will remain in effect throughout FY 2016 or until you are notified in writing they have been removed.

As a reminder, approval of the HSP does not constitute approval of equipment purchases over \$5,000, with the exception of the equipment listed in the Forensic Lab Support Project (Project 9 of the Impaired Driving Section). The pieces of equipment approved for this project include: LC/MS-triple quad, SPE equipment, nitrogen generator, Bio-cabinet, and fume hood. Please provide a written request along with adequate justification for all other purchases exceeding the per unit threshold of \$5,000.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

We congratulate Vermont on its accomplishments in advancing our traffic safety mission; however, there is more work to do. As stewards of public funds, it is critical that we continue to fulfill our shared responsibility of using these limited safety dollars in the most effective and efficient manner. To that end, I pledge our continued support to you and the GHSP and look forward to achieving our mutual goals of reduced fatalities, injuries, and crashes on Vermont's roads.

I and the entire Region 1 team are committed to working with your office toward a fully compliant HSP. We are at your service in any appropriate way you believe necessary.

Sincerely,



Michael N. Geraci  
Regional Administrator

cc: Scott Davidson, Highway Safety Program Chief, Vermont Department of Public Safety  
Matthew Hake, Division Administrator, FHWA  
Maggie Gunnels, NHTSA, Associate Administrator, ROPD



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