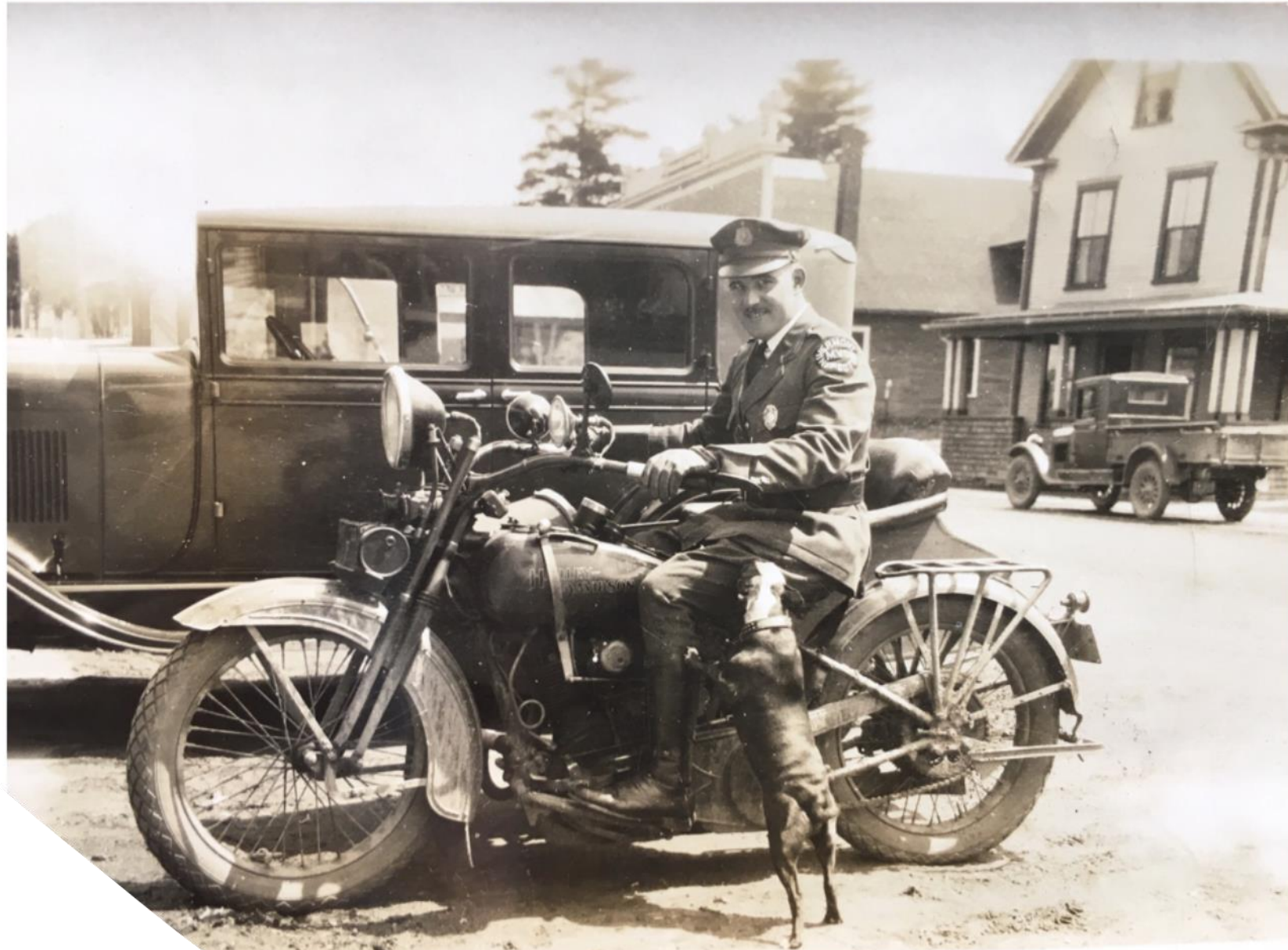




**VERMONT DEPARTMENT OF MOTOR VEHICLES
COMMERCIAL VEHICLE ENFORCEMENT**

VERMONT MOTOR VEHICLE HIGHWAY PATROL



THE FORMATION

- On June 16th, 1919 Ara A. Griggs began his duties as the State of Vermont's first Motor Vehicle Inspector. Inspector Griggs served for 27 years as Motor Vehicle Inspector, Deputy Commissioner, and Chief Inspector for the State of Vermont until his passing in 1946. During his tenure, he saw the Department grow from one Inspector in 1919 to a total of 37 in 1946.



1930's

- An increase in the number of roads which remained open to travel in the mid-30s led to the Motor Vehicle Highway Patrol Inspectors (28) being kept on year-round in 1935. Inspectors were reimbursed for the personal use of their vehicles until 1937, when the State of Vermont purchased a fleet of 37 green Chevrolet sedans for the Inspectors. This ended the era of the Department of Motor Vehicle Motorcycle Patrol until 2018 when Lt. Matt Nesto began patrolling Vermont's highways on a Harley Davidson motorcycle.



SEDANS IN 1937



Today's Electric Harley Davidson Motorcycle



1940s

Inspector duties increased in the late 30s and 40s with the ability of the sedans to transport portable scales. As increased monies were spent on road improvements, so came the need to protect the roads from overweight trucks. Inspectors were tasked with highway patrol enforcement, crash investigations, inspection of vehicles for defective equipment, weighing of trucks, and checking compliance with licensing and registration.

FORMATION OF THE VERMONT STATE POLICE



Vermont State Police

- The investigation into the disappearance of a Bennington College Student, Paula Jean Welden in 1946. Welden went missing while hiking the Long trail and foul play was suspected. At the time primary law enforcement functions in Vermont were provided by local Sheriff's. Errors made during this investigation demonstrated the need for statewide law enforcement. On July 1, 1947 Gov. Gibson swore in 27 Motor Vehicle Inspectors and an additional 28 new recruits as Troopers, creating the Vermont State Police. Only six Inspectors remained at the Department of Motor Vehicles.



POST 1947

Following the formation of the Vermont State Police, the remaining six Motor Vehicle Inspectors saw a reduction in their patrol duties. Their primary functions were in crash investigation, suspension of licenses, and assisting Motor Vehicle Examiners in the distribution of registrations. Motor Vehicle Inspectors continued with their roadside inspections, verifying at spot checkpoints that motor vehicles were properly registered and equipped to be on the road. Inspectors monitored inspection stations to verify that they were keeping proper documentation and properly inspecting vehicles to which they affixed inspection stickers.

FOUNDATION FOR CURRENT ENFORCEMENT AND SAFETY DIVISION

- In September 1972, the foundation was laid for what is now DMV's Commercial Vehicle Enforcement Section with the creation of two Highway Use Inspector positions, which focused on enforcement of the permits for highway use, weight limits, and over dimension. In 1973, twenty sedans from the Department of Motor Vehicles once again began highway patrols while assisting the motoring public and enforcing highway laws.



COMMERCIAL VEHICLE ENFORCEMENT INSPECTOR

- Enforcement of Federal and State motor vehicle laws and regulations.
- Enforcement of Vermont civil and criminal laws.
- Issue warnings, tickets, arrests, and citations to appear in court.
- Respond to crashes involving commercial motor vehicles.

Size & Weight Enforcement



A large truck is shown from a side-rear perspective, heavily loaded with a stack of large, dark logs. The truck is positioned on a road that has patches of snow. In the background, there are bare trees and a clear sky. The overall scene is dimly lit, suggesting late afternoon or early morning.

Heavy Trucks Damage roads

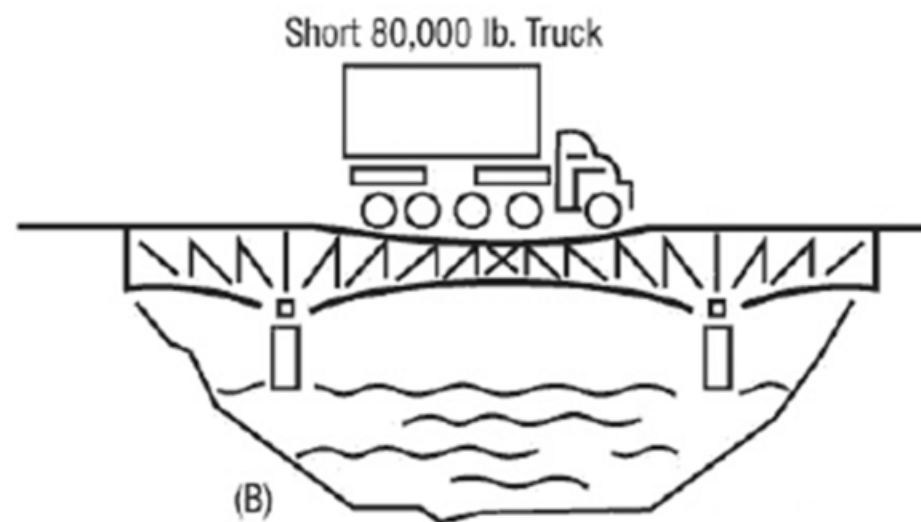
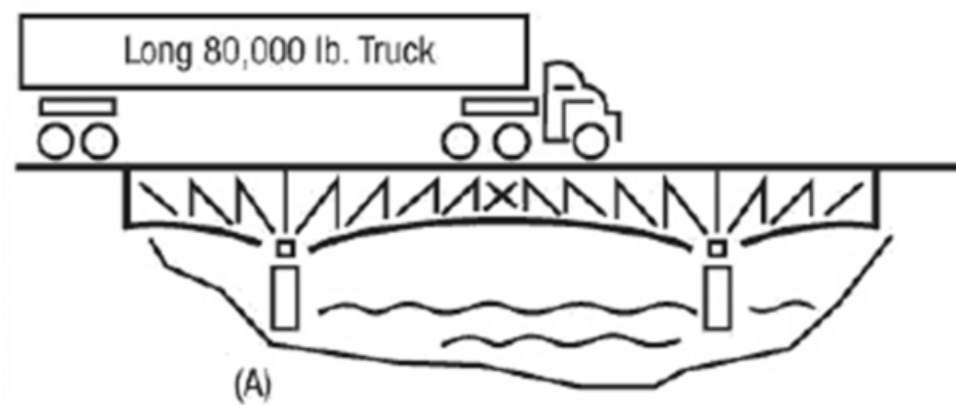
Overweight vehicles cause disproportionately more road damage than their weight increase would suggest. An increase in axle weight can cause a significantly larger percentage of damage to pavement than the weight increase itself. For example, a 20% increase in weight can lead to a 33% increase in damage.



The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system, through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world.

Federal Bridge Formula

Congress enacted the Bridge Formula in 1975 to limit the weight to length ratio of a vehicle crossing a bridge to protect America's infrastructure and standardize bridge design. This is accomplished by either spreading the weight over additional axles or by increasing the distance between axles.



Compliance with Bridge Formula weight limits is determined by using the following formula:

$$W = 500 \left[\frac{LN}{N-1} + 12N + 36 \right]$$

W = the overall gross weight on any group of two or more consecutive axles to the nearest 500 pounds.

L = the distance in feet between the outer axles of any group of two or more consecutive axles.

N = the number of axles in the group under consideration.

Potholes



Alligator Cracking



Shoving



Rutting



Over Dimension Loads

- The importance of permits
 - Route Planning
 - Engineering Studies



Federal Motor Carrier Safety Administration

Develops and enforces data-driven regulations that balance motor carrier (truck and bus companies) safety with efficiency.

Motor Carrier Safety Assistance Program (MCSAP), is a grant program administered by FMCSA to provide financial assistance to states to reduce the number of commercial vehicle crashes.



High Priority

Discretionary and competitive grant to provide financial assistance to enhance MCSAP related activities.

Vehicle Live Summary

Smart Roadside™

Logged in as scuttita at Drivewyze.com

[Logout](#)

VT Hartford I-91 NB

CLOSED

[Change stations...](#)

Audible alerts

ON

All vehicles

ON

Pullin Rate

2%

Time zone

EST

Night mode

e-Inspection




VT Hartford I-91 NB ▼

Request Truck

Vehicle Queue

Dashboard

 Help

Overview	Carrier	Vehicle	WiM	Messages at 15:41:25	
	<div><div>Station Closed</div><div>VT Hartford I-91 NB</div><div>15:41:05 2022-05-13</div><div>USDOT # 54283</div><div>SWIFT TRANSPORTATION CO OF ARI... ISS 86</div><div>DBA SWIFT LEASING CO LLC</div></div>	<div>LP 2554110 USIN</div> <div>Unit 190956</div>		<div> Station closed - bypass</div>	

CVSA

- A non-profit organization that focuses on improving commercial motor vehicle safety through inspection programs, enforcement guidance, training, and advocacy programs.



CVSA Enforcement Events

1. Brake Check (1 published & 1 Unannounced)
2. Human Trafficking Prevention
3. IFTA Blitz (March)
4. International Road Check
5. Safe driver, Focus on Speed/Seat Belts
6. Hazmat Safety Blitz (Unannounced)





North American Standard Inspection Levels

Level 1-8

Hazmat Compliance



Defective Brakes



Cargo Securement



Couplers



Cracked Frames



Fuel Leaks



Suspension



Steering



Drive Shafts



Tires



Wheels



Hubs



Attempted Repairs



Crash Investigations & Post Crash Inspections



Train vs Tractor Trailer



Crashes Involving Buildings



Crashes Involving Hazmat



Bus and Passenger Vehicle Crashes

