

**From:** Cole, Chris [Chris.Cole@vermont.gov]  
**Sent:** Tuesday, February 09, 2016 12:43 PM  
**To:** Pepper, James  
**Subject:** Drug Impaired Driving Executive Summary  
**Attachments:** Drug Impaired Driving Executive Summary.docx

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## Executive Summary

One of Vermont's top priorities is Impaired Driving. In 2014, 38% of Vermont's fatalities were drug or alcohol related. 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 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. The pilot has recently been completed and is currently in House Transportation. The TRSP is also currently working with stakeholders to determine the best route regarding the future of a Per Se limit, as well as training prosecutors.

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 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.

Below is a synopsis of our Drug Impaired Driving Programs:

### **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.

**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
NH16164-			
Total		1,129,716	

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

## **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.

**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.

**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.

**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.

**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.

**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: 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.

**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)

Project #	Vermont Forensic Laboratory Support	Budget	Source
Total		556,560	

## 8. 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.

**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 are 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)

**9. 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.

**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
<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)
Total		365,000	

**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)

**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)

**Project Title:** WEEL – “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. WEEL’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)



## 2. 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)

Project #	Impaired Driving Marijuana and Prescription Drugs Media Buy	Budget	Source
NH16405D-103	Impaired Driving Prescription Drugs Media Buy	100,000	\$405(d)
Total		200,000	

***Impaired Driving Budget Summary***

Project Title	Budget	Source
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	
Total All Funds	3,558,276	

***Paid Media Budget Summary***

Project Title	Budget	Source
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	
Total All Funds	2,438,203	