

FFY 2012 Commercial Motor Vehicle Speed AND Enforcement Program (CMV-SEP)

Project Specifications

Illinois Department of Transportation
Division of Traffic Safety
1340 North Ninth St.
Springfield, IL 62703

(1/2012)

DESCRIPTION OF FFY 2012 COMMERCIAL MOTOR VEHICLE SPEED and ENFORCEMENT PROGRAM (CMV-SEP)

Problem Statement

In FFY 2012 Illinois will explore many options to try and reduce Commercial Motor Vehicle (CMV) crashes and CMV related fatalities. Illinois will focus on some main areas of concern involving CMV's including speed. According to the Federal Motor Carrier Safety Administration (FMCSA), exceeding the speed limit or driving too fast for conditions was a factor in most of the fatal crashes on local roadways and routes.

The mission of the FMCSA, along with the Illinois Department of Transportation (IDOT) and the Illinois State Police (ISP) is to promote the safe operation of CMV's on our highways. Needless deaths and injuries on Illinois roads are a problem confronting every person traveling in Illinois, a problem taken very seriously by this Department. Fortunately, the State of Illinois has many partners, safety advocates, law enforcement agencies, the medical community and the many organizations that work tirelessly to make Illinois a safer place. Working simultaneously, our program is saving many lives on our roadways. 2009 was a very successful year for highway safety in Illinois. Traffic deaths in Illinois fell to 911 compared to 1043 in 2008. Illinois is very proud of its accomplishments for 2010 with preliminary numbers showing less than 108 CMV fatal crashes for the year.

We propose to provide funding for local enforcement agencies to conduct enforcement activities. Agencies that tend to represent areas where the majority of CMV related fatal and injury crashes occur off interstate and state routes.

Many lives could be saved by changing public attitudes regarding risk taking behaviors such as speeding. Illinois believes that with the focus on reducing CMV speed and locating problem areas on local roadways, the federal goal to reduce its CMV fatal crashes to 0.13 per 100 million miles traveled can be accomplished.

Program Objectives

The purpose of the commercial motor vehicle speed enforcement program (CMV-SEP) is to reduce the incidence of CMV speeding-related crashes, and the resulting injuries and fatalities, through highly visible **increased enforcement of speed-related laws for CMV's**. The focus areas covered by this grant program are Cook, DuPage, Lake, Kane, McHenry and Will Counties in Northeastern Illinois. Only grant requests from law enforcement agencies in those counties will be considered.

In order to achieve this purpose, the following goals have been defined:

1. To reduce the number of speed-related traffic crashes involving commercial motor vehicles.
2. To reduce fatalities and injuries due to crashes involving commercial motor vehicles.
3. To increase compliance with the posted speed limit by commercial motor vehicles.

Enforcement Performance Objectives

The **primary program emphasis** is to be placed on enforcement of **speed-and enforcement related violations by commercial motor vehicles**. The expectation is that a minimum of two (2) citations per patrol hour/officer will be issued. At least one of the citations must be speed-related for a commercial motor vehicle. The second citation should concentrate on moving violations such as improper lane usage; following too close, failing to signal, and any "Scott's Law" violations (625 ILCS 11-907 Operation of vehicles on approach of authorized emergency vehicles.) Written warnings do not count towards this objective. We anticipate 3,000 total staff hours (Calculated by dividing \$180,000.00 by average of \$60.00 per hour) resulting in issuing a total of 6,000 citations (Assuming two citations are issued per stop). See attachment #1 of the entire violations listing.

Methods of Procedure

1. Conduct a concentrated speed enforcement campaign from April 1, 2012 to June 30, 2012.
2. Select speed patrol locations for enforcement and rotate between locations at least once every hour. Marked and unmarked vehicles as well as roving patrols may be used.
3. Develop a patrol plan and submit to DTS assigned LEL prior to beginning enforcement activities.
4. Throughout the enforcement campaign, information outlining all phases of the program shall be given to law enforcement personnel, news media, and court (prosecutors and judges) personnel.
5. Conduct a one hour speed survey of commercial motor vehicles at two typical enforcement locations before and at the end of the project.

Evaluation

The evaluation of the project will be based upon an analysis of the two (2) surveys (before and after) conducted at two of the locations, as well as a review of the speed-related crash data involving commercial motor vehicles.

Reporting:

1. A **progress report** must be submitted to IDOT after each month. The report is due by the **end of the month following enforcement and shall consist of:**
 - ◆ Completed TS 410 CMV Data Collection Form. This form is available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> .
 - ◆ Copies of public information and education campaign materials, media releases, articles, etc., that were published.
 - ◆ Speed survey results for two of the locations, with the first and final progress reports. Form TS 401 shall be utilized for these surveys. This form is available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> .
2. The **final report** is due no later than **July 31, 2012** and should be accompanied by the final claim for reimbursement (subject to change). The final report should include:
 - ◆ Speed-related fatal and injury crash data for patrol locations. Form TS 402 shall be utilized for this report. This form is available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> .
 - Final speed survey results for two of the locations. Form TS 401 shall be utilized for these surveys. This form is available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> .

Reimbursement

Highway Safety Projects are funded on a reimbursement basis. The law enforcement agency pays the cost for program operation using local funds. The agency then monthly submits Form TS 500A, "Highway Safety Project Claim for Reimbursement". This form is available on IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> . Procedures for completing the claim for reimbursement are attached to the form. Claims for Reimbursement will not be processed until required reports have been submitted. Failure to submit the final claim and report by the November 1st due date will significantly delay payment as it may need to be processed through the Illinois Court of Claims.

Monitoring

IDOT law enforcement liaison personnel will conduct on-site visits to observe project activities and progress toward completion of stated goals, as well as to provide assistance as needed. Failure to maintain operation of the project at the level agreed upon in the approved Highway Safety Project Agreement may result in the termination of funding.

COMMERCIAL MOTOR VEHICLE SPEED ENFORCEMENT PROGRAM (CMV-SEP) GENERAL REQUIREMENTS

Before Enforcement:

1. Public Information and Education (PI&E) Campaign

- ◆ Media release stating purpose and dates of increased commercial motor vehicle speed enforcement campaign stressing the following:
 - ◆ Purpose.
 - ◆ Serious/certain enforcement (perception of risk).
 - ◆ Injury prevention.
 - ◆ Importance of obeying traffic laws.
 - ◆ Cost of traffic ticket fines.
 - ◆ Cost of traffic crash injuries and fatalities.
- ◆ Participation in media events.
- ◆ Displays (rest areas, truck stops, restaurants, etc.), or
- ◆ Presentations.

2. Conduct a commercial motor vehicle speed survey at two of the targeted enforcement locations and submit TS401 to DTS.

During the Enforcement Period:

- ◆ Outline all phases of the program to officers.
- ◆ Daily roll call announcement.
- ◆ Stress that all officers must wear safety belts.
- ◆ Conduct a minimum of specified overtime hours of enforcement.

After Enforcement Period:

- PI&E Media Release on Results.
- ◆ Inform public of the enforcement results.
- ◆ Inform public that additional enforcement campaigns will be conducted in the future.
- ◆ Submit TS410
- ◆ Submit Claim for Reimbursement TS500A

Additional Speed Surveys:

- ◆ Conduct final surveys, at the end of the project period and submit TS401 to DTS.

COMMERCIAL MOTOR VEHICLE SPEED ENFORCEMENT PROGRAM (CMV-SEP) LOCAL AGENCY OBLIGATIONS

The following activities will be performed between April 1 and June 30, 2012.

The Local Agency agrees to the following:

1. Conduct commercial motor vehicle speed enforcement activities during the campaign.
2. Provide overtime commercial motor vehicle speed enforcement for the specified hours spread throughout the enforcement period.
3. Utilize only ILETSB certified enforcement trained police officers for the campaign.
4. Officers will be permitted, and encouraged, to issue **multiple citations** to drivers who have committed several violations; such as, **speeding, DUI, other alcohol-related, and failure to wear safety belt. No warnings shall be issued for these offenses.** Written warnings may be issued for other violations but are not counted towards grant accomplishments.
5. Will submit a detailed patrol plan to IDOT/DTS Central Office no later than March 2, 2012.
6. **Will conduct commercial motor vehicle speed surveys before and at the end of the project period.** Surveys will be conducted at 2 of the chosen locations, which have been identified as having a speed-related crash involving commercial motor vehicles, during the times of day and days of week when the majority of those crashes have occurred. All surveys must be, each time, conducted at the same time of day and day of the week. Surveys must be conducted with radar.
7. Will inform the local media (TV, radio and print) of the special program prior to its inception and keep them informed of the enforcement campaign and their results.
8. Will report results to their assigned grant manager, by the end of the month following enforcement.

Reimbursement: Local Agency shall submit claims for reimbursement to DTS no later than the end of the month, following enforcement. The TS 500A form available from IDOT's Website at <http://www.dot.il.gov/trafficsafety/tsforms.html> shall be used to submit claims. Failure to submit the final claim by the July 31, 2012 due date could significantly delay payment as it may need to be processed through the Illinois Court of Claims.

Cost records and accounts pertaining to the work covered by this agreement shall be kept available for inspection for a period of three (3) years following the date of final payment. Copies of such records shall be made available, upon request, to IDOT representatives.

Agency must submit a copy of their employee Safety Belt Policy to their LEL prior to the start of enforcement activities.

COMMERCIAL MOTOR VEHICLE SPEED ENFORCEMENT PROGRAM (CMV-SEP) **Instructions for Submitting Grant Request**

The following documents shall be submitted with the grant request.

1. Completed and signed TS 08, Highway Safety Agreement, Conditions and Certifications.
 - Complete pages 1, 2, 3, 4, 5 and 20 but return the entire package. Please provide sufficient detail in Sections 8: A, B, C, D, E, to allow for fair evaluation of the proposal. Limited dollars are available and the evaluation of Section 5 and its subparts will be the primary factor in determining awards of this grant.
 - Start date is April 1, 2012. End date is June 30, 2012.
 - Have the Project Director and the Authorizing Representative both sign the grant form.
2. Copy of local agency mandatory safety belt policy for all employees.
3. Only applications from law enforcement agencies in Cook, DuPage, Lake, Kane, McHenry, and Will Counties will be considered. Applications from outside these geographic areas will be rejected.
4. Applications should be mailed to:

Division of Traffic Safety
Attention: Jarod Hitchings
1340 North Ninth St.
Springfield, IL 62702
5. Grant Applications must be received at the Division of Traffic Safety by March 2, 2012. Late applications may be considered based on availability of funding.
6. Maintenance of Effort must be included with application. See Attachment # 2

THIS PAGE IS SUBJECT TO CHANGE!!!

**COMMERCIAL MOTOR VEHICLE SPEED ENFORCEMENT PROGRAM
(CMV-SEP)
FY 2012 BUDGET**

Name of Agency: _____

PERSONAL SERVICES

Total Project Hours *(include patrol and surveys)* _____

Average Overtime Rate *[not to exceed
time + one half]* _____

\$ _____

Total Hours X Average Rate = \$ _____

OPERATION OF AUTOMOTIVE EQUIPMENT

_____ *(total miles)* X \$0.51 = \$ _____

GRAND TOTAL \$ _____

(Revised)

Attachment # 1

392.2C - Failure to obey traffic control device

11-1204(B)
11-1204(C)
11-1414(A)
11-305(A)
11-306
11-308(B)
11-309
11-908(C)

392.2FC - Following too closely

11-710

392.2LC - Improper lane change

11-708
11-709

392.2P - Improper passing

11-702,
11-703(A)
11-704(A)
11-704(C)
11-705
11-706
11-709.1

392.2R - Reckless driving

11-503
11-504

392.2S - Speeding - All Speeding

11-601(B)
11-601.5
11-605(A)
11-605.1

392.2T - Improper turn

11-801
11-802

392.4A- Possession/use/under influence of drugs - All DUI –Drug, All Drug Offenses

11-501 (A)(3)
11-501 (A)(4)
11-501 (A)(5)
11-501(A)

392.5A - Possession/use/under influence of alcohol - All DUI - Alcohol, All Non-DUI Alcohol-Related Offenses

11-501 (A)(1)
11-501 (A)(2)
11-502

392.10 - Railroad crossing violations

11-1202

392.14 - Failing to use caution for hazardous conditions

11-601A

392.16 - All Safety Restraint

12-603.1

25/4

392.71A-Using/equipping CMV with a radar detector

12-714

392.80 Prohibition against texting.

(a)Prohibition. No driver shall engage in texting while driving.

(b)Motor Carriers. No motor carrier shall allow or require its drivers to engage in texting while driving.

©Definition. For the purpose of this section only, driving means operating a commercial motor vehicle, with the motor running, including while temporarily stationary because of traffic, a traffic control device, or other momentary delays. Driving does not include operating a commercial motor vehicle with or without the motor running when the driver moved the vehicle to the side of, or off, a highway, as defined in 49 CFR 390.5, and halted in a location where the vehicle can safely remain stationary.

(d)Exceptions. (1)School bus operations and vehicles designed or used to transport 9 to 15 passengers, including the driver, not for direct compensation. The provisions of 390.3(f)(1) and (6) are not applicable to this section.

(2)Emergency Use. Texting while driving is permissible by drivers of a commercial motor vehicle when necessary to communicate with law enforcement officials or other emergency services.

Maintenance of Effort (MOE)

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) expanded eligible traffic enforcement activities to include **documented** traffic enforcement on Commercial Motor Vehicles (CMVs) performed by State and local agencies. The purpose of MOE is to ensure grant funds are used to enhance safety programs instead of supplementing programs that existed prior to the grant award.

Documented traffic enforcement, as used in these guidelines and for the purposes of MCSAP funding eligibility, is defined as evidence that a written traffic citation or written warning was issued to the driver of a CMV and the evidence must show that the citation or warning was issued for a moving violation while operating a CMV.

Size and weight enforcement and accident investigations conducted by a MCSAP participating agency are not considered eligible activities and are not to be included in the calculation of MOE.

If a State or local agency participates in a MCSAP program and it is known that identifiable costs associated with MCSAP-eligible activities have been incurred, then the MOE must be calculated. In the absence of records, a reasonable estimate based upon available information, will suffice and is subject to review and approval by the FMCSA. A zero MOE is unacceptable when it is known that costs have been associated with MCSAP eligible activities.

To determine the amount of expenditure you may compute the average salary and the average time associated with traffic enforcement activity and multiply hourly rate by the time associated with the number of traffic citations and/or warnings issued.

2011 Example: In 2011 the requesting agency wrote 500 citations and 500 warning for CMV Traffic Enforcement. The average amount of time associated with a citations and/or warning was calculated at 15 minutes. The average patrol officer salary in 2011 was calculated at 25 dollars an hour.

Average Time per Citation:	15 Minutes
Average Time per Warning:	15 Minutes
Average Officer Salary:	25 Dollars per Hour
Average Cost per Citation:	$(15/60) \times 25 = 6.25$
Average Cost Per Warning	$(15/60) \times 25 = 6.25$
CMV Citations Issued:	500
CMV Warnings Issued:	500
CMV Citation Expenditure	$500 \times 6.25 = \$3,125$
CMV Warning Expenditure	$500 \times 6.25 = \$3,125$
Total Expenditure	$\$3,125 + \$3,125 = \$6,250$

Local Participation- Maintenance of Effort Form for Fiscal Year 2012 Grant Request

Federal Fiscal Year 2008 – October 1, 2007 through September 30, 2008

Average Time per Citation	_____	= Minutes
Average Time per Warning	_____	= Minutes
Average Officer Salary	\$ _____	= Per Hour
Average Cost per Citation	\$ _____	= (Avg Time ÷ 60) X Hourly Salary
Average Cost per Warning	\$ _____	= (Avg Time ÷ 60) X Hourly Salary
CMV Citations Issued:	_____	= Total Number
CMV Warnings Issued:	_____	= Total Number
CMV Citation Expenditure	\$ _____	= Citation X Average Cost
CMV Warning Expenditure	\$ _____	= Warning X Average Cost
Total Expenditure	\$ _____	= Citation + Warning Expenditure

Federal Fiscal Year 2009 – October 1, 2008 through September 30, 2009

Average Time per Citation	_____	= Minutes
Average Time per Warning	_____	= Minutes
Average Officer Salary	\$ _____	= Per Hour
Average Cost per Citation	\$ _____	= (Avg Time ÷ 60) X Hourly Salary
Average Cost per Warning	\$ _____	= (Avg Time ÷ 60) X Hourly Salary
CMV Citations Issued:	_____	= Total Number
CMV Warnings Issued:	_____	= Total Number
CMV Citation Expenditure	\$ _____	= Citation X Average Cost
CMV Warning Expenditure	\$ _____	= Warning X Average Cost
Total Expenditure	\$ _____	= Citation + Warning Expenditure

Federal Fiscal Year 2010 – October 1, 2009 through September 30, 2010

Average Time per Citation	_____	= Minutes
Average Time per Warning	_____	= Minutes
Average Officer Salary	\$ _____	= Per Hour
Average Cost per Citation	\$ _____	= (Avg Time ÷ 60) X Hourly Salary
Average Cost per Warning	\$ _____	= (Avg Time ÷ 60) X Hourly Salary
CMV Citations Issued:	_____	= Total Number
CMV Warnings Issued:	_____	= Total Number
CMV Citation Expenditure	\$ _____	= Citation X Average Cost
CMV Warning Expenditure	\$ _____	= Warning X Average Cost
Total Expenditure	\$ _____	= Citation + Warning Expenditure

Aggregate Total Expenditure:
 2008 \$ _____ + 2009 \$ _____ + 2010 \$ _____) ÷ 3 =

Federal Fiscal Year 2011 - October 1, 2010 through September 30, 2011 MOE \$ _____