



LARGE TRUCK AND BUS SAFETY PROGRAM PLAN

MOTOR CARRIER SAFETY ASSISTANCE PROGRAM (MCSAP)

Research done by the Transportation Research Board shows that driver errors (mistakes and misbehaviors) are the principal contributing factors leading to traffic crashes. The three major crash causes are: human, at 93%, environmental, at 34%, and vehicular, at 13%. FMCSA's "Large Truck Crash Causation Study" found that 48% of large truck crashes had a critical reason assigned to the driver of the large truck. Critical reasons included: Recognition, defined as the ability to judge distance and change in distance, etc.; Decision, defined as the ability to determine when a situation requires action and what action is appropriate, etc.; and Performance, defined as the ability to respond quickly to a signal, etc. Though no real surprise, researchers reported that "... in general, the driving actions leading to fatal car-truck crashes are the same that lead to fatal car-car crashes. Common driver errors resulting in both types of fatal crashes included failing to keep in lane, failing to yield right-of-way, driving too fast for conditions, disobeying traffic controls and laws, and inattention. These driver mistakes and misbehaviors account for about two-thirds of both car-truck and car-car fatal crashes."

As reported by AAA in "Identifying Unsafe Driver Actions that Lead to Fatal Car-Truck Crashes" (April, 2002), in collisions between cars and large trucks, "... the structural properties and greater mass of large trucks put the occupants of the cars at a disadvantage – 98% of the deaths in fatal two-vehicle crashes involving a car and a large truck were among occupants of the car."

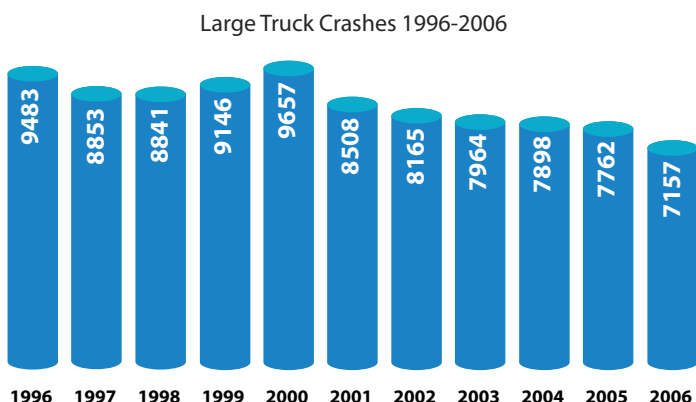
Program Justification, Performance Goals and Measures

Justification

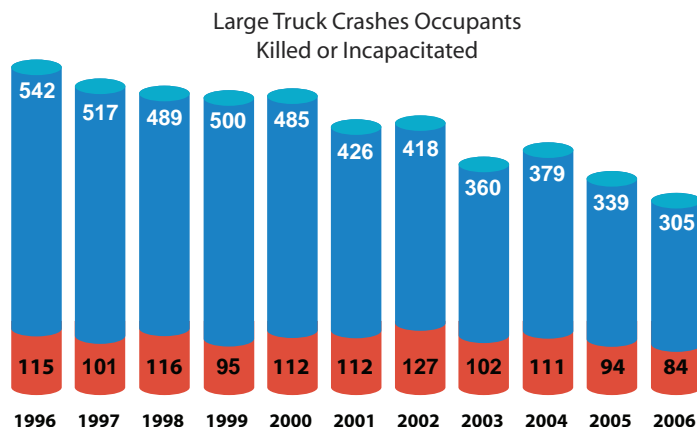
The purpose of the Motor Carrier Safety Assistance Program (MCSAP) is to reduce both the number and severity of CMV-involved crashes. MCSAP is a national grant program. 80% of program funds are provided through the Federal Motor Carrier Safety Administration with the remaining 20% provided from the State. MCSAP has evolved over the past 23 years – starting as a basic large truck driver / vehicle inspection program to a complex one that includes education, investigations, and many enforcement components. A key enforcement component has become traffic enforcement of CMV drivers driving recklessly; and of auto drivers, who are driving recklessly in the vicinity of a CMV. In addition, inspections and audits of large trucks provide opportunities to educate drivers.

In calendar year 2006, there were 7,157 large truck crashes reported in Wisconsin. These crashes resulted in 84 deaths and 2,642 injuries – of which 305 were 'A' (incapacitating) injuries.

As illustrated below, overall large truck crashes have been decreasing on average over 5% for the last 5 years.



Crashes resulted in 84 deaths and 2,642 injuries – of which 305 were 'A' (incapacitating) injuries. Using Department figures, this equates to nearly a quarter billion dollars in economic loss.



Performance Goals and Measures

Large Truck crashes	
2002-06 Baseline	7,789
2006 Current	7,157
2008	6,459
2010	5,819
Combined fatalities and serious "A" injuries	
2002-06 Baseline	463.8
2006 Current	389
2008	355
2010	313
Fatalities	
2002-06 Baseline	103.6
2006 Current	84
2008	76
2010	68
Other Goals	
37,500 MCSAP Inspections 2/3rds or 25,000 done as a mobile Level II or Level III inspection.	

Law Enforcement

Conduct 37,500 MCSAP Inspections.

Perform 300 Compliance Reviews and 1,000 New Entrant Audits

Increase by 20% the number of mobile MCSAP inspections (with traffic enforcement when warranted) in counties where there are a higher than average number of truck crashes – counties are: Brown, Columbia, Dane, Dodge, Dunn, Eau Claire, Fond du Lac, Jefferson, Juneau, Kenosha, Marathon, Milwaukee, Outagamie, Racine, Rock, Sauk, St. Croix, Walworth, Washington, Waukesha, and Winnebago.

Conduct two thirds of inspections as a mobile with traffic enforcement when warranted. Mobile inspections shall be done on rural roads or bypass routes; in high crash areas, or other areas directed by data or experience. All mobile inspections shall include a traffic enforcement component when applicable.

Enforce laws related to drug trafficking, possession, and use through MCSAP canine activities.

(MCSAP) \$4,273,663

Education

Provide outreach to local agencies on the proper completion of the crash report.

Provide educational opportunities to the public and industry through media campaigns, handouts, posters, presentations, conferences, and other outreach.

Make education a part of every enforcement stop.

Partner with the safety community, at large, to educate others on CMV issues.

Provide classroom training and manuals to WSP staff as needed.

Educate the judiciary by providing expert testimony in court cases.

Educate new motor carriers through the New Entrant Program.

(MCSAP) \$875,000

Evaluation/Data Improvements

Develop reporting processes that provide comprehensive, accurate, and timely reports for evaluation, reporting, and planning.

To assure completeness and accuracy, provide training manuals to staff on how to properly complete reports.

Provide technologies to assist officers in doing their duties – this includes tint-meters, radar detector-detectors, CVIEW.

Improve data linkage capabilities within WSP and WisDOT.

(MCSAP) \$200,000

LARGE TRUCK & BUS SAFETY – Budget Summary			
	Law Enforcement	\$4,273,663	MCSAP
	Education	\$875,000	MCSAP
	Evaluation/Data Improvement	\$200,000	MCSAP
	Program Total	\$5,348,663	