

Hi, my name is Carlo Guerra; I am a member of the Connecticut State Police and have been for about 17 years. I am currently assigned to the State Police Commercial Enforcement Team also known as the "Truck Squad" for the past 11 years. I am here today regarding an issue mentioned in the current budget proposal. In the proposal there would be consideration to remove 21 state troopers from the Weight Enforcement Unit and to redeploy them to other patrol duties and have the Department of Motor Vehicles take control of all weigh station operations. With the current economic status we are facing today many trucking companies are hurting financially and the first place they are going to try and cut spending is in their maintenance of their vehicles. They will try and push more miles out of their tires, wait to replace the brake shoes, wait to replace the brake drums, wait to replace worn out suspensions, run heavier to reduce the amount of trips and possibly drop their insurance. With such a high importance that was placed on truck safety since the Avon Mountain incident, I don't believe this is the time to cut back on truck inspections. By removing 21 state troopers from the truck inspection program, what is the message that we are sending the motoring public? I don't think we can put a dollar amount on public safety.

Having state troopers in the truck enforcement program also allows the troops around the state to call on our resources;

- To respond to truck accidents and assist them with their investigations,
- To conduct Heavy duty wrecker inspections to make sure the companies are properly qualified and equip to maintain their status on the rotation call-out list to assist the state police to remove tractor trailers from the scene of an accidents or that are broken down,
- To assist road troopers who pull over truckers who commit traffic violations, and
- In bad weather conditions such as snow, sleet, heavy rain, or ice storms we assist the troops with accident investigations.

The Department of Motor Vehicles – Commercial Safety Division are a great group of people and are good at what they do. I have worked together with them for many years and I know that their main focus is mostly on compliance for the Federal Motor Carrier Regulations. The Connecticut State Police Truck Squad, we are also good at what we do, we also conduct Federal Motor Carrier inspections but the main focus is on "Oversize & Overweight" enforcement which allows the state to receive federal funding for highway maintenance and other highway projects.

I feel these two units complement each other in a great way. We conduct many joint enforcement operations, we attend "In-Service Training" for Federal Motor Carrier Regulations updates together, and we rely on each other's resources. There have been times where they would ask for our assistance in utilizing our portable scales we carry to weigh vehicles roadside and there are times where we rely on their resources as well.

I have done some research and learned that we depend on each other. We (Connecticut State Police) focus on "Oversize & Overweight" enforcement in order to meet the mandate to receive federal funding for the Department of Transportation for highway maintenance and other highway projects. These numbers come from the "Truck Squad Unit" as well as from the "Commercial Safety Division" Department of Motor Vehicles (2 portable scale operations and the Union Scale). If that mandate is not met then the state could lose billions of dollars in federal funding for highway maintenance and other highway projects.

The Department of Motor Vehicles receives federal funding for their Motor Carrier Safety Inspection Program. Those numbers come mostly from the Department of Motor Vehicles but also get supplemented by the Connecticut State Police "Truck Squad". If the safety enforcement program diminishes in any way the state could lose millions of dollars in federal funding for the Motor Carrier Inspection Program. Also the federal funding for the MCSAP inspection program may not be used to support the "Oversize & Overweight" enforcement program.

If DMV should assume the responsibilities of all weight activities (fixed and portable scales) as mandated by the Department of Transportation's "Oversize & Overweight" enforcement. DMV personnel must achieve these levels of "Weights" currently performed by the Connecticut State Police "Truck Squad" (21 state troopers).

Traffic Services Unit - 2008 Annual Activity Report by Month

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2008
<b>Traffic Enf. Activity</b>													
Total Highway Enforcement	2,290	1,682	1,899	2,476	4,104	2,003	3,414	2,318	1,696	2,748	4,479	2,104	\$1,213
Total Citations Issued	2,215	1,597	1,827	2,350	3,911	1,882	3,252	2,187	1,606	2,631	4,302	2,007	29,757
Total Secondary Charges	75	85	72	126	193	121	162	131	90	117	177	97	1,446
Speeding	1,305	771	1,098	1,222	1,778	1,105	2,126	1,016	867	1,704	1,887	1,066	15,945
Speeding Trucks	89	25	49	83	154	30	161	134	54	95	132	32	1,038
Following Too Close	40	27	21	34	53	38	54	55	24	33	52	31	462
Following Too Close Trucks	1	-	2	4	6	3	4	6	3	1	8	4	42
Unsafe Lane Change	27	52	47	51	106	36	72	105	56	75	66	27	720
<b>Commercial Enforcement Activity</b>													
Total Commercial Enforcement	2,023	1,451	1,842	2,001	1,968	1,805	1,637	1,673	1,544	1,633	1,565	1,597	20,739
Total Citations Issued	1,699	1,227	1,551	1,632	1,568	1,449	1,386	1,316	1,217	1,312	1,283	1,295	16,935
Total Secondary Charges	324	224	291	369	400	356	251	357	327	321	282	302	3,804
Trucks Weighed	33,641	29,834	28,991	32,172	32,059	25,712	25,936	26,082	26,105	26,544	24,678	26,513	338,267
Overweight Trucks	369	222	180	290	310	317	193	229	193	250	216	260	3,029
Overweight Fines	\$194,672	\$127,155	\$ 86,509	\$208,253	\$167,403	\$144,915	\$138,309	\$196,101	\$126,610	\$142,527	\$ 96,685	\$127,423	\$1,756,562
Out-of-Service Trucks	215	127	144	192	168	182	144	152	109	184	124	153	1,894
Out-of-Service Drivers	48	34	54	41	37	48	43	72	157	82	52	68	736
Total Commercial Fines	\$457,962	\$312,447	\$331,374	\$501,411	\$475,025	\$384,016	\$355,888	\$431,223	\$333,689	\$654,976	\$314,906	\$364,106	\$4,617,023
<b>Commercial Enforcement Inspections</b>													
Total MCSAP Inspections	317	162	193	198	191	382	309	430	398	465	296	196	3,537
Level 1	100	46	66	75	72	182	126	211	201	272	150	73	1,574
Level 2	180	99	102	96	99	156	109	137	83	123	96	85	1,365
Level 3	37	17	25	27	20	44	74	82	114	70	50	38	598
<b>Non-Enforcement Activities</b>													
Total Special Assignments	19	18	26	18	39	34	30	21	37	37	18	14	311
Escorts	11	13	9	5	15	12	10	13	27	23	8	9	155
Motorcycle Details	2	1	4	-	10	12	6	7	15	13	2	1	73
Post Collision CV Inspections	2	2	2	4	3	8	9	1	3	3	2	1	40
Convincer & Rollover Details	-	-	1	10	29	25	22	21	23	39	3	1	174
C.A.R.S. Responses	14	12	12	9	11	10	16	8	12	9	12	6	131
Level 1	1	-	1	-	-	1	-	-	2	1	-	-	6
Level 2	11	9	5	9	11	9	15	8	8	4	10	6	105
Level 3	2	3	6	-	-	-	1	-	2	4	2	-	20
Fatal Accident Reviews	12	10	10	13	10	12	11	8	14	12	11	14	137
<b>Total TSU Enforcement</b>													
Total TSU Citations Issued	4,313	3,133	3,741	4,477	6,072	3,808	5,051	3,991	3,240	4,331	6,044	3,701	51,952
Total TSU Citations Issued	3,914	2,824	3,378	3,982	5,479	3,331	4,638	3,503	2,823	3,943	5,585	3,302	46,702
Total TSU Secondary Charges	399	309	363	495	593	477	413	488	417	438	459	399	5,250
<b>Total Statewide Enforcement</b>													
Total Statewide Enforcement	17,549	13,187	16,438	17,331	22,361	16,091	19,405	19,051	15,192	17,484	19,073	12,036	205,198
TSU Percentage of Statewide Total	24.6%	23.8%	22.8%	25.8%	27.2%	23.7%	26.0%	20.9%	21.3%	25.1%	31.7%	30.7%	25.3%
Total Statewide Citations Issued	16,155	12,072	15,036	15,791	20,491	14,478	17,716	17,255	13,677	15,860	17,526	10,879	186,926
TSU Percentage of Statewide Total	24.2%	23.4%	22.5%	25.2%	26.7%	23.0%	26.2%	20.3%	20.6%	24.9%	31.9%	30.4%	25.0%
Total Statewide Secondary Charges	1,394	1,115	1,402	1,640	1,870	1,613	1,689	1,796	1,515	1,634	1,547	1,157	18,272
TSU Percentage of Statewide Total	28.6%	27.7%	25.9%	32.1%	31.7%	29.6%	24.5%	27.2%	27.5%	26.8%	29.7%	34.5%	28.7%
Total Statewide Traffic Accidents	2,432	3,253	2,221	2,121	2,386	2,282	2,238	2,357	2,524	2,503	2,656	3,470	30,443
Total Fatal Accidents	7	6	5	5	8	10	15	7	16	7	11	6	103