



# Using FMCSA's CVISN Grants to Deploy ITS for Truck Parking

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Office of Research and Information Technology

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# Outline

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- US Department of Transportation (DOT) Background
- Costs
- Using Expanded CVISN to Deploy SmartPark
- Contact Information

# US Department of Transportation Background

# Introduction to FMCSA



- FMCSA's mission is . . . *to reduce the number of crashes, injuries, and fatalities involving large trucks and buses*
- FMCSA is 1 of 10 Operating Administrations within the U.S. Department of Transportation (DOT)
- FMCSA is 1 of 3 DOT agencies focused on improving highway safety
- FMCSA and FHWA are the 2 DOT agencies involved with truck parking

# FMCSA and FHWA: Roles in Truck Parking

- FMCSA's role
  - Conduct research on providing real-time information on parking using Intelligent Transportation Systems (ITS), namely SmartPark Phases I and 2
  - Administer Commercial Vehicle Information Systems & Networks (CVISN) grants to States deploying ITS for truck parking
- FHWA's role
  - Administer capital grants to States for truck parking
  - Execute a truck parking capacity survey (Jason's Law)
  - Provide technical assistance & education to advance freight technology & operations (including truck parking)

# Scope

- FMCSA's SmartPark Research Initiative
  - Responds to National Transportation Safety Board's (NTSB) Recommendation H-00-19 to provide a guide for truckers for parking availability
  - Is a research and technology demonstration effort in conjunction with the State of Tennessee
  - Is not intended to compete with
    - Other ITS truck parking projects funded under SAFETEA-LU § 1305
    - Private sector efforts
  
- FMCSA's CVISN Grants
  - States may apply for an Expanded CVISN Grant to deploy any reasonable ITS technology for truck parking
    - States are not restricted to deploying the same technology as in FMCSA's SmartPark

# Costs

# Capital Costs to Deploy ITS for Truck Parking

Cost Breakdown			
Component	# Units	Unit Cost	Subtotal
Detector/Sensor	2	\$50,000	\$100,000
CCTV Cameras	5	\$10,000	\$50,000
Communications (fiber optics for Wide Area Network)	2500	\$20	\$50,000
Dynamic Message Signs	2	\$50,000	\$100,000
Integration	1	\$30,000	\$30,000
Network Equipment	10	\$2,000	\$20,000
Signage	8	\$2,000	\$16,000
Utilities	1	\$25,000	\$25,000
Integration	1	\$30,000	\$30,000
	<b>Grand Total:</b>		<b>\$391,000</b>



# Operations & Maintenance Costs of ITS for Truck Parking

Cost Breakdown	
Component	Monthly Cost
Communications (fiber optics for Wide Area Network)	\$1,000
Operational Support (calibration)	\$1,500
Preventative Maintenance	\$2,000
Software Maintenance/Licensing	\$1,000
<b>Grand Total:</b>	<b>\$5,500</b>

# Grants to Deploy ITS for Truck Parking

- FHWA grants to States for truck parking
    - SAFETEA-LU §1305 Truck Parking Grant Program (expired but formerly awarded grants still in place)
    - Highway Safety Improvement Program (HSIP)
    - National Highway Performance Program (NHPP)
    - Surface Transportation Program (STP)
  - FMCSA grants to States for truck parking
    - Expanded Commercial Vehicle Information Systems and Networks (also known as Expanded CVISN) grants
- For these grants, truck parking competes with all other highway projects

# Federal Grant Match Requirements

- FHWA HSIP, NHPP, & STP Grants to States
  - 80% Federal match
  - 20% State match
  
- FMCSA CVISN Grants to States
  - 50% Federal match
  - 50% State match

# Using Expanded CVISN to Deploy SmartPark

# CVISN Deployment Program Overview

The CVISN Grant Program is FMCSA's ITS grant program designed to:

- Improve safety and productivity of motor carriers, commercial vehicles and their drivers
- Improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement
- Improve commercial vehicle data sharing within states and between states and FMCSA
- Reduce Federal/State and industry regulatory and administrative costs

# Core CVISN

- A State must be certified as Core CVISN compliant before receiving an Expanded CVISN Grant, which can be used to deploy ITS for truck parking
- A Core CVISN compliant State has three primary capabilities
  - To exchange safety information on commercial vehicles and carriers with other States
  - To administer credentials (e.g., oversize/overweight, HazMat, International Registration Plan, International Agreement)
  - To perform electronic screening of commercial vehicles

# Expanded CVISN

- After being certified as Core CVISN Compliant, a State may apply for an Expanded CVISN Grant to deploy ITS for truck parking
- At FMCSA's discretion, a State may apply for an Expanded CVISN Grant to deploy other ITS / Commercial Vehicle Operations (ITS/CVO) projects
  - e.g., trucker 511 systems

# Types of Expanded CVISN Grants

1. Expanded CVISN Program Plan (PP) / Top Level Design (TLD) grants
  - a) Planning for deployment of ITS for truck parking for a single or a few rest stops or for a corridor or network of rest stops
2. Expanded CVISN Deployment grants
  - a) Capital costs of deploying ITS for truck parking
3. Expanded CVISN Maintenance grants
  - a) Operations & maintenance costs of deploying ITS for truck parking

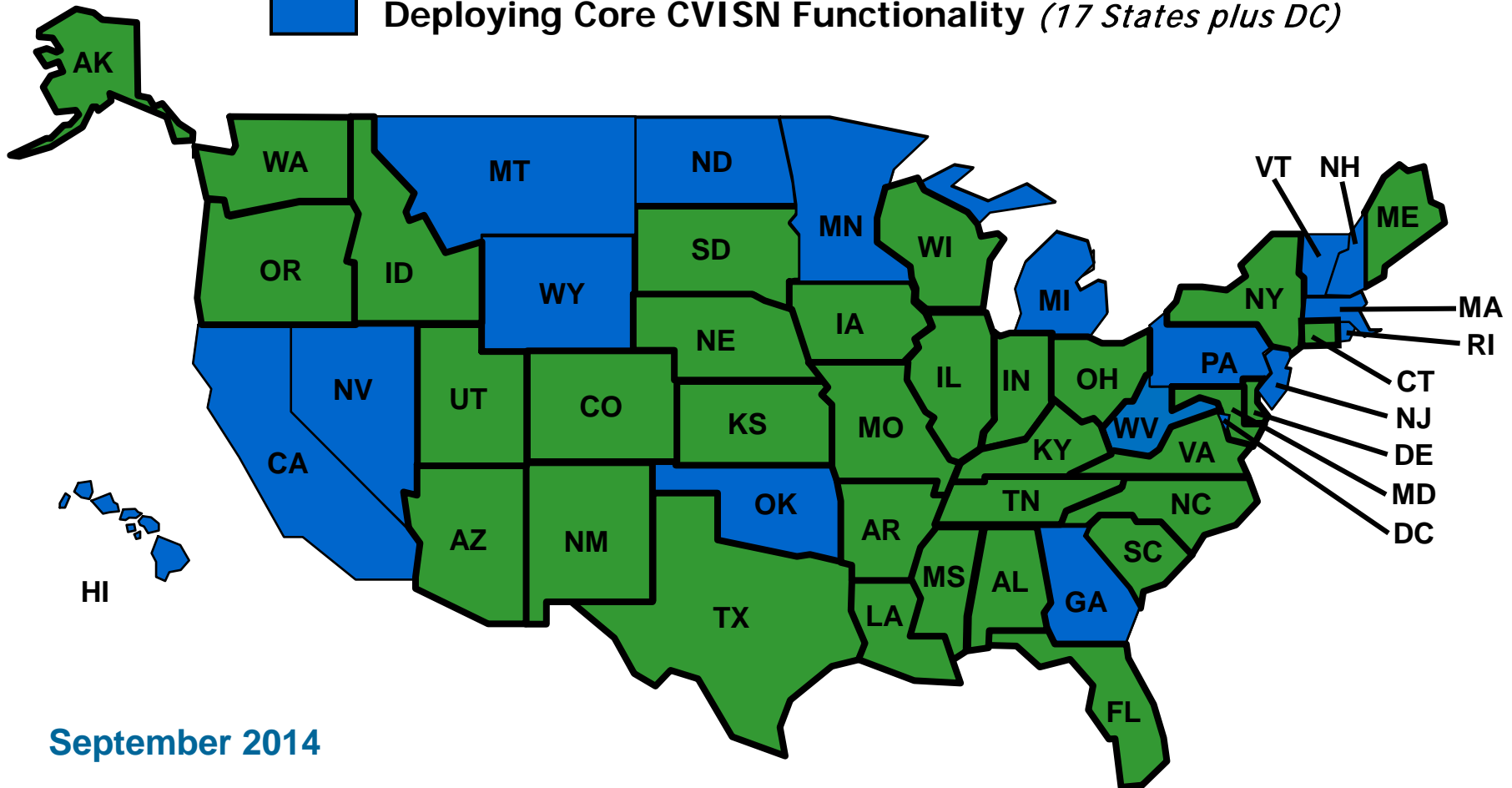


# Funding & Eligibility

- The **maximum** amount a State may receive for an Expanded CVISN Grant in any fiscal year: **\$1 million**
- Eligible awardees for CVISN funding are State agencies (including District of Columbia & U.S. territories) designated as the lead agency in the State's CVISN Program Plan / Top-Level Design
- Individuals and businesses are not eligible
- FY 2016 Notice of Funding Availability in December

# CVISN Deployment Status

-  Deploying Expanded CVISN Functionality (33 States)
-  Deploying Core CVISN Functionality (17 States plus DC)



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# Contact Information

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