

State of Alaska FY2006 Governor's Operating Budget

Department of Transportation/Public Facilities Measurement Standards & Comm Vehicle Enforcement Results Delivery Unit Budget Summary

Measurement Standards & Comm Vehicle Enforcement Results Delivery Unit

Contribution to Department's Mission

See component's Contribution to Department's Mission.

Core Services

See component's Core Services.

End Results	Strategies to Achieve Results
<p>A: Reduce fatalities and injuries from crashes involving commercial motor vehicles (CMV).</p> <p><u>Target #1:</u> Reduce commercial motor vehicle fatalities involving CMV to below 10 year average. <u>Measure #1:</u> Number of fatalities in large truck crashes compared to the average for the past ten years.</p>	<p>A1: Increase the safety of commercial motor vehicles.</p> <p><u>Target #1:</u> Reduce the CMV vehicle out of service rate by 5%. <u>Measure #1:</u> Percent change from prior year of commercial motor vehicle out of service (OOS) rate.</p> <p><u>Target #2:</u> 100% of new entrant carriers receive a safety audit within 18 months of U.S. DOT registration. <u>Measure #2:</u> Percent of new entrant safety audits.</p>
End Results	Strategies to Achieve Results
<p>B: Protect and preserve highway infrastructure.</p> <p><u>Target #1:</u> 98% commercial motor vehicle weight compliance at fixed and mobile inspection sites. <u>Measure #1:</u> Percent of weight compliant commercial motor vehicles.</p>	<p>B1: Reduce number of illegal oversize/overweight CMV's on highways.</p> <p><u>Target #1:</u> Increase the number of roadside (mobile enforcement) commercial truck inspections by 15% over the previous year. <u>Measure #1:</u> Percent change in mobile enforcement truck inspections over the previous year.</p>
End Results	Strategies to Achieve Results
<p>C: Assure and maintain market place confidence and equitable trade</p> <p><u>Target #1:</u> Increase scale, meter and scanner compliance rate by 2%. <u>Measure #1:</u> Percent change in weighing and measuring device compliance rate compared to the previous year.</p>	<p>C1: Provide efficient inspection program.</p> <p><u>Target #1:</u> Increase the number of inspections by 2%. <u>Measure #1:</u> Percent change of scale, meter, scanner inspections as compared to the previous year.</p>

Major Activities to Advance Strategies

- | | |
|--|--|
| <ul style="list-style-type: none"> • Conduct CMB Inspections • Conduct Brake Inspections • Screen CMV (buses and trucks) using infrared imaging systems • Conduct New Entrant Compliance reviews • Conduct Commercial Vehicle Safety Alliance Level I inspections | <ul style="list-style-type: none"> • Permit inspections • Issue oversize/overweight permits • Electronically weigh and identify overweight vehicles at Port of Anchorage • Electronically weigh and identify overweight truck inspections at New Seward Highway at 76th • Weights and Measure Inspections |
|--|--|

Major Activities to Advance Strategies

- Electronically inspect
- Perform Weight inspections
- Gain enforcement efficiencies through deployment of CVISN
- Test weight enforcement scales
- Weights and Measures equipment testing and certification
- Weights and Measures and industry equipment calibrations
- Comply with NIST requirements for the specific recognition year
- Perform and develop Measurement Assurance Program

FY2006 Resources Allocated to Achieve Results

FY2006 Results Delivery Unit Budget: \$5,102,700	Personnel:	
	Full time	67
	Part time	0
	Total	67

Performance Measure Detail

A: Result - Reduce fatalities and injuries from crashes involving commercial motor vehicles (CMV).

Target #1: Reduce commercial motor vehicle fatalities involving CMV to below 10 year average.

Measure #1: Number of fatalities in large truck crashes compared to the average for the past ten years.

Number of commercial motor vehicle fatalities

Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD
2000	4	1	2	0	7
2001	5	6	2	0	13
2002	1	0	2	5	8
2003	0	0	3	2	5
2004	3	3	4	0	10

Analysis of results and challenges: Data was collected from the FARS or MS/CVE databases and is reported annually. Data is reported on a calendar year basis.

Large trucks represent about 4% of registered vehicles; however, they account for 7% of the vehicle-miles traveled on our nation's highways. In 2002, 4,984 people died in crashes involving a large truck, compared to 5,082 in 2001 and 5,282 in 2000. While significant progress is being made toward meeting the goal of saving lives by preventing truck and bus crashes, much more needs to be done. Violations add potential risk. Risk is defined as the likelihood that a violation would be a contributing factor to a crash or hazardous materials release or exposure.

The challenge is to distinguish among violations that contribute to a significant, immediate risk of a crash or hazardous materials incident; violations that pose less significant risks; and violations that pose little or no risk. Department enforcement activities will be targeted to those areas where there is an immediate risk of crashes or hazardous material incidents.

A1: Strategy - Increase the safety of commercial motor vehicles.

Target #1: Reduce the CMV vehicle out of service rate by 5%.

Measure #1: Percent change from prior year of commercial motor vehicle out of service (OOS) rate.

Percent change from prior year of commercial motor vehicle out of service rate - related to serious commercial vehicle violations.

Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD
2002	27.8%	14.2%	22.7%	23.2%	24.9%
2003	21.4%	18.5%	25.4%	26.1%	22.7%
2004	18.9%	23.2%	not available	not available	0
2005	0	0	0	0	0

Analysis of results and challenges: Risk management is the process by which an organization identifies and understands sources of risk, makes decisions on how to allocate resources to address these risks, and confirms the validity of these decisions using performance results. MS&CVE is using risk-based decision-making to enhance agency efforts to promote the safe operation of commercial motor vehicles (CMV's).

One approach is in the risk-based differentiation of the vehicle, driver, and hazardous materials violations found during inspections. MS&CVE can focus enforcement and education about out of service criteria during safety inspections by using those resources on controlling violations that present the highest risk of the driver or vehicle being put out of service.

There is considerable probability of an increase in the percentage rate for out of service violations for both driver and vehicle as a result of CVE's focus on the second truck population. This increase should be relatively short-term as the second truck population comes into compliance with the latest regulation, by education and enforcement.

Target #2: 100% of new entrant carriers receive a safety audit within 18 months of U.S. DOT registration.

Measure #2: Percent of new entrant safety audits.

Percent of New Entrant compliance reviews.

Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD
2003	0%	44%	0%	0%	10.3%
2004	60%	33%	not available	not available	0

Analysis of results and challenges: This is a new program from the Federal Motor Carrier Safety Administration (FMCSA). FMCSA develops, maintains, and enforces federal regulations that promote carrier safety, industry productivity, and new technologies. The FMCSA regulations establish safe operating requirements for commercial vehicle drivers, carriers, vehicles, and vehicle equipment. The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides states with financial assistance to hire staff and implement strategies to enforce FMCSA regulations and hazardous materials regulations. MCSAP funds are used to conduct roadside inspections and review motor carriers' compliance with the associated regulations. MCSAP funds promote detection and correction of commercial motor vehicle safety defects, commercial vehicle driver deficiencies, and unsafe motor carrier practices before they become contributing factors to crashes and hazardous materials incidents.

The number of new entrants for 2003 was 53 and for 2004 year-to-date is 38.

B: Result - Protect and preserve highway infrastructure.

Target #1: 98% commercial motor vehicle weight compliance at fixed and mobile inspection sites.

Measure #1: Percent of weight compliant commercial motor vehicles.

Percent of weight compliant commercial motor vehicles.

Year	YTD
2002	99.5%
2003	99.8%
2004	

Analysis of results and challenges: Division inspection efforts will focus on maintaining the high level of compliance at weigh stations and improving compliance at the roadside inspection locations. Weight compliant CMV's do not contribute to premature deterioration of Alaska's highways.

The department has placed emphasis on inspections through expanded mobile enforcement coverage, authorized traffic stops to selected and trained Commercial Vehicle Enforcement Officers, and conducted joint operations with the Alaska State Troopers and local police departments.

The actual number of trucks that were inspected in 2002 was 203,242 and in 2003 was 179,273.

B1: Strategy - Reduce number of illegal oversize/overweight CMV's on highways.

Target #1: Increase the number of roadside (mobile enforcement) commercial truck inspections by 15% over the previous year.

Measure #1: Percent change in mobile enforcement truck inspections over the previous year.

Percent change in mobile enforcement truck inspections

Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD	% change
2002	1,350	1,933	2,505	1,931	7,719	
2003	2,089	2,442	2,254	1,694	8,479	9%
2004	1,844	2,006	not available	not available	0	

Analysis of results and challenges: CMV's that do not routinely pass through a fixed weigh station location for inspection are more likely to be non-compliant in both size and weight. Division inspection efforts will focus on identifying and correcting non-compliant over size and over weight vehicles as both pose serious threats to highway safety and premature deterioration of Alaska's roads and bridges.

C: Result - Assure and maintain market place confidence and equitable trade

Target #1: Increase scale, meter and scanner compliance rate by 2%.

Measure #1: Percent change in weighing and measuring device compliance rate compared to the previous year.

Percent change in compliance rate

Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD
2002	90%	93%	89%	91%	91%
2003	90%	92%	93%	89%	91%
2004	88%	91%	90%	89%	89%

Analysis of results and challenges: Compliance rates average 90%, and this trend is expected to continue. The percentage of compliance rates decreased in the scanner program in FY03 primarily due to the initial inspection of new businesses. Improved compliance rates may be achieved through public education during the inspection process.

C1: Strategy - Provide efficient inspection program.

Target #1: Increase the number of inspections by 2%.

Measure #1: Percent change of scale, meter, scanner inspections as compared to the previous year.

Percent change of scale, meter, scanner inspections as compared to the previous year

Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD	% change
2002	2,952	2,385	4,641	4,382	14,360	
2003	2,976	3,074	4,489	4,567	15,106	5.1%
2004	2,725	2,613	4,838	6,290	16,466	9%

Analysis of results and challenges: The department's goal is to assure market place confidence and equitable trade through increasing and improving scale, meter and scanner compliance rates. Emphasis will be placed on inspecting registered weighing and measuring devices annually, increasing large fuel meter inspections, increasing enforcement presence, and improving inspector productivity in the performance of price verification/scanner inspections.

Scales: A marked increase in the number of retail scales especially in the large grocery store outlets increased the number of devices inspected in FY03 and FY04. We expect minimal future growth in this area.

Meters: A marked increase in the addition of new retail dispensers and the opening of new businesses in FY03 and FY04 increased the number of devices inspected. We expect minimal future growth in this area.

Scanners: A marked increase in the installation of scanner systems occurred during FY03 and FY04 increasing the number devices inspected. We anticipate the trend to continue in FY05 and FY06.

Key RDU Challenges

See component's Key Challenges.

Significant Changes in Results to be Delivered in FY2006

See component's Significant Changes.

Major RDU Accomplishments in 2004

See component's Accomplishments.

Contact Information

Contact: Aves D. Thompson, Director
Phone: (907) 341-3210
Fax: (907) 341-3220
E-mail: Aves_Thompson@dot.state.ak.us

**Measurement Standards & Comm Vehicle Enforcement
RDU Financial Summary by Component**

All dollars shown in thousands

	FY2004 Actuals				FY2005 Management Plan				FY2006 Governor			
	General Funds	Federal Funds	Other Funds	Total Funds	General Funds	Federal Funds	Other Funds	Total Funds	General Funds	Federal Funds	Other Funds	Total Funds
<u>Formula Expenditures</u>												
None.												
<u>Non-Formula Expenditures</u>												
Measurement Standards	1,738.4	0.0	2,702.3	4,440.7	1,588.9	0.0	3,128.8	4,717.7	1,675.5	0.0	3,415.8	5,091.3
DOT State Facilities Rent	11.4	0.0	0.0	11.4	11.4	0.0	0.0	11.4	11.4	0.0	0.0	11.4
Totals	1,749.8	0.0	2,702.3	4,452.1	1,600.3	0.0	3,128.8	4,729.1	1,686.9	0.0	3,415.8	5,102.7

**Measurement Standards & Comm Vehicle Enforcement
Summary of RDU Budget Changes by Component
From FY2005 Management Plan to FY2006 Governor**

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2005 Management Plan	1,600.3	0.0	3,128.8	4,729.1
Adjustments which will continue current level of service:				
-Measurement Standards	86.6	0.0	65.7	152.3
Proposed budget increases:				
-Measurement Standards	0.0	0.0	221.3	221.3
FY2006 Governor	1,686.9	0.0	3,415.8	5,102.7