

# **State of Alaska FY2007 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><b>A: Reduce fatalities and injuries from crashes involving commercial motor vehicles (CMV).</b></p> <p><u>Target #1:</u> Reduce commercial motor vehicle fatalities to below 5 year average.  <u>Measure #1:</u> Number of fatalities in large truck crashes compared to the average for the past 5 years.</p>	<p><b>A1: Increase the safety of commercial motor vehicles.</b></p> <p><u>Target #1:</u> Reduce the commercial motor vehicle out of service rate by 5%.  <u>Measure #1:</u> Percent of commercial motor vehicle out of service rate compared to prior year.</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 received within 18 months of U.S. DOT registration.</p>
End Results	Strategies to Achieve Results
<p><b>B: Protect and preserve highway infrastructure.</b></p> <p><u>Target #1:</u> 98% commercial motor vehicle weight compliance at fixed and mobile inspection sites.  <u>Measure #1:</u> Percent of inspected commercial motor vehicles that are weight compliant.</p>	<p><b>B1: Reduce number of illegal oversize/overweight CMV's on highways.</b></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><b>C: Assure and maintain market place confidence and equitable trade</b></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><b>C1: Provide efficient inspection program.</b></p> <p><u>Target #1:</u> Increase the number of scale, meter, scanner inspections by 2% compared to previous year.  <u>Measure #1:</u> Percent change of scale, meter, scanner inspections compared to previous year.</p>

**Major Activities to Advance Strategies**

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Conduct CMB Inspections</li> <li>• Conduct Brake Inspections</li> <li>• Screen CMV (buses and trucks) using infrared imaging systems</li> </ul> | <ul style="list-style-type: none"> <li>• Permit inspections</li> <li>• Issue oversize/overweight permits</li> <li>• Electronically weigh and identify overweight vehicles at Port of Anchorage</li> </ul> |
|--|---|

### Major Activities to Advance Strategies

- Conduct New Entrant Compliance reviews
- Conduct Commercial Vehicle Safety Alliance Level I inspections
- Electronically inspect
- Perform Weight inspections
- Gain enforcement efficiencies through deployment of CVISN
- Test weight enforcement scales
- Electronically weigh and identify overweight truck inspections at New Seward Highway at 76th
- Weights and Measure Inspections
- 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

### FY2007 Resources Allocated to Achieve Results

**FY2007 Results Delivery Unit Budget: \$5,811,300**

**Personnel:**

Full time	70
Part time	0
<b>Total</b>	<b>70</b>

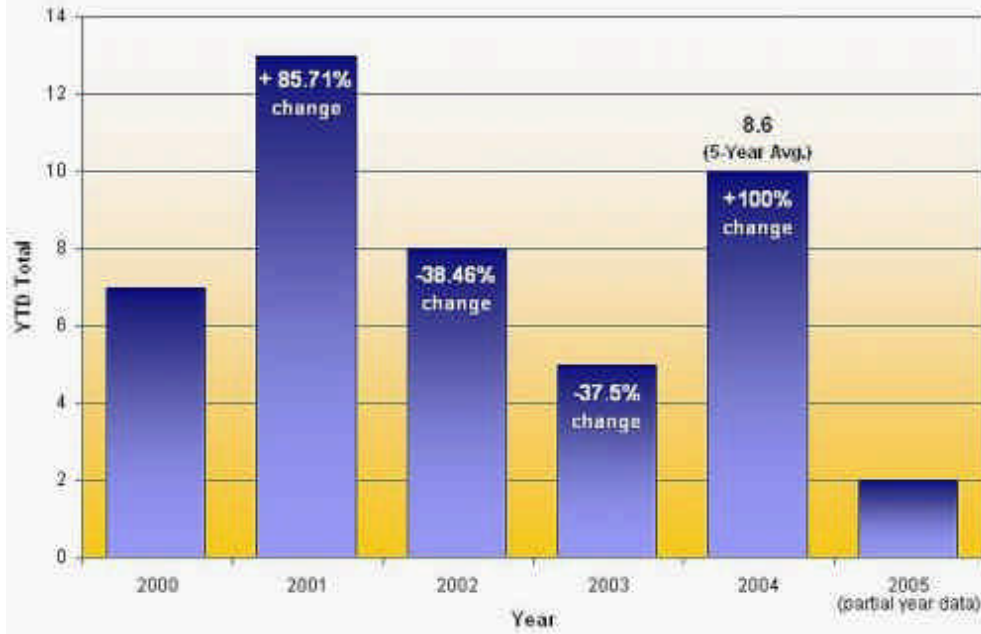
### Performance Measure Detail

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

**Target #1:** Reduce commercial motor vehicle fatalities to below 5 year average.

**Measure #1:** Number of fatalities in large truck crashes compared to the average for the past 5 years.

#### Number of commercial motor vehicle fatalities



**Analysis of results and challenges:** 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.

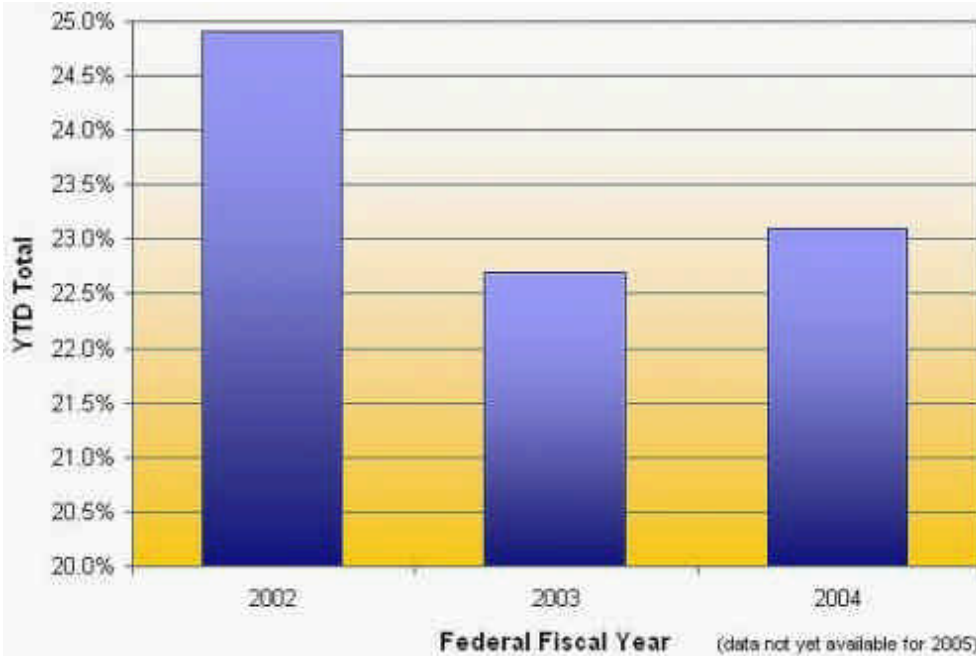
The challenge is to distinguish among violations that contribute to a significant, immediate risk of a crash or hazardous materials incident; violations that pose less significant risks; and violations that pose little or no risk. Department enforcement activities will be targeted to those areas where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

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

**Target #1:** Reduce the commercial motor vehicle out of service rate by 5%.

**Measure #1:** Percent of commercial motor vehicle out of service rate compared to prior year.

#### Commercial motor vehicle out of service rate - related to serious commercial vehicle violations.



**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. The Division of Measurement Standards and Commercial Vehicle Enforcement (MS&CVE) is using risk-based decision-making to enhance agency efforts to promote the safe operation of commercial motor vehicles.

One approach is in the risk-based differentiation of the vehicle, driver, and hazardous materials violations found during inspections. MS&CVE can focus out of service enforcement and education during safety inspections by concentrating on the highest risk violations.

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 the Division'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 received within 18 months of U.S. DOT registration.

**Percent of new entrant compliance reviews within 18 months of U.S. DOT registration.**

Fiscal Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD Total
FFY 2004	not available	not available	100%	100%	100%
FFY 2005	100%	100%	100%	0 0%	100%

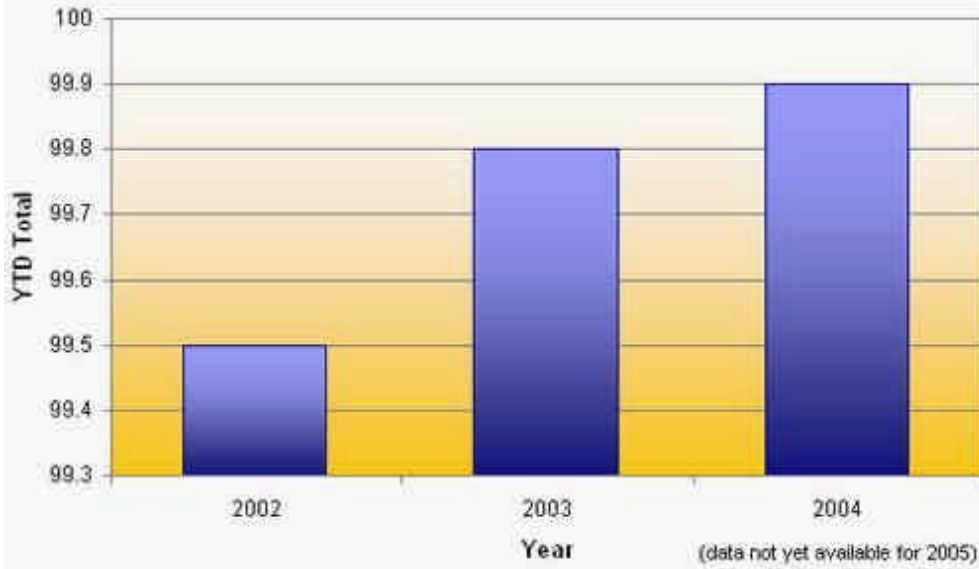
**Analysis of results and challenges:** This is a new program from the Federal Motor Carrier Safety Administration (FMCSA). FMCSA develops, maintains, and enforces federal regulations that promote carrier safety, industry productivity, and new technologies. The FMCSA regulations establish safe operating 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.

**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 inspected commercial motor vehicles that are weight compliant.

**Percent of weight compliant commercial motor vehicles.**



**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 commercial motor vehicles do not contribute to premature deterioration of Alaska's highways.

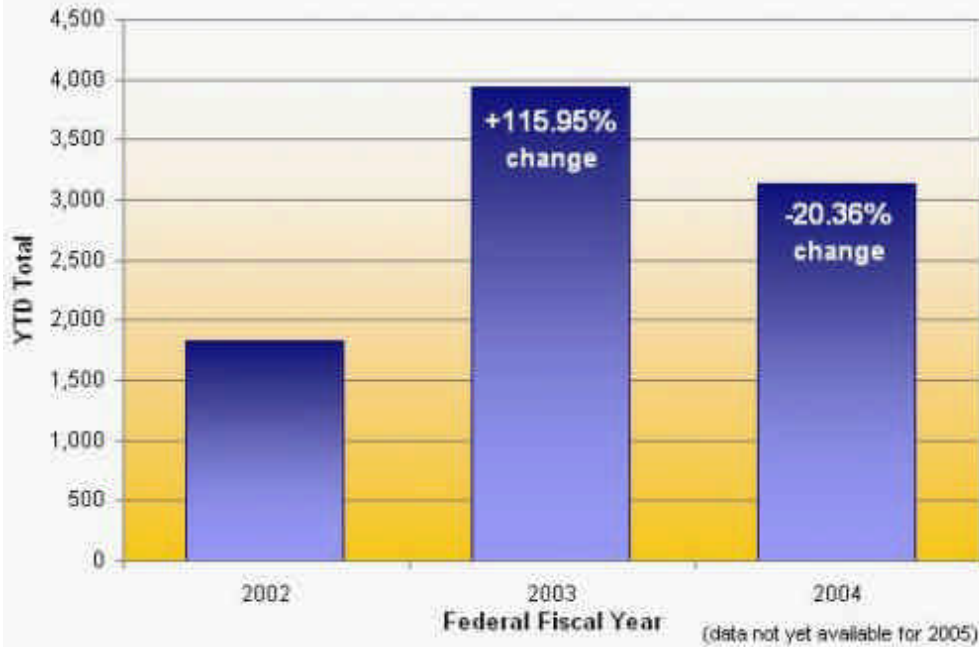
The department has placed emphasis on inspections through expanded mobile enforcement coverage, authorized traffic stops to selected and trained Commercial Vehicle Enforcement Officers, and conducted joint operations with the Alaska State Troopers and local police departments. This is a calendar year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

**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.

**Truck inspections conducted with mobile units**



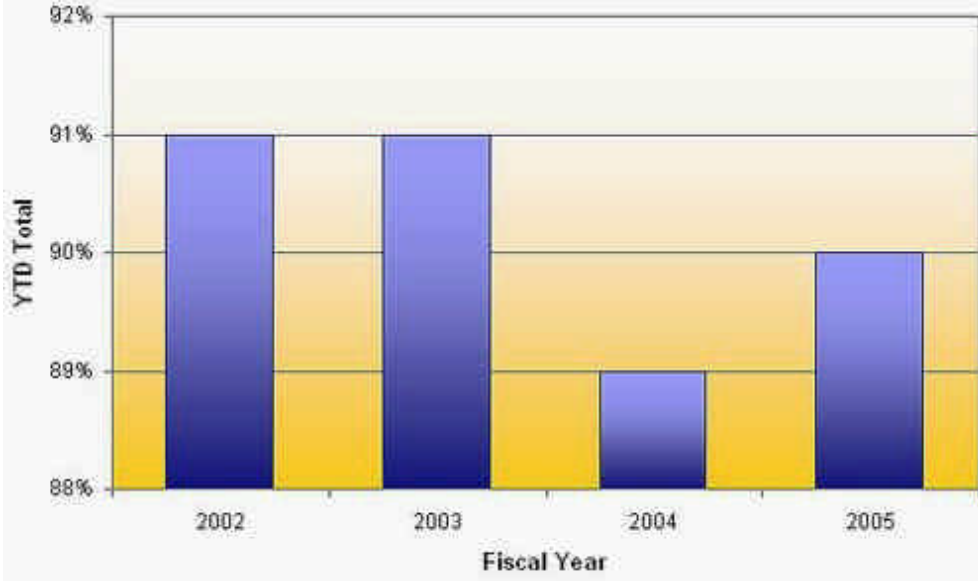
**Analysis of results and challenges:** Commercial motor vehicles that do not routinely pass through a fixed weigh station location for inspection are more likely to be non-compliant in both size and weight. Division inspection efforts will focus on identifying and correcting non-compliant over size 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.

**Compliance rate on weighing and measuring devices**



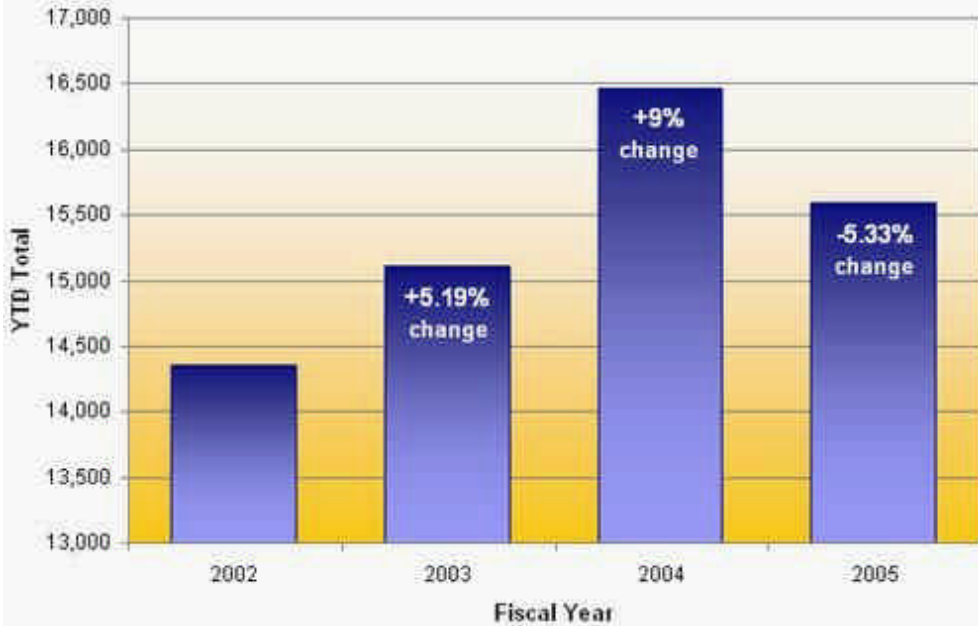
**Analysis of results and challenges:** Compliance rates average 90%, and this trend is expected to continue. The percentage of compliance rates decreased in the scanner program in FY04 primarily due to the initial inspection of new businesses. Improved compliance rates may be achieved through public education during the inspection process.

**C1: Strategy - Provide efficient inspection program.**

**Target #1:** Increase the number of scale, meter, scanner inspections by 2% compared to previous year.

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

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



**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, FY04 and FY05 increasing the number devices inspected. We anticipate the trend to continue in FY06.

### **Key RDU Challenges**

See component's Key Challenges.

### **Significant Changes in Results to be Delivered in FY2007**

See component's Significant Changes.

### **Major RDU Accomplishments in 2005**

See component's Accomplishments.

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

*All dollars shown in thousands*

	FY2005 Actuals				FY2006 Management Plan				FY2007 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
<b><u>Formula Expenditures</u></b>												
None.												
<b><u>Non-Formula Expenditures</u></b>												
Measurement Standards	1,595.2	0.0	3,104.0	4,699.2	1,724.0	0.0	3,518.8	5,242.8	1,949.0	0.0	3,862.3	5,811.3
DOT State Facilities Rent	11.4	0.0	0.0	11.4	11.4	0.0	0.0	11.4	0.0	0.0	0.0	0.0
<b>Totals</b>	<b>1,606.6</b>	<b>0.0</b>	<b>3,104.0</b>	<b>4,710.6</b>	<b>1,735.4</b>	<b>0.0</b>	<b>3,518.8</b>	<b>5,254.2</b>	<b>1,949.0</b>	<b>0.0</b>	<b>3,862.3</b>	<b>5,811.3</b>

**Measurement Standards & Comm Vehicle Enforcement  
Summary of RDU Budget Changes by Component  
From FY2006 Management Plan to FY2007 Governor**

*All dollars shown in thousands*

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
<b>FY2006 Management Plan</b>	<b>1,735.4</b>	<b>0.0</b>	<b>3,518.8</b>	<b>5,254.2</b>
<b>Adjustments which will continue current level of service:</b>				
-Measurement Standards	176.4	0.0	87.2	263.6
-DOT State Facilities Rent	-11.4	0.0	0.0	-11.4
<b>Proposed budget increases:</b>				
-Measurement Standards	48.6	0.0	256.3	304.9
<b>FY2007 Governor</b>	<b>1,949.0</b>	<b>0.0</b>	<b>3,862.3</b>	<b>5,811.3</b>