

State of Alaska FY2009 Governor's Operating Budget

Department of Transportation/Public Facilities Measurement Standards & Commercial Vehicle Enforcement RDU/Component Budget Summary

RDU/Component: Measurement Standards & Commercial Vehicle Enforcement

(There is only one component in this RDU. To reduce duplicate information, we did not print a separate RDU section.)

Contribution to Department's Mission

Enhance the safety of the motoring public, protect public infrastructure, and assure market place confidence and equitable trade.

Core Services

- Oversize/overweight commercial motor vehicle (CMV) permits - issues oversize/overweight permits. A permit specifies the routes and conditions under which vehicles or loads that exceed legal dimensions and weight limitations set by statute and regulation may move on the state highway system. Danger and inconvenience to the traveling public are minimized and potential damage to the highway structures and bridges is reduced.
- Commercial Vehicle Enforcement – Measurement Standards and Commercial Vehicle Enforcement (MS&CVE) operates seven-fixed, functional weigh stations at key locations across the state, performs roadside inspections using mobile inspection teams, and has patrol units performing traffic stops on unsafe operators. Commercial Vehicle Enforcement Officers weigh and inspect commercial vehicles to ensure that companies, drivers, and vehicles meet federal and state operating safety standards and regulations for size, weight, safety, permit and hazardous materials transport. In addition, vehicle inspections are performed at CMV crashes.
- Intelligent Transportation Systems/Commercial Vehicle Operations - ITS/CVO, Freight Mobility, develop, deploy and operate Intelligent Transportation Systems to facilitate greater mobility and efficiencies in commercial vehicle operations. The Freight Coordinator uses a Freight Analysis Framework to plan for a coordinated multimodal freight system within the State of Alaska.
- Commercial motor vehicle outreach - provide safety and hazardous material transport training and coordination of secondary size, weight and safety enforcement activities with other state and local enforcement agencies.
- Measurement Standards Testing - test prepackaged commodities labeled by weight or volume at retail and wholesale locations, ensuring the accuracy of net content weights. Inspect, test, and certify commercial meters, retail scanning systems, and commercial scales including retail, medium, large, fishing, and vehicle scales.
- Measurement Standards Metrology Laboratory - provides calibration and certification for the standards used by Weights and Measures Inspectors, other government agencies and industry. This includes mass standards to 1,000 pounds, volumetric provers to 1,000 gallons, speed detection devices, and portable weight enforcement scales. All certified equipment is traceable to the state standards.

End Result	Strategies to Achieve End Result
<p>A: Reduce fatalities and injuries from crashes involving commercial motor vehicles (CMV).</p> <p><u>Target #1:</u> Reduce commercial motor vehicle fatalities to below 5 year average.</p> <p><u>Measure #1:</u> Number of fatalities in large truck crashes compared to the average for the past 5 years.</p>	<p>A1: Increase the safety of commercial motor vehicles.</p> <p><u>Target #1:</u> Reduce the commercial motor vehicle out of service rate by 1% as compared to the average for the past five years.</p> <p><u>Measure #1:</u> Percent of commercial motor vehicle out of service rate compared the average of the past five years.</p> <p><u>Target #2:</u> 100% of new entrant carriers to receive a safety audit within 18 months of U.S. DOT registration.</p> <p><u>Measure #2:</u> Percent of new entrant safety audits received within 18 months of U.S. DOT registration.</p>
End Result	Strategies to Achieve End Result
<p>B: Protect and preserve highway infrastructure.</p> <p><u>Target #1:</u> 98% commercial motor vehicle weight</p>	<p>B1: Reduce number of illegal oversize/overweight CMV's on highways.</p>

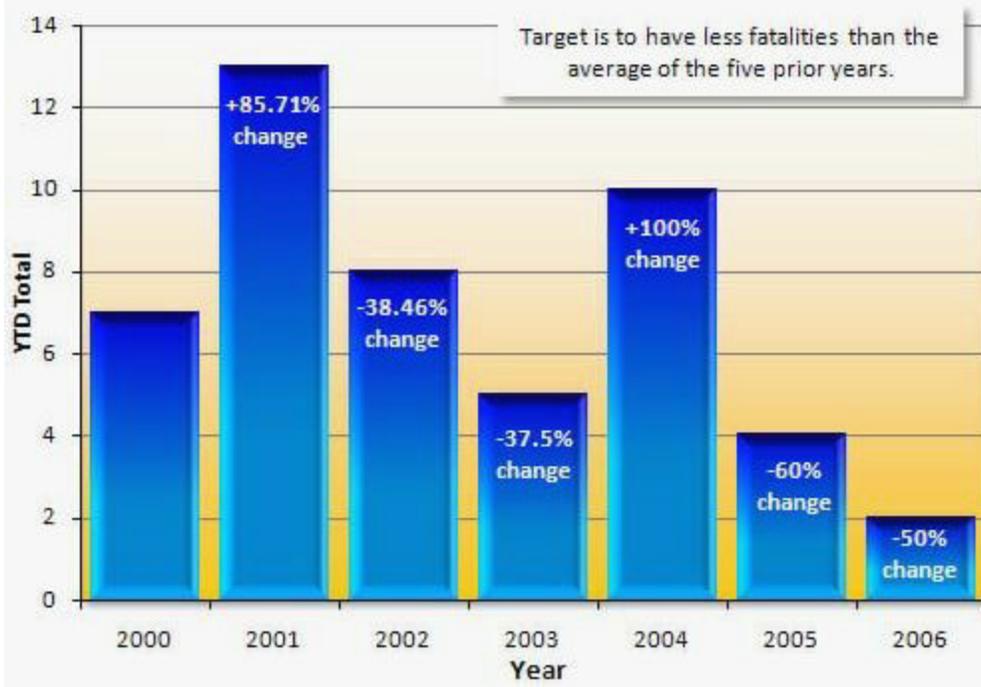
compliance at fixed and mobile inspection sites. <u>Measure #1:</u> Percent of inspected commercial motor vehicles that are weight compliant.	<u>Target #1:</u> Increase the number of roadside (mobile enforcement) commercial truck inspections by 5% over the previous year. <u>Measure #1:</u> Percent change in mobile enforcement truck inspections over the previous year.
End Result	Strategies to Achieve End Result
C: Assure and maintain market place confidence and equitable trade <u>Target #1:</u> Increase scale, meter and scanner compliance rate by 1%. <u>Measure #1:</u> Percent change in weighing and measuring device compliance rate compared to the previous year.	C1: Provide efficient inspection program. <u>Target #1:</u> Increase the number of scale, meter and scanner inspections by 1% compared to previous year. <u>Measure #1:</u> Percent change of scale, meter and scanner inspections compared to previous year.

FY2009 Resources Allocated to Achieve Results							
<p>FY2009 Component Budget: \$6,114,200</p>	<p>Personnel:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding-left: 20px;">Full time</td> <td style="text-align: right;">71</td> </tr> <tr> <td style="padding-left: 20px;">Part time</td> <td style="text-align: right;">0</td> </tr> <tr> <td style="padding-left: 20px;">Total</td> <td style="text-align: right; border-top: 1px solid black;">71</td> </tr> </table>	Full time	71	Part time	0	Total	71
Full time	71						
Part time	0						
Total	71						

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.



Analysis of results and challenges: Data is reported on a calendar year basis.

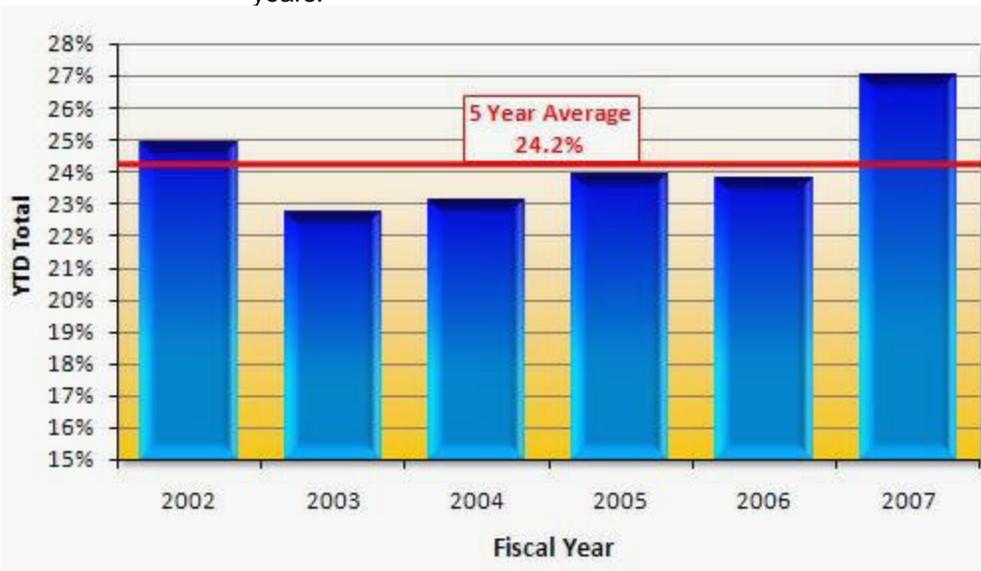
In 2005, large trucks represent about 4% of registered vehicles; however, they account for 7% of the vehicle-miles traveled on our nation's highways. Nationwide, in 2005, 5,212 people died in crashes involving a large truck, compared to 5,235 in 2004, 5,036 in 2003, and 4,939 in 2002. The data for 2006 is not yet available. 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 1% as compared to the average for the past five years.

Measure #1: Percent of commercial motor vehicle out of service rate compared the average of the past five years.



Analysis of results and challenges: Using mobile units, MS&CVE focused on the second truck population during the past fiscal year increasing the number of out of service violations. This increase should be relatively short-term as the second truck population comes into compliance with the latest regulations, by education and enforcement.

Second truck populations are those that travel on the road system and have routes that miss the fixed weigh stations.

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.

Target #2: 100% of new entrant carriers to 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.

Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD
FFY 2004	not available	not available	100%	100%	100%
FFY 2005	100%	100%	100%	100%	100%
FFY 2006	100%	100%	100%	100%	100%
FFY 2007	100%	0 0%	0 0%	0 0%	0 0%

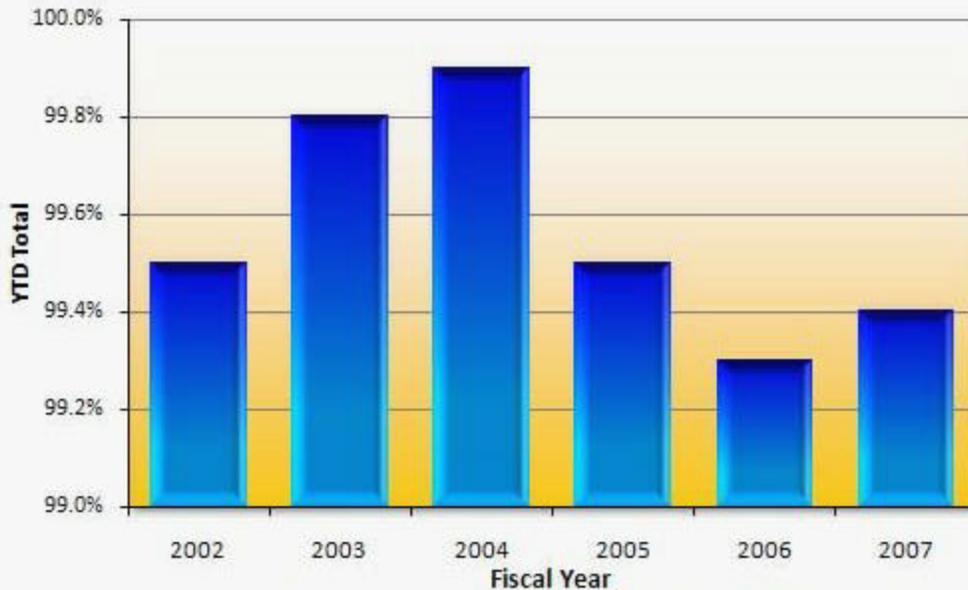
Data is reported on a federal fiscal year basis.

Analysis of results and challenges: 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.



Data is reported on a federal fiscal year basis.

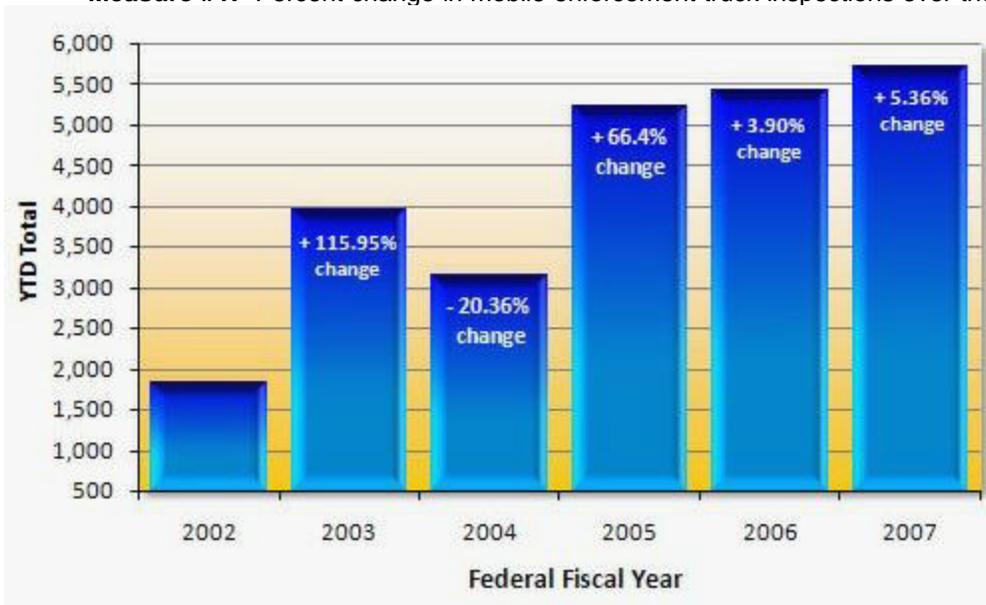
Analysis of results and challenges: Division inspection efforts focus on maintaining the high level of compliance at weigh stations and improving compliance at the roadside inspection locations. Weight compliant commercial motor vehicles do not contribute to premature deterioration of Alaska's roads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

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.

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 5% over the previous year.

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

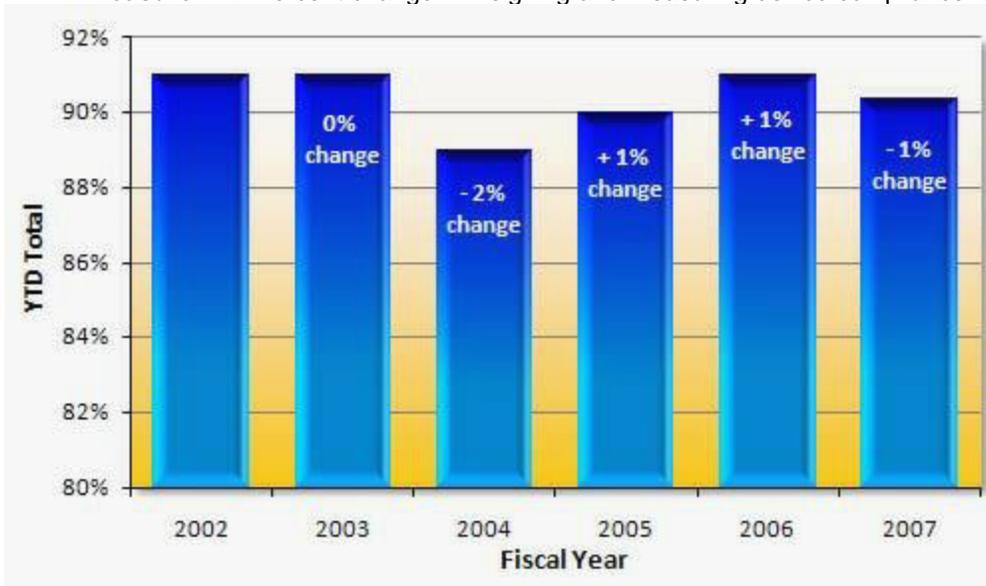


Analysis of results and challenges: Commercial motor vehicles that do not routinely pass through a fixed weigh station location for inspection are more likely to be non-compliant in both size and weight. Division inspection efforts will focus on identifying and correcting non-compliant oversize and overweight vehicles as both pose serious threats to highway safety and premature deterioration of Alaska's roads and bridges. The number of roadside commercial truck inspections increased by 5.36% in FFY2007.

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

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

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

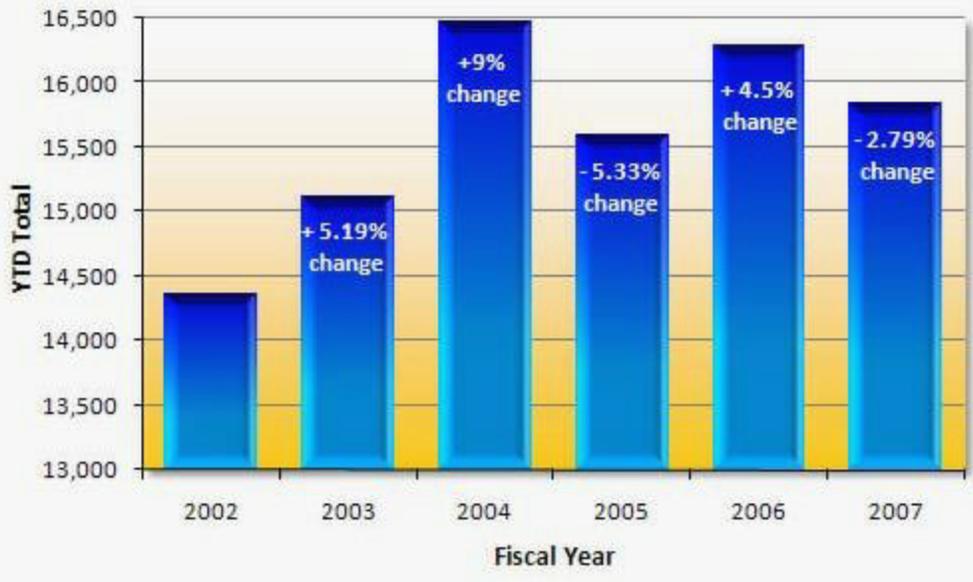


Analysis of results and challenges: The loss of two inspectors and a change in management personnel resulted in a decrease in inspections for FY 07 and a slight decrease in the compliance rates. The age of some key testing equipment resulted in additional lost production due to equipment breakdowns. Additional resources

added to price verification testing at new retail locations has resulted in a decrease in the compliance rates reported for scanner testing. Challenges for FY 08 will be to bring staffing levels back to normal and modernization of equipment to meet goals. A change in procedures will improve the accuracy of our reporting and, as a result, compliance rates should fall when reported in FY 08.

C1: Strategy - Provide efficient inspection program.

Target #1: Increase the number of scale, meter and scanner inspections by 1% compared to previous year.
Measure #1: Percent change of scale, meter and scanner inspections compared to 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. The number of scale, meter and scanner inspections decreased by 2.79% in FY2007.

Scales: The loss of personnel who tested scales caused a decrease in overall inspections. New personnel added mid-year and the replacement of aged equipment will bring the scale testing program on track to meet the goals for FY 08.

Meters: An increase in inspections due to the addition of new retail dispensers and the opening of new businesses in FY 07 increased the number of devices inspected. MS&CVE increased the inspections of fuel dispensers at the retail level in FY 07 and will continue this effort in FY 08 due to the high price of fuel and the potential for inaccurate measurement. New equipment added mid-year will increase the capacity to inspect meters in Southeast Alaska and the Aleutians.

Scanners: A marked increase in the installation of scanner systems occurred during FY 07 increasing the number of devices inspected. We anticipate the trend to continue in FY 08 and beyond. The addition of a full time staff member will increase the efficiency of the price verification testing and we expect an increase in the compliance rate from this effort.

Package Testing: FY 08 will bring a new reporting category illustrating our efforts and effects from the package testing program.

Key Component Challenges

Weights and Measures:

The scale truck in Juneau (vehicle # 4920) is a 1980 International and is no longer operational. It was used for large capacity scale testing. The loss of this specialty vehicle severely limits our ability in Southeast Alaska to meet mandated annual testing of scales. We also expect the imminent loss of the Northern Region vehicle which will result in additional stress to the one remaining vehicle in the Southcentral Region. The immediate result would be to limit testing of vehicle scales. MSCVE is mandated by AS 45.75.080 to at least annually inspect and test all weights and measures commercially used in the State of Alaska. The continuing increase in travel expenses has resulted in reevaluation of the feasibility of testing in some rural communities. Two communities in the Southeast Region have been cut from our service and additional cuts are planned for the Northeast and Aleutians.

Increased demand on the Divisions' resources from unfunded mandates in the form of regulation change by National Institute of Standards and Technology (NIST) will require resources to be diverted to equipment upgrades on the large volume provers and weight cart. The proposed change in U.S. regulations to allow for temperature compensation on retail fuel sales will require major reallocation of resources to provide a balanced marketplace.

Failure by businesses to voluntarily comply with our laws and regulations is forcing the Division to explore implementation of a citation program. MSCVE currently has the authority to implement a citation program per AS 45.75.050 Adoption of Regulations and AS 45.75.380 Offenses and Penalties. MSCVE would need to submit a Bail schedule to the Supreme Court before this could be implemented.

It continues to be difficult to find and train qualified staff. Inspectors must be given the tools and training needed to keep abreast of technology advances in device design and application. Weighing and measuring devices are being built with higher levels of sophistication and training must keep abreast of these changes. Resources for a Professional Development Program will be essential to retain quality employees. Once trained, Weights and Measures Inspectors and Metrologists are in great demand nation-wide.

Commercial Vehicle Enforcement (CVE):

In an effort to reduce fatalities and injuries involving commercial vehicles, additional resources are needed to increase such services as inspections, inspections in remote locations and audits. MS&CVE will continue to seek additional supplemental federal grant funding available for such activities as commercial bus inspections, mobile and automated commercial vehicle inspections, drug interdiction, enhanced border enforcement of commercial vehicles, and other commercial vehicle safety related activities. Additionally, patrol units could be increased that enforce size, weight and safety regulations. The long-term challenge is to provide an equal application and enforcement of commercial vehicle regulations throughout the road system to reduce not only fatalities and injuries, but also property damage and premature damage to the highway infrastructure. Commercial vehicle enforcement coverage will be extended to areas that are not monitored by fixed weigh stations, through the development and placement of Virtual Weigh Stations (VWS) and the deployment of Mobile Weigh Stations. The VWS roadside-mounted cameras will capture images of passing commercial motor vehicles (CMVs) and transmit those images to the closest fixed weigh station. In addition, the accompanying weigh-in-motion (WIM) system will screen passing CMVs for apparent weight violations. Weigh station operators will be able to view the images and WIM data, read the USDOT number, and check the number against the CVIEW database. When a problem is detected with a carrier's safety record or there is an apparent weight violation, an officer can be dispatched to intercept the CMV, perform the necessary checks or inspection and, if appropriate, take corrective action. Mobile Weigh Stations will allow Commercial Vehicle Officers to conduct inspections at any place along the highway infrastructure that has enough turnout space to safely accommodate commercial vehicles.

Commercial Vehicle Operations (CVO):

Improving the safety of Alaska's highways takes the cooperation and interaction of many organizations. MS&CVE must continue to foster a strong relationship with the Alaska State Troopers, local police departments, Alaska Highway Safety Office, Division of Motor Vehicles (DMV), Federal Motor Carrier Safety Administration (FMCSA), the Federal Highway Administration (FHWA), and the carriers and operators of commercial motor vehicles. MS&CVE will deploy internet based services and electronic screening technologies to confirm safe operations or identify carriers that require closer inspections at highway operating speeds. Safe operators will be able to continue past weigh and inspection stations saving valuable time and allowing commercial vehicle inspectors more time to focus on unsafe carriers. A new Advance Commercial Vehicle Information Systems & Networks (CVISN) Business Plan will be written, ensuring continued facilitation of the overall development of Intelligent Transportation Systems (ITS) systems architecture and technologies instrumental in improving commercial vehicle safety and mobility. While the initial implementation of the automated permit process was implemented a year ago and is running smoothly, enhancement of this system will allow for more complicated permits to be completed on-line and incorporate automatic verification of oversize-load routing. The online permit system will both speed up and simplify the permit application and approval process, increasing the mobility of commercial motor vehicle operators. Safety and security on the state's roads will correspondingly be enhanced by the greater participation in the permits process and awareness of oversize loads using the state's infrastructure.

Freight Mobility:

Alaska's economy relies on the efficient movement of freight throughout the state. MS&CVE will improve freight mobility by developing an internal operations plan that includes interstate, international, intermodal freight operations. The Division will develop more effective border inspection activities, increased enforcement of regulations, development of a freight operations information network, and deployment of an internet based permit application and issuance system.

Significant Changes in Results to be Delivered in FY2009

Full staffing levels will increase the number of device inspections. FY2007 and portions of FY08 were staffed at 70%.

Additional meter testing equipment in Southeast and the Aleutian Chain will greatly expand our testing capacity in those regions.

A new database being developed by MSCVE Information Technology staff is scheduled to be on-line in FY08, which will result in more accurate reporting and collection of registration fees.

Maintenance of existing weigh station scales is needed to assure certification and continued use. Deploying screening systems at weigh stations now includes the issuance of transponder units to allow safe and legal commercial vehicles to bypass the weigh station and proceed unimpeded. The use of more units will increase the efficiency of safety enforcement, resulting in fewer commercial vehicle delays. Another screening system at the Fox Weigh Station, just north of the city of Fairbanks, will enhance the movement of goods traveling to and from the North Slope of Alaska.

Major Component Accomplishments in 2007

- Completed 10,016 inspections during FFY07, which was up from 9,415 in FFY06 by 6.38%.
- Put 1,524 unsafe vehicles and 220 unqualified drivers Out of Service.
- Recorded 9,157 CVE violations for unsafe, overweight, or un-permitted vehicles and unsafe or unqualified drivers, etc.
- Deployed ASPEN-equipped laptop computers to police departments and strengthened the program to allow police officers to conduct 2,687 inspections.
- Scanned 6,213 trucks using the Division's Infra-Red Imaging System (IRIS) van, identifying 485 of these as having brake problems (7.8%).
- Participated in the Click It Or Ticket Campaign.
- Distributed "What Would They Do Without You" brochures during inspections and at the Alaska State Fair held in Palmer, AK.
- Earned a Federal Motor Carrier Safety Administration (FMCSA) safety data quality rating of "fair."
- Inspection to Upload' time was 4 days, well below the national average of 12 days.
- Issued 18,005 oversize/overweight permits, of which 1,885 were online permits.
- Weights and Measures tested 15,839 devices, 1,584 per full time equivalent (FTE), a decrease of 2.8% from FY06.

Statutory and Regulatory Authority

AS 45.75	Weights & Measures Act
AS 19.10.060	Size, Weight, & Load Provisions; Restriction On Use of Highways; Commercial Vehicle Inspection Program
AS 19.10.300	Financial Responsibility (Commercial Motor Vehicle)
AS 19.10.310	Commercial Motor Vehicle Safety Inspections
17 AAC 25	Truck Size, Weight and Safety Regulations
17 AAC 90	Specifications, Tolerances, and Regulations For Weighing and Measuring Devices

Contact Information

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**Measurement Standards & Commercial Vehicle Enforcement
Component Financial Summary**

All dollars shown in thousands

	FY2007 Actuals	FY2008 Management Plan	FY2009 Governor
Non-Formula Program:			
Component Expenditures:			
71000 Personal Services	4,626.2	5,004.9	5,348.8
72000 Travel	147.7	119.0	144.0
73000 Services	539.6	561.0	518.9
74000 Commodities	76.3	61.5	61.5
75000 Capital Outlay	73.0	41.0	41.0
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
Expenditure Totals	5,462.8	5,787.4	6,114.2
Funding Sources:			
1004 General Fund Receipts	1,759.6	1,870.1	2,037.7
1007 Inter-Agency Receipts	10.7	15.0	15.0
1061 Capital Improvement Project Receipts	1,654.6	1,912.0	2,016.2
1156 Receipt Supported Services	2,037.9	1,990.3	2,045.3
Funding Totals	5,462.8	5,787.4	6,114.2

Estimated Revenue Collections

Description	Master Revenue Account	FY2007 Actuals	FY2008 Management Plan	FY2009 Governor
Unrestricted Revenues				
Unrestricted Fund	68515	1.6	0.0	0.0
Unrestricted Total		1.6	0.0	0.0
Restricted Revenues				
Interagency Receipts	51015	10.7	15.0	15.0
Receipt Supported Services	51073	2,037.9	1,990.3	2,045.3
Capital Improvement Project Receipts	51200	1,654.6	1,912.0	2,016.2
Restricted Total		3,703.2	3,917.3	4,076.5
Total Estimated Revenues		3,704.8	3,917.3	4,076.5

**Summary of Component Budget Changes
From FY2008 Management Plan to FY2009 Governor**

All dollars shown in thousands

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
FY2008 Management Plan	1,870.1	0.0	3,917.3	5,787.4
Adjustments which will continue current level of service:				
-FY 09 Health Insurance Increases for Exempt Employees	0.2	0.0	0.0	0.2
-FY 09 Bargaining Unit Contract Terms: General Government Unit	67.6	0.0	206.1	273.7
-Correct Unrealizable Fund Sources for Salary Adjustments: GGU	81.9	0.0	-81.9	0.0
-Leased Facilities transferred into one component	-52.1	0.0	0.0	-52.1
Proposed budget increases:				
-Third Party Billing - requested inspections costs	0.0	0.0	35.0	35.0
-Weights and Measures Inspector Trainee position	70.0	0.0	0.0	70.0
FY2009 Governor	2,037.7	0.0	4,076.5	6,114.2

**Measurement Standards & Commercial Vehicle Enforcement
Personal Services Information**

Authorized Positions		Personal Services Costs		
	<u>FY2008</u>	<u>FY2009</u>		
	<u>Management</u>	<u>Governor</u>		
	<u>Plan</u>			
Full-time	70	71	Annual Salaries	3,249,512
Part-time	0	0	COLA	266,490
Nonpermanent	0	0	Premium Pay	162,592
			Annual Benefits	2,039,273
			<i>Less 6.45% Vacancy Factor</i>	<i>(369,067)</i>
			Lump Sum Premium Pay	0
Totals	70	71	Total Personal Services	5,348,800

Position Classification Summary

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Accounting Tech I	1	0	0	0	1
Administrative Assistant	1	0	0	0	1
Administrative Clerk II	1	0	0	0	1
Administrative Clerk III	6	0	0	0	6
Administrative Manager II	1	0	0	0	1
Administrative Supervisor	1	0	0	0	1
Analyst/Programmer IV	2	0	0	0	2
Chf Wgts Meas & Permit	2	0	0	0	2
Comm Vehicle Enforcemnt Off I	0	1	0	0	1
Comm Vehicle Enforcemnt Off II	10	11	0	8	29
Comm Vehicle Enforcemnt Off III	2	1	0	1	4
Division Director	1	0	0	0	1
Measure Standards Spvr	1	0	0	0	1
Micro/Network Spec I	1	0	0	0	1
Micro/Network Tech II	1	0	0	0	1
Planner II	1	0	0	0	1
Planner III	1	0	0	0	1
Research Analyst II	1	0	0	0	1
Secretary	1	0	0	0	1
State Metrologist I	1	0	0	0	1
State Metrologist II	1	0	0	0	1
Trans Planner II	1	0	0	0	1
Weights & Meas Insp I	3	1	1	0	5
Weights & Meas Insp II	3	1	1	0	5
Weights & Meas Insp Trne	1	0	0	0	1
Totals	45	15	2	9	71