

STATE OF NEVADA

COMMERCIAL VEHICLE SAFETY

PLAN



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FFY 2010

NEVADA DEPARTMENT OF PUBLIC SAFETY
HIGHWAY PATROL DIVISION
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MISSION & GOAL STATEMENTS



FMCSA

“There was time when we were perhaps defined by what we were in opposition to, more than what we advocated for. Because safety is such an important value to the Association and to our industry, we need to be defined by what we advocate for. We need to develop a proactive and comprehensive safety agenda and then advance that agenda with anyone who can help us, whether that be regulators or other safety groups.”
Don Osterberg, Co-Vice Chairman of American Trucking Associations’ Strategic Planning Task Force, December, 2008.

Mission

It is the Mission of the Nevada Highway Patrol to promote safety on Nevada highways by providing law enforcement traffic services to the motoring public.

Vision

It is the Vision of the Department of Public Safety - Highway Patrol Division to provide a united and diverse workforce, providing state-wide, 24 hour services to an educated motoring public and other highway users, which voluntarily complies with traffic laws, resulting in a safer highway environment.

Philosophy

As public servants, the Department of Public Safety - Highway Patrol Division will treat all persons with respect, and provide impartial, non-biased, professional and fiscally responsible services to the public. We will provide these services and keep the public trust by upholding the Constitution and laws of the United States and of the State of Nevada with the utmost integrity, honesty and fairness.

Goal

The Nevada Highway Patrol (NHP) changed its overall state goal in the 2008 Commercial Vehicle Safety Plan (CVSP). The previous goal targeted a reduction in the rate of large truck related fatalities to 1.65 per 100 million Truck Vehicle Miles Traveled (TVMT) by 2008, which in 2005 was 2.90 per 100 million TVMT. The 2008 change was made to align Nevada's goal with the Federal Motor Carrier Safety Administration's (FMCSA) goal by having consistent performance measures (Truck Vehicle Miles Traveled vs. Vehicle Miles Traveled).

The Nevada Fatality Reduction Goal and the timeframe associated with meeting it is:

The Goal of the NHP is to reduce the Nevada large truck and bus related fatalities rate to 0.16 fatalities per 100 million Vehicle Miles Traveled (VMT) by 2011, as averaged over the three preceding years.

The following are the most recent three year average fatality rates for Nevada:

3 Year Period	Fatality Rate
2005 - 2007	0.22
2004 - 2006	0.22
2003 - 2005	0.21
2002 - 2004	0.19
2001 - 2003	0.23
2000 - 2002	0.24

Source: FMCSA Crash Statistics – A&I Online

The following are the Nevada fatality rates per 100 million VMT between 2001 and 2006:

Nevada	2001	2002	2003	2004	2005	2006	2007
Fatality Rate	0.28	0.21	0.20	0.15	0.27	0.25	0.15

The NHP goal equates to a 24 percent reduction from the base period of 2003-2005 average fatality rate of 0.21. This represents an estimated average of 7 lives saved each year in the State of Nevada.

EXECUTIVE SUMMARY



FMCSA

National transportation policy has lost direction and a clear sense of purpose, threatening substantial costs to our collective prosperity, security, environment, and quality of life. We are recommending bold and comprehensive reform founded on a relatively simple proposition: U.S. transportation policy needs to be more performance-driven, more directly linked to a set of clearly articulated goals, and more accountable for results. (Performance Driven: A New Vision for U.S. Transportation Policy, National Transportation Policy Project, Executive Summary, 2009)

EXECUTIVE SUMMARY

BACKGROUND

Recent Nevada crash data shows a marked decrease in both fatal and non-fatal Commercial Motor Vehicle (CMV) crashes, declining from 649 in 2005 to 568 in 2007 (FARS, MCMIS, May 2009 data snapshot). NHP credits aggressive CMV enforcement, inspections, outreach and innovative operational activities as a contributing factor in the reduction of CMV crashes.

Crash data for the first two quarters of FFY 2009, compiled by NHP and viewable at www.nhp.nv.gov (go to the NHP box, and click on Safestat Reports), shows total crashes (all vehicle types) decreasing from 10,202 through the 2nd quarter in FFY 07 to 8,875 through the 2nd quarter in FFY 09. CMV crashes through the 2nd quarter show a marked decrease of from 633 in FFY 07 to 395 in FFY 09. While driving habit changes based on fuel prices and economic conditions may be contributing to this decrease, NHP is confident that proactive programs such as TACT, overtime and non-overtime Strike teams, and targeting construction related vehicle types are a major factor in these decreases.

Through in-depth examination of history reports generated by Fatal Accident Reporting System (FARS) and the Motor Carrier Management Information System (MCMIS), NHP identified specific trends and problems specifically with construction-related vehicle types. We have also identified the majority of our CMV/ non-CMV crashes result from violations caused by the non-CMV drivers. We have implemented many targeted enforcement operations at both these vehicle groups and intend to continue and enhance these efforts. Nevada has no fixed facilities, and relies completely upon mobile roving enforcement.

2010 PLAN HIGHLIGHTS

The Nevada 2010 CVSP defines a number of program activities that are proven methods for reducing CMV crashes and fatalities. These involve a variety of operations for conducting commercial driver and vehicle inspection and enforcement activities, including roving enforcement, scheduled and unannounced roadside inspections, voluntary motor coach terminal inspections, non-CMV driver enforcement, and targeted operations designed to address high crash corridors and high crash vehicle types. NHP continues an aggressive training program for both Trooper and commercial vehicle safety Inspectors, as well as what essentially amounts to a training program for local judiciaries. The 2010 CVSP places emphasis on public education and outreach through funding for media campaigns. NHP recognizes weakness in its data collection and reporting process, and is pursuing strategies that will improve Nevada's overall rating as soon as possible.

FMCFR Subpart 350.201(q) 1 through 3

To qualify for Basic Program funds, each state must promote activities in support of the following three activities:

- Activities aimed at removing impaired CMV drivers;
- Activities aimed at providing training to recognize alcohol or drug impaired drivers;
- Interdiction activities affecting transportation of controlled substances by CMV drivers and training.

Nevada has enacted a 0.08 percent blood alcohol concentration (BAC) law for non-CMV drivers, a 0.04 percent BAC law for commercial vehicle drivers (NRS 484.379778), and through adoption of the federal regulations for motor carrier safety (NRS 706.247), enforces on-duty commercial driver BAC not to exceed 0.01, or any detectable amount, as a basis for placing a CMV driver out-of-service for 24 hours (CVSA NAS OOS Criteria, Intoxicating Beverages). In addition, NRS 484.3667 doubles the penalties for speeding, driving with a BAC of greater than 0.04, and other violations, by CMV drivers in designated work zones.

Nevada was the first state to enact a law that requires all drivers to submit to chemical testing if intoxication is suspected in any vehicle driver. If a chemical test is requested by a law enforcement officer, a driver in Nevada can no longer refuse to submit to this testing. Nevada has also ascribed the CDL revocation process to the Department of Motor Vehicles (DMV) to overcome the issue of some in the Judiciary who were inconsistent in revoking the driving privilege of CDL drivers who showed BAC levels between .04 and .08.

NHP encourages Troopers to take an aggressive role in removing alcohol-impaired CMV drivers from the road. All NHP Troopers are trained in the recognition of a person under the influence of alcohol, both at the Nevada Department of Public Safety (DPS) training academy and in subsequent training sessions. In addition, NHP has equipped its commercial Troopers with Preliminary Alcohol Screening (PAS) or Portable Breath Detector (PBD) devices. PAS devices are state-of-the-art hand-held breath testing instruments which provide an on-the-spot accurate measurement of blood alcohol concentrations of suspected drunk drivers. 5 PBD units were authorized for purchase in the 2008 CVSP. Commercial Vehicle Safety Inspectors (CVSI) conducting Compliance Reviews and New Entrant Safety Audits include reviews of company alcohol and drug testing programs to ensure the meet federal regulations, and provide additional guidance in terms of the importance of these programs to both management and drivers.

Many NHP officers have received training as certified Drug Recognition Experts for detecting drug influence through a twelve-step evaluation process. Evaluations of suspected impaired individuals are performed when appropriate. NHP's drug interdiction program includes Operation Pipe Line, and a new K-9 program training Troopers for handling drug sniffing dogs. Troopers also utilize laser measuring devices to detect if trailer units have hidden storage compartments for purposes of hiding contraband, and are trained to recognize discrepancies in driver Hours Of Service (HOS) logbooks that may indicate possible drug activity.

FMCFR Subpart 350.201(t) 1 through 2

To qualify for Basic Program funds, each state must promote activities in support of the following two activities:

- Activities aimed at enforcing registration requirements (operating authority);
- Activities aimed at enforcing financial responsibility requirements.

The NHP Commercial Enforcement section has developed an interagency working group with Nevada Department of Transportation (NDOT) and DMV focused on the proper credentialing of CMV's in respect to basic registration, interstate registration, International Fuel Tax Agreement, and over-dimensional loads. This working group meets on a monthly basis and ensures the continuum of information exchange and monitors enforcement efforts. Information on revoked and suspended carriers is forwarded via email to enforcement personnel.

All vehicles operated in Nevada are required to maintain financial responsibility, and CMV's are no exception. Nevada state law requires a citation to be issued to any vehicle with no or inadequate financial responsibility. NHP personnel, both commercial and traffic, are trained in the proper review of insurance credentials, effectively creating a situation where all traffic stops become an activity targeting and enforcing financial responsibility.

PROGRAM DESCRIPTION



FMCSA

According to a recent American Transportation Research Institute (ATRI) study, Washington State is ranked number one in the country as having more traffic enforcement and lower crashes involving commercial motor vehicles. The top states were found to be more likely to formally develop “best practices” or “lessons learned” from traffic enforcement and other enforcement initiatives focused on commercial motor vehicle drivers. The ATRI research identified four major strategies as highly effective programs or tactics for addressing problem driving behavior.

- *Centering on aggressive driving apprehension programs/initiatives.*
- *Targeting both commercial motor vehicles (CMV) and non-CMV behavior patterns.*
- *Utilizing both highly visible and covert enforcement activities.*
- *Incorporating an internal performance-based system for managing enforcement by specific crash types, driver behaviors, and locations.*

Washington State Patrol Media Release, January 2006.

PROGRAM DESCRIPTION

PROGRAM STRUCTURE

The State of Nevada's commercial enforcement and safety efforts date back to the early 1960's when it was a Department of Motor Vehicles, Motor Carrier Enforcement Division function. In 1983 the State of Nevada adopted federal motor carrier safety regulations, training state personnel to enforce federal safety regulations. Nevada received its first Motor Carrier Safety Assistance Program (MCSAP) grant in 1984 for \$225,000. In 1985 the Motor Carrier Enforcement Division personnel were transferred to the Highway Patrol Division (HPD) within the Department of Motor Vehicles & Public Safety.

In 2001 the Highway Patrol Division was separated from the Department of Motor Vehicles and placed in the Department of Public Safety (DPS), and is currently responsible for implementing the MCSAP program. There are approximately 34,624 miles of highway in Nevada (560 miles of Interstate routes) with no permanent fixed inspection facilities, so mobile roving enforcement and temporary inspection sites are used to meet state and federal goals.

As of June 2009, the NHP Commercial Operations section has 49 authorized commercial Trooper positions and 12 CVSI positions statewide.

STAFFING As of May 2009	Authorized Positions SFY10	Positions Staffed	Positions Vacant
Southern Command Sgt.	3	3	0
Northern Command Sgt.	2	2	0
Central Command Sgt.	2	2	0
Southern Command Trp.	18	18	0
Northern Command Trp.	17	14	3
Central Command Trp.	14	10	4
Southern Command CVSI	5	5	0
Northern Command CVSI	4	4	0
Central Command CVSI	2	2	0
HQ CVSI	2	2	0
Totals	69	62	7

NHP estimates that by October 1, 2009, 66 Troopers, Sergeants and CVSIs in the three Commands and Headquarters will be trained in North American Standards (NAS) Level 1, 2, 3, 4 and 5, Parts A & B inspection regulations. In addition, 55 Troopers will be trained on general Hazmat regulations, 39 on cargo tank packaging, 39 on other bulk packaging, 20 on motor coach inspection, 9 on compliance reviews, and 5 on safety audits. 15 Troopers are trained for Level 6 inspections, and there are approximately 100 Traffic

Troopers trained to perform Level 3 inspections. NHP continues to include commercial enforcement training at its Cadet academies. Nevada has 70 Allied Agency personnel trained in Level 2/3 inspections. Beginning in 2009, NHP shifted 1 CVSI from Southern Command to Northern Command, and realigned duties of 1 CVSI to supervision of compliance reviews, safety audits and training.

STATE LEGISLATIVE AND REGULATORY ISSUES

The Nevada Legislature convened their biennial session February 2, 2009. The Legislature passed eight bills which were signed into law that have bearing on commercial motor vehicle operations and enforcement. These laws are summarized in the Grant Certifications and Supporting Documentation section of this CVSP. NHP Commercial personnel conducted a review of these new as well as existing laws and regulations, and certify they remain compatible with FMCSA regulations.

While the FMCSA requires each interstate motor carrier to have a U.S. DOT issued number, there is no requirement in Nevada for intrastate motor carriers to have a U.S. DOT number. Consequently, there is no convenient mechanism for tracking on a national basis the relative safety fitness of an intrastate motor carrier. In the 2008 CVSP, NHP proposed to strengthen Nevada law to require intrastate motor carriers to obtain a U.S. DOT number. A bill draft request (BDR), required as part of Nevada's biennial legislative process, was prepared for the 2009 State Legislature by Commercial staff. However, the BDR did not go forward as the Executive Branch was limited to 100 BDR submittals for the 2009 Legislative session by All Agency Memorandum #2008-12. NHP will continue to work with the Nevada Motor Transport Association, allied agencies and legislative staff up through the 2011 legislative session to attempt to have intra-state authority.

PARTNERSHIPS

The Nevada Office of Traffic Safety (OTS), in coordination with NDOT, NHP and numerous local jurisdictions, prepares and administers a comprehensive highway safety plan to reduce the number and severity of traffic crashes on Nevada public roadways.

The September 2006 Nevada Strategic Highway Safety Plan identifies five strategy categories: engineering, education, emergency services, enforcement, and data systems improvements. These categorical areas include twenty specific strategies that contain specific actions such as DUI checkpoints, seatbelt enforcement campaigns, and integrated crash analysis. NHP, including the Commercial Section, will play an integral role in implementing these strategies. The plan can found at: www.nevadadot.com/reports_pubs/safety_plan.

The DMV, Motor Carrier Division is responsible for commercial vehicle registrations and fuel licenses for interstate trucking firms and other businesses that operate heavy equipment. The Division collects all Nevada fuel taxes and licenses fuel suppliers, dealers, transporters and exporters. The Division addresses non-compliance issues related to overweight vehicles, dyed fuel violations, the Interstate Registration Program, and the International Fuel Tax Agreement by assessing administrative penalties to non-compliant motor carriers.

NDOT works in cooperation with NHP on improving highway engineering and design to reduce the likelihood of crashes caused by highway geometrics. In addition, NDOT provides and maintains pull-offs in certain areas for truck inspections and supports NHP radio communications. NHP and DOT cooperate for the annual Size and Weight Plan for

Nevada as required by the Federal Highway Administration. In FFY 08, NDOT provided a truck and driver for the TACT program. NDOT received a FMCSA grant in the amount of \$1,224,318 for a CVISN project. CVISN was designed to initiate a PrePass program for CMVs in Nevada. The grant agreement required that Nevada provide a \$750,000 match.

Given the unique nature of the Nevada CMV enforcement environment, specifically being the only state in the nation without entry inspection stations and the vast amount of rural roadway involved, Nevada has to be very careful regarding the types of ITS projects it undertakes. While some ITS projects may be beneficial (data uploads for Troopers in remote locations), other projects such as the CVISN project should be thoroughly assessed before implementation to ensure they are cost effective and have the necessary support to succeed.

The NHP Commercial section uses a 1997 Beaver Motor Home as a Mobile Command Center (MCC). The MCC provides Troopers the ability to set up mobile roving enforcement (MRE) sites anywhere in the state. The MCC is used at CVSA sponsored operations such as the 72 Hour Brake Check and Operation Safe Driver, as well as special events such as truck shows or the New Year's Eve special enforcement. The MCC is not used for NHP activities not related to the MCSAP program. The MCSAP program pays for the cost of insurance coverage, gas and propane.

The NHP continues to work closely with the FMCSA Nevada Division Office on grant, operational and technical issues. The NHP wishes to thank Divisional Administrator William Bensmiller and his staff for their support of the Nevada MCSAP program. NHP will continue to monitor and coordinate with the FMCSA on such issues as the Comprehensive Safety Analysis 2010 Initiative, improvements to the identification of high risk carriers, innovative program approaches, and safety improvements through technology.

NHP is aware of and tracking Transportation Security Administration (TSA) Security Action Items (SAI) proposed by that agency, as well as the Hazardous Security Sensitive Materials list. NHP will continue to monitor and as necessary incorporate TSA security actions into training and inspection activities.

NHP is actively involved in programs and activities of the CVSA. Each year NHP participates in the Unannounced Brake Check operation, Road Check operation, and Brake Safety Week. In addition, NHP personnel participate on CVSA committees, and attend the annual conference, and participate in the North America Inspectors Challenge and COHMED.

NHP partners with the Nevada Motor Transport Association (NMTA) to promote the No-Zone, assist with TACT coordination, develop legislative strategies, and encourage their members with involvement of NHP programs. NHP also supports other NMTA sponsored events as well, such as the Nevada Truck Drivers Challenge, the Truck Show in Las Vegas and the Hot August Nights Truck Show in Reno.

NATIONAL PROGRAM ELEMENTS AND EMPHASIS AREAS

National Program Elements/FY 2010 National Emphasis Areas And State CMV Safety Program Objectives Placement Summary.

National Program Elements & FY 2010 National Emphasis Areas	STATE CMV SAFETY PROGRAM OBJECTIVES				
	Crash Reduction	Safety Improvement	HM Transportation Safety	Passenger Transportation Safety	Safety Data Quality
Driver/Vehicle Inspections					
- <i>Driver-focused*</i>	Pg. 16, Strategy 1 & 2.	Pg. 19, Strategy 1.	Pg. 24, Strategy 1.	Pg. 26, Strategy 1.	
- <i>Passenger carrier*</i>				Pg. 26, Strategy 1 & 2.	
Traffic Enforcement					
- <i>W/ inspections*</i>	Pg. 16, Strategy 1 & 2.	Pg. 19, Strategy 1.	Pg. 24, Strategy 1.		
- <i>W/o inspections*</i>		Pg. 19, Strategy 1.			
Compliance Reviews					
- <i>Interstate*</i>					
- <i>Intrastate*</i>		Pg. 19, Strategy 2.			
Public Education and Awareness			Pg. 21, Strategy 3.	Pg. 26, Strategy 2.	
Data Collection					
- <i>Completeness*</i>					
- <i>Accuracy*</i>					Pg. 29, Strategy 1 & 2.
- <i>Timeliness*</i>					
Rural Road CMV Initiatives*	Pg. 16, Strategy 2.	Pg. 19, Strategy 3.			
Hazardous Materials Program*			Pg. 21, Strategy 1.		
Seat Belt Enforcement*	Pg. 16, Strategy 1 & 2.	Pg. 19, Strategy 1.			

* Denotes a FY 2010 National Emphasis Area

STATE CMV SAFETY PROGRAM OBJECTIVES



BadgeOnBoard.NV.gov

The Glenn Group

A competitive program targeting a difficult but shared goal can ignite fresh new coalitions and incentivize innovative, new approaches, including politically tough measures, to put forth effective strategies to successfully compete for scarce federal dollars. From the analyses we can draw out several common essential features for the design of an effective performance-based program:

*n **Actually linking funding to performance.** Simply defining program goals with eligibility standards does little to assure any desired performance outcome.*

*n **Getting the measures right.** This means clearly defining the desired outcomes in terms that can be reliably and consistently measured.*

*n **Shared decision-making.** An effective partnership between the legislative and the executive is necessary for assuring an outcome-oriented, fact-based, objective and evidentiary decision-making process. (Performance Driven: A New Vision for U.S. Transportation Policy, National Transportation Policy Project, 2009)*

CMV CRASH REDUCTION

PROBLEM STATEMENT

Statistical data drawn from FARS and MCMIS indicate that the highest crash corridors in the state are the Las Vegas valley (Clark County), the greater Reno-Sparks urban area, and I-80 from Wendover to Battle Mountain during inclement weather. During FFY 06, the majority of commercial vehicles crashes in Nevada occurred in the Las Vegas valley. The table below shows the number of large trucks involved with both fatal and non-fatal crashes compared with the total statewide.

Large Truck Fatal and Non-Fatal Crashes

CY	2002	2003	2004	2005	2006	2007
Clark County	354	379	297	402	313	300
Total Statewide	588	605	579	649	594	568
Percent	60.2	62.6	51.3	61.9	52.7	52.8

Source: A&I Online, FMCSA, May 2009

15 out of 25 large trucks involved in fatal crashes that occurred on Nevada roadways in CY 2007 were in Clark County, equating to about 60 percent of all fatalities statewide. In FFY03, the percentage of Nevada fatalities in Clark County was 33 percent.

For the first two quarters of FFY 09, the NHP Quarterly MCSAP report shows that 2 out of the 6 fatal crashes involving commercial vehicles in Nevada occurred in the Las Vegas valley. During this same period, the Valley had 217 out of 395 (55%) of the total commercial vehicle crashes.

YEAR INITIATED: 2002 or Prior

YEAR OF PLANNED COMPLETION: 2011

PERFORMANCE OBJECTIVES

- To maintain at least a 5 percent reduction of Clark County large truck fatal and non-fatal crashes from 2006 levels between 2008 and 2011 (from 313 in 2006 to 297 between 2008 - 2011).
- To maintain at least a 5 percent reduction of Statewide large truck fatal and non-fatal crashes from 2006 levels between 2008 and 2011 (from 594 in 2006 to 564 between 2008 - 2011).

PERFORMANCE MEASURES

- Using MCMIS data, identify the number of Clark County and Statewide large truck fatal and non-fatal crashes between 2006 and 2011.

PROGRAM STRATEGIES

STRATEGY 1 ENFORCEMENT – HIGH CRASH CORRIDORS	STRATEGY 2 ENFORCEMENT – RURAL AREAS
Commands will identify CMV high crash corridors and target moving violations in the identified problem areas during normal, Non-Overtime assignments using High Crash Corridor Strike Force operations.	Commands will identify high accident corridors in rural areas and target moving violations in the identified areas using Rural Strike Force operations.

<p>Activity 1-1 Commands will monitor crash data and assign enforcement personnel to high-crash corridors, with a minimum of 360 hours (5 percent of all shift time) obligated to Non-Overtime, High Crash Corridor Strike Forces.</p> <p>Activity Measure Monthly hours of Non-Overtime Strike Force in high crash corridors.</p>	<p>Activity 2-1 Southern Command to assign 1 Sergeant, 5 Troopers and 1 CVSI to 3-day (1 OT) Rural Strike Force operations 6 times per year.</p> <p>Activity Measure Annual number of Southern Command Rural Strike Force operations.</p> <p>Activity 2-2 Central Command to assign 1 Sergeant, 4 Troopers and 1 CVSI to 3-day (1 OT) Rural Strike Force operations 3 times per year.</p> <p>Activity Measure Annual number of Central Command Rural Strike Force operations.</p> <p>Activity 2-3 Northern Command to assign 1 Sergeant, 4 Troopers and 1 CVSI to 3-day (1 OT) Rural Strike Force operations 3 times per year.</p> <p>Activity Measure Annual number of Northern Command Rural Strike Force operations.</p>
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MONITORING

NHP will routinely review crash data and adapt enforcement operations as crash corridor conditions change. NHP will monitor progress on the program objective by quantifying crash data on the monthly Statewide Goal and Activity Reports prepared by each of the three Commands. The Quarterly Report includes a breakdown of crashes in Southern Command that reflect activity within the Las Vegas valley.

Direct enforcement inspection activities are monitored on the monthly reports as well. The Quarterly Report includes a breakdown of direct enforcement inspections and citations/arrests statewide. The Quarterly Report will also include:

- The fatal crashes at which the commercial vehicle was at fault as a percent of total number of fatal crashes involving commercial vehicles;
- The crashes involving commercial vehicles as a percent of total crashes;
- The fatal crashes involving commercial vehicles as a percent of total crashes.

EVALUATION

Crash data will be evaluated monthly to confirm that enforcement activity is targeting the greatest threats to safety in high crash corridors and rural areas. Changes to operations may be made based on evaluation of this data.

STATUS UPDATE

- Strategy 2 from the 2009 CVSP has been changed in the 2010 CVSP to reflect Rural Strike operations instead of Southern Targeted Enforcement Program (STEP) operations.
- Strategy 3 from the 2009 CVSP has been removed as that strategy is in the 2009 and 2010 Education and Outreach section.
- Activity 1-1 and 1-2 from the 2009 CVSP have been combined in the 2010 CVSP as Activity 1-1.
- Activity 1-3 was redundant with the Performance Objective in Traffic Enforcement with Inspection.

CMV CRASH REDUCTION							
Performance Objectives							
Maintain at least a 5% reduction of Clark Co. large truck fatal and non-fatal crashes from 2006 levels (313 to 297)							
Maintain at least a 5% reduction Statewide large truck fatal and non-fatal crashes from 2006 levels (594 to 564)							
Performance Objective Measures							
Number of Clark Co. Large Truck Fatal and Non-Fatal Crashes							
2006	2007	2008	2009	2010	2011	CY	
313	300					MCMIS	
Number of Statewide Large Truck Fatal and Non-Fatal Crashes							
2006	2007	2008	2009	2010	2011	CY	
594	568					MCMIS	
Activity 1-1	Monthly Hours of Non-Overtime Strike Forces in High Crash Corridors						
2006	2007	2008	2009	2010	2011	FFY	
NA	NA	NA				NHP Goal Achive Report	
Activity 2-1	Number of Southern Command Rural Strike Ops						
2006	2007	2008	2009	2010	2011	FFY	
NA	NA	NA				NHP Goal Achive Report	
Activity 2-2	Number of Central Command Rural Strike Ops						
2006	2007	2008	2009	2010	2011	FFY	
NA	NA	NA				NHP Goal Achive Report	
Activity 2-3	Number of Northern Command Rural Strike Ops						
2006	2007	2008	2009	2010	2011	FFY	
NA	NA	NA				NHP Goal Achive Report	

CMV Safety Improvement

PROBLEM STATEMENT

Many safety related problems have been identified as related to intrastate trucking, specifically in the construction trade. Up until the current recession, Nevada has been one of the fastest growing states in the nation over the past eighteen years, and this situation has led to a marked increase in construction related CMV traffic. According to the FMCSA Tables below, in 2007, 40 percent of fatal CMV crashes (10 out of 25) and 33 percent of non-fatal CMV crashes (181 out of 543) were associated with construction related cargo (flatbed, dump and concrete mixer), above the national average. Between 2003 and 2007, construction related units have been involved in 48 percent of fatal (86 out of 180) and 35 percent of non-fatal (998 out of 2,815) crashes in Nevada. Specifically, 13 out of 25 large trucks involved in fatal crashes that occurred on Nevada roadways in FFY06 were in rural areas.

In addition, with the emphasis on highway improvement projects to help stimulate the economy, Nevada, as with all states, will have a number of work zones established. Work zones create a significant safety risk for both motorists and construction workers and flaggers.

Furthermore, Intra-state carriers are not afforded the same level of Compliance Review as Interstate carriers. NHP recognizes that by conducting reviews on Intrastate carriers, enforcement of vehicle safety and traffic laws, industry education, and industry compliance with federal commercial motor vehicle laws, the severity and number of crashes can be reduced. Many of these crash factors can be mitigated by educating the commercial vehicle operators by identifying accident causing factors and through proper safety instruction. During the 2009 Nevada Legislative session, NHP submitted Bill Draft Requests seeking authority to issue Intra-state DOT numbers. This attempt was unsuccessful, however NHP will continue to pursue this objective in the upcoming 2011 Nevada Legislative session.

Nevada: Summary of Large Trucks Involved in Crashes						Download Table Data
Number of Large Trucks Involved in:	2003	2004	2005	2006	2007	
Fatal and Non-Fatal Crashes (FARS & MCMIS)	605	579	649	594	568	
Fatal Crashes (FARS)	36	28	48	43	25	
Fatal Crashes (MCMIS)	36	23	49	45	27	
Non-Fatal Crashes (MCMIS)	569	551	601	551	543	
Injury Crashes (MCMIS)	272	289	284	181	186	
Towaway Crashes (MCMIS)	297	262	317	370	357	
HM Placard Crashes (MCMIS)	15	5	4	3	4	
Number of:						
Fatalities (FARS)	32	29	53	51	29	
Injuries (MCMIS)	451	426	517	271	269	
The MCMIS Crash File is intended to be a census of trucks and buses involved in fatal, injury and towaway crashes; however, some States do not report all FMCSA-eligible crashes. FMCSA continues to work with the States to improve data quality and reporting of all eligible truck and bus crashes to the MCMIS crash file.						

FARS & MCMIS, September 2008 Data Snapshot

History Report: Large Trucks Involved in Crashes by Cargo Body Type

[Download Table Data](#)

Nevada	Fatal														
	2003			2004			2005			2006			2007		
	State Total		State-USA Percent												
Van/Enclosed Box	11	30.6%	-34.3%	8	28.6%	-40.5%	19	39.6%	-19.5%	17	39.5%	-17.7%	8	32.0%	-32.2%
Cargo Tank	4	11.1%	48.0%	1	3.6%	-53.2%	4	8.3%	13.7%	3	7.0%	-4.1%	3	12.0%	48.1%
Flatbed	12	33.3%	154.2%	6	21.4%	67.2%	10	20.8%	73.3%	9	20.9%	67.2%	6	24.0%	93.5%
Dump	6	16.7%	60.6%	8	28.6%	180.4%	14	29.2%	183.5%	9	20.9%	101.0%	4	16.0%	83.9%
Concrete Mixer				1	3.6%	200.0%				1	2.3%	91.7%			
Auto Transporter													1	4.0%	471.4%
Garbage/Refuse	1	2.8%	0.0%	2	7.1%	208.7%									
Grain, Chips, Gravel										1	2.3%	21.1%	2	8.0%	185.7%
Pole															
Not Applicable															
Intermodal															
Logging															
Vehicle Towing Another Vehicle															
Other	2	5.6%	-12.5%	1	3.6%	-51.4%				3	7.0%	-14.6%	1	4.0%	-49.4%
Unknown				1	3.6%	-36.8%	1	2.1%	-65.6%						
Missing															
Total	36			28			48			43			25		

History Report: Large Trucks Involved in Crashes by Cargo Body Type

[Download Table Data](#)

Nevada	Non-Fatal*														
	2003			2004			2005			2006			2007		
	State Total		State-USA Percent												
Van/Enclosed Box	259	45.5%	25.0%	236	42.8%	15.1%	248	41.3%	10.1%	219	39.7%	9.7%	263	48.4%	25.7%
Cargo Tank	37	6.5%	30.0%	43	7.8%	50.0%	28	4.7%	-13.0%	37	6.7%	26.4%	36	6.6%	22.2%
Flatbed	103	18.1%	66.1%	101	18.3%	59.1%	105	17.5%	45.8%	93	16.9%	40.8%	97	17.9%	55.7%
Dump	82	14.4%	69.4%	74	13.4%	55.8%	91	15.1%	67.8%	92	16.7%	96.5%	76	14.0%	64.7%
Concrete Mixer	19	3.3%	230.0%	12	2.2%	100.0%	22	3.7%	236.4%	23	4.2%	281.8%	8	1.5%	50.0%
Auto Transporter	7	1.2%	20.0%	2	0.4%	-63.6%	7	1.2%	9.1%	7	1.3%	30.0%	7	1.3%	18.2%
Garbage/Refuse	15	2.6%	8.3%	10	1.8%	-25.0%	8	1.3%	-50.0%	10	1.8%	-25.0%	7	1.3%	-48.0%
Grain, Chips, Gravel				12	2.2%	46.7%	10	1.7%	13.3%	14	2.5%	56.3%	9	1.7%	6.2%
Pole				1	0.2%	-60.0%	1	0.2%	-60.0%	4	0.7%	16.7%			
Not Applicable															
Intermodal															
Logging															
Vehicle Towing Another Vehicle															
Other	43	7.6%	-63.1%	45	8.2%	-56.6%	54	9.0%	-52.9%	37	6.7%	-69.8%	35	6.4%	-70.0%
Unknown															
Missing	4	0.7%	-94.3%	15	2.7%	-77.7%	27	4.5%	-53.1%	15	2.7%	-67.1%	5	0.9%	-88.3%
Total	569			551			601			551			543		

*The MCMIS Crash File is intended to be a census of trucks and buses involved in fatal, injury and towaway crashes; however, some States do not report all FMCSA-eligible crashes. FMCSA continues to work with the States to improve data quality and reporting of all eligible truck and bus crashes to the MCMIS crash file.

Rank/State	Rural VMT (Millions) 5-Year Average	Fatalities in Rural Crashes 5-Year Average	Fatality Rate per 100 Million Rural VMT 5-Year Average
1 Florida	41,372	1,466	3.54
2 Arizona	17,869	597	3.34
3 South Carolina	28,515	912	3.20
4 Mississippi	24,442	747	3.06
5 Nevada	5,542	158	2.85

FARS & MCMIS, September 2008 Data Snapshot

YEAR INITIATED: 2008

YEAR OF PLANNED COMPLETION: 2011

PERFORMANCE OBJECTIVE

- To maintain at least a 10 percent reduction of the number of non-fatal construction cargo (flatbed, dump, concrete) crashes from 2006 levels between 2008 and 2011 (from 208 in 2006 to 187 between 2008 – 2011).

PERFORMANCE MEASURES

- Using MCMIS data, identify the number of non-fatal construction type cargo crashes between 2006 and 2011.

PROGRAM STRATEGIES

<p>STRATEGY 1 ENFORCEMENT – WORK ZONES</p> <p>Commands will identify high crash work zones and target moving violations in the identified problem areas during normal, Non-Overtime assignments using Work Zone Strike Force operations.</p>	<p>STRATEGY 2 LEGISLATION – INTRASTATE</p> <p>Prior to and through the 2011 Legislative session, consult/coordinate with key entities regarding passage in 2011 of an Intra-state compliance review program.</p>
<p>Activity 1-1 Each Command will deploy 2 Work Zone Strike Force operations per year in identified work zones. Activity Measure Annual number of Work Zone Strike Force operations.</p> <p>Activity 1-2 Each Command will conduct Work Zone Strike Force inspections related to CMV moving violations in work zones. Activity Measure Annual number of CMV inspections from Work Zone Strike Force operations.</p>	<p>Activity 2-1 Work with FMCSA, NMTA, allied agencies, and others to develop an intra-state numbering system and subsequent compliance review program. Activity Measure Submittal in 2011 of a Bill Draft Request and subsequent passage of legislation to implement an Intra-state commercial motor vehicle number identification system.</p>

MONITORING

NHP will monitor progress on the program objective by quantifying construction type cargo inspection data on the monthly Statewide Goal and Activity Reports prepared by each of the three Commands. The Quarterly Report will include a breakdown of Construction Strike activity, including the number of inspections and citations/arrests.

EVALUATION

Strike activity will be evaluated quarterly to ensure the enforcement activity is done for both construction vehicle types and in rural areas. This evaluation will take into activity reports, crash data and other factors that influence the location and timing of these strike activities.

STATUS UPDATE

- Strategy 1 from the 2009 CVSP was changed in the 2010 CVSP to reflect work zone enforcement instead of construction vehicles. Activity 1-2 in the 2009 CVSP was deleted as it was the same as the 2010 Performance Objective and Measure.
- Strategy 2, Activities 2-1 and 2-2 have been combined into Activity 2-1 in the 2010 CVSP.
- Strategy 3 from the 2009 CVSP has been incorporated in the 2010 CVSP into the CMV Crash Reduction section as Rural Strike Force operations.

CMV SAFETY IMPROVEMENT									
Performance Objectives									
Maintain at least a 10% reduction of non-fatal construction cargo crashes from 2006 levels (from 208 to 187)									
Performance Measures									
Number of Non-Fatal Construction Related Cargo Vehicle Crashes									
	2006	2007	2008	2009	2010	2011	CY		
	208	181					MCMIS		
Activity 1-1	Number of Work Zone Strike Force Ops								Changed in 2010
	2006	2007	2008	2009	2010	2011	FFY		
	NA	NA	NA				NHP Goal Achieve Report		
Activity 1-3	Number of Work Zone Strike Force Inspections								Changed in 2010
	2006	2007	2008	2009	2010	2011	FFY		
	NA	NA	NA				NHP Goal Achieve Report		
Activity 2-2	Enactment of Intrastate Authority Legislation								
		2007		2009		2011	Legislative Session Years		
		NA		None			NHP		

HAZARDOUS MATERIALS TRANSPORTATION SAFETY

PROBLEM STATEMENT

The number of Hazardous Materials (Hazmat) crashes in Nevada is difficult to quantify, as Safetynet does not provide that information. Based on information provided by the National Tank Truck Carriers, Inc., a trade association for the cargo tank industry, they indicate that it is reasonable to estimate that over 70 percent of cargo tank trucks are laden with hazardous material as defined by the US DOT (NTTC website).

According to the FMCSA, Nevada had 36 non-fatal cargo tank truck crashes in 2007. Therefore, if 70 percent of these crashes involved Hazmat, then Nevada had approximately 25 Hazmat crashes statewide in 2007. Given the nature of Hazmat transportation, any of these crashes could have led to a catastrophic event. Therefore, NHP recognizes that the current number of Hazmat crashes is too great and needs to be reduced.

History Report: Large Trucks Involved in Crashes by Cargo Body Type													Download Table Data		
Nevada		Non-Fatal*													
Cargo Body	2003			2004			2005			2006			2007		
	State Total	State-USA Percent	State-USA Percent	State Total	State-USA Percent	State-USA Percent	State Total	State-USA Percent	State-USA Percent	State Total	State-USA Percent	State-USA Percent	State Total	State-USA Percent	State-USA Percent
Van/Enclosed Box	259	45.5%	25.0%	236	42.8%	15.1%	248	41.3%	10.1%	219	39.7%	9.7%	263	48.4%	25.7%
Cargo Tank	37	6.5%	30.0%	43	7.8%	50.0%	28	4.7%	-13.0%	37	6.7%	26.4%	36	6.6%	22.2%
Flatbed	103	18.1%	66.1%	101	18.3%	59.1%	105	17.5%	45.8%	93	16.9%	40.8%	97	17.9%	55.7%
Dump	82	14.4%	69.4%	74	13.4%	55.8%	91	15.1%	67.8%	92	16.7%	96.5%	76	14.0%	64.7%
Concrete Mixer	19	3.3%	230.0%	12	2.2%	100.0%	22	3.7%	236.4%	23	4.2%	281.8%	8	1.5%	50.0%
Auto Transporter	7	1.2%	20.0%	2	0.4%	-63.6%	7	1.2%	9.1%	7	1.3%	30.0%	7	1.3%	18.2%
Garbage/Refuse	15	2.6%	8.3%	10	1.8%	-25.0%	8	1.3%	-50.0%	10	1.8%	-25.0%	7	1.3%	-48.0%
Grain, Chips, Gravel				12	2.2%	46.7%	10	1.7%	13.3%	14	2.5%	56.3%	9	1.7%	6.2%
Pole				1	0.2%	-60.0%	1	0.2%	-60.0%	4	0.7%	16.7%			
Not Applicable															
Intermodal															
Logging															
Vehicle Towing Another Vehicle															
Other	43	7.6%	-63.1%	45	8.2%	-56.6%	54	9.0%	-52.9%	37	6.7%	-69.8%	35	6.4%	-70.0%
Unknown															
Missing	4	0.7%	-94.3%	15	2.7%	-77.7%	27	4.5%	-53.1%	15	2.7%	-67.1%	5	0.9%	-88.3%
Total	569			551			601			551			543		

*The MCMIS Crash File is intended to be a census of trucks and buses involved in fatal, injury and towaway crashes; however, some States do not report all FMCSA-eligible crashes. FMCSA continues to work with the States to improve data quality and reporting of all eligible truck and bus crashes to the MCMIS crash file.

FARS & MCMIS, September 2008 Data Snapshot

PERFORMANCE OBJECTIVE

- To maintain at least a 10 percent reduction of non-fatal Hazmat crashes from 2006 levels between 2008 and 2011 (from 26 in 2006 to 23 between 2008 – 2011).

PERFORMANCE MEASURE

- Using MCMIS data, identify the number of non-fatal Hazmat crashes between 2006 and 2011.

PROGRAM STRATEGIES

<p>STRATEGY 1 INSPECTIONS – HM</p>	<p>STRATEGY 2 LEADERSHIP – HM ALLIANCE</p>	<p>STRATEGY 3 LEADERSHIP – HM RESPONSE</p>
<p>Inspection activity targeting hazmat related cargo carriers.</p>	<p>NHP will continue to assist other states in their efforts to become member states, and will promote improved safety (placard) practices among HM carriers.</p>	<p>Participate with first responder organizations and allied agencies responding to Hazmat incidents.</p>
<p><u>Activity 1-1</u> Conduct 101 Level 1 inspections on HM vehicles. Activity Measure Annual number of Level 1 inspections on HM vehicles.</p> <p><u>Activity 1-2</u> Conduct 1,213 Level 2/3 inspections on HM vehicles. Activity Measure Annual number of Level 2/3 inspections on HM vehicles.</p> <p><u>Activity 1-3</u> Training enforcement personnel in Level 3 inspections for both cargo and Hazmat carriers Activity Measure Annual number of enforcement personnel trained for Level 3 inspections for both cargo and HM carriers.</p>	<p><u>Activity 2-1</u> NHP will assist other states in their efforts to become member states, and will continue to participate in the activities of the Alliance for Uniform Hazmat Transportation Procedures Program and the Alliance Governing Board. Activity Measure Involvement in Alliance programs and functions, including the Governing Board, and contacts with other states for Alliance membership.</p>	<p><u>Activity 3-1</u> NHP personnel will be involved with and assigned to Community Emergency Response Teams (CERT) and First Responder Operations/Law Enforcement (FRO/LAW) exercises and training. Activity Measure Annual number of CERT or FRO/LAW activities attended by NHP personnel.</p>

MONITORING

NHP will routinely review crash and inspection data and adapt of enforcement operations as Hazmat crash conditions change. NHP will monitor progress on the program objective by quantifying Hazmat inspection data on the monthly Statewide Goal and Activity Reports prepared by each of the three Commands. The Quarterly Report will include a breakdown of the number of Level 1 as well as Level 2/3 Hazmat inspections.

NHP will maintain active participation in the Alliance and the Alliance Governing Board by attending scheduled meetings, conference calls and other program activities. NHP will report on these activities in the Quarterly Report.

EVALUATION

NHP will evaluate the inspection activity reports to ensure goals are being met.

STATUS UPDATE

HAZARDOUS MATERIALS TRANSPORTATION SAFETY							
Performance Objective							
Maintain at least a 10% reduction of non-fatal Hazmat crashes from 2006 levels (from 26 to 23)							
Performance Measure							
Number of Non-Fatal Hazmat Crashes							
	2006	2007	2008	2009	2010	2011	CY
	26	25					MCMIS @ 70 Percent
Activity 1-1	Number of Hazmat Level 1 Inspections to be 101						
	2006	2007	2008	2009	2010	2011	FFY
	52	179	165				NHP Goal Achieve Report
Activity 1-2	Number of Hazmat Level 2/3 Inspections to be 1,213						
	2006	2007	2008	2009	2010	2011	FFY
	343	1100	1267				NHP Goal Achieve Report
Activity 1-3	Number of Personnel Trained for Hazmat and Cargo Level 3 Inspections						
	2006	2007	2008	2009	2010	2011	FFY
	NA	NA	55	55			NHP Training Coordinator
Activity 3-1	Number of CERT or FRO/LAW meetings attended						
	2006	2007	2008	2009	2010	2011	FFY
	NA	NA	NA				NHP Commercial Troops

Trucks haul 94 percent of the 1 million daily shipments of hazardous materials in the United States, including pharmaceuticals, chemicals, fertilizers, military supplies and fuel; the rate of serious incidents involving the transportation of these materials by motor carriers is .0001 percent, and the percentage of incidents involving injuries is .00002 percent, or two one-hundred thousandths of a percent. ATA, May 14, 2009

PASSENGER CARRIER TRANSPORTATION SAFETY

PROBLEM STATEMENT

The State of Nevada has limited in-transit check-sites necessary to comply with the federal guidelines that require states to provide passenger facilities for passenger buses stopped for inspection. Nevada has a large number of destinations that often use CMV's for passenger transportation, but direct experience has shown that inspections at destination check-sites are not cost-effective due to the man-hours, expense and unknown tour bus schedules. NHP instead has implemented a voluntary terminal inspection program for all Nevada domiciled passenger carriers. Nevada law does not require a company to comply with this program, hence the program is voluntary.

The number of passenger carrier crashes in Nevada, including both fatal and non-fatal, have remained relatively consistent between 2003 – 2006. However, recent passenger carrier crash events in both Texas and Nevada have illustrated that just one crash has the potential to injure or kill many people at one time. Nevada's tourist economy is supported by a large number of passenger carriers bound for and returning from Nevada's gaming resorts. Large employers in the Las Vegas area also use passenger carriers to provide commuter options for their employees. As the number of passenger carrier trips increase, so too does the risk of a passenger vehicle crash. NHP's challenge is reducing the number of passenger vehicle crashes with limited inspection facilities.

Number of Buses Involved In:	2003	2004	2005	2006	2007
Fatal and Non-Fatal Crashes	35	28	33	28	24
Number of:	2003	2004	2005	2006	2007
Fatalities	6	2	3	4	5
Injuries	31	65	33	21	15

FARS & MCMIS, September 2008 Data Snapshot

YEAR INITIATED: 2008

YEAR OF PLANNED COMPLETION: 2011

PERFORMANCE OBJECTIVE

- To maintain at least a 5 percent reduction of the number of fatal and non-fatal buses crashes from 2006 levels between 2008 and 2011.

PERFORMANCE MEASURE

- Using MCMIS, identify the number of fatal and non-fatal bus crashes between 2006 and 2011.

PROGRAM STRATEGIES

<p>STRATEGY 1 ENFORCEMENT – TERMINAL INSPECTIONS</p> <p>Inspect Inter-state motorcoaches in a Level V Terminal Inspection Program.</p>	<p>STRATEGY 2 TRAINING – MOTORCOACH SAFETY</p> <p>Provide safety training to motorcoach operators.</p>
<p>Activity 1-1 Offer Nevada based, Inter-state motorcoach operators a Level V inspection. Activity Measure Annual number of motorcoach operators contacted for voluntary Level V Terminal Inspection.</p> <p>Activity 1-2 Conduct Level 5 Terminal Inspections for volunteering motorcoach operators. Activity Measure Annual number of Level V Terminal Inspections conducted.</p>	<p>Activity 2-1 Develop a management and driver training program specifically geared toward motorcoach operators. Activity Measure Annual number of training events provided to motorcoach operators.</p> <p>Activity 2-2 Coordinate training programs with the Dept. of Motor Vehicles (DMV) and the Nevada Transportation Authority (NTA). Activity Measure Annual number of motorcoach training events provided by DMV and/or NTA.</p>

MONITORING

NHP will monitor progress on the program objective by quantifying Level 2/3 Motor Coach and Level 5 Tour Bus inspection data on the monthly Statewide Goal and Activity Reports prepared by each of the three Commands. The Quarterly Report will include a breakdown of the number of Level 5 inspections.

EVALUATION

Review of crash data to determine effectiveness of targeted activities. Review of OOS and non-OOS violations of carriers in relation to national average to determine project effectiveness and possible expansion. Review non-compliant carriers and development of a secondary review process.

STATUS UPDATE

- Strategy 1 from the 2009 CVSP has been modified in the 2010 CVSP to better reflect the intent and capabilities of the voluntary NHP Motor Coach Inspection Program.

PASSENGER CARRIER TRANSPORTATION SAFETY									
Performance Objective									
Maintain at least a 5% reduction of fatal and non-fatal bus crashes from 2006 levels (from 28 to 26)									
Performance Measures									
Number of Fatal and Non-Fatal Bus Crashes									
	2006	2007	2008	2009	2010	2011	CY		
	28	24					MCMIS		
Activity 1-1	Annual Number of Motor Coach Operators Contacted for Level V Inspection							Changed in 2010	
	2006	2007	2008	2009	2010	2011	FFY		
	NA	NA	NA	24			Southern Command records		
Activity 1-2	Annual Number of Level V Inspections Conducted							Changed in 2010	
	2006	2007	2008	2009	2010	2011	FFY		
	NA	NA	NA	3			Southern Command records		
Activity 2-1	Annual Number of Motor Coach Operators Training Events								
	2006	2007	2008	2009	2010	2011	FFY		
	NA	NA	NA				NHP Training Coordinator		
Activity 2-2	Annual Number of Motor Coach Training Events Initiated by DMV or TSA								
	2006	2007	2008	2009	2010	2011	FFY		
	NA	NA	NA				NHP Training Coordinator		

"The motorcoach industry is the No. 1 commercial people mover in the United States, accounting for 751 million passenger trips in 2007, up nearly 20 percent from the previous figure of 631 million passenger trips in 2005". The Economic Impacts and Social Benefits of the U.S. Motorcoach Industry: Binding the Nation Together by Providing Diverse and Affordable Services to Everyone, American Bus Association, December, 2008.
 Online: <http://www.buses.org/files/Motorcoach%20Census%202008%2012-18-2008.pdf>.

CMV DATA COLLECTION AND QUALITY CONTROL

PROBLEM STATEMENT

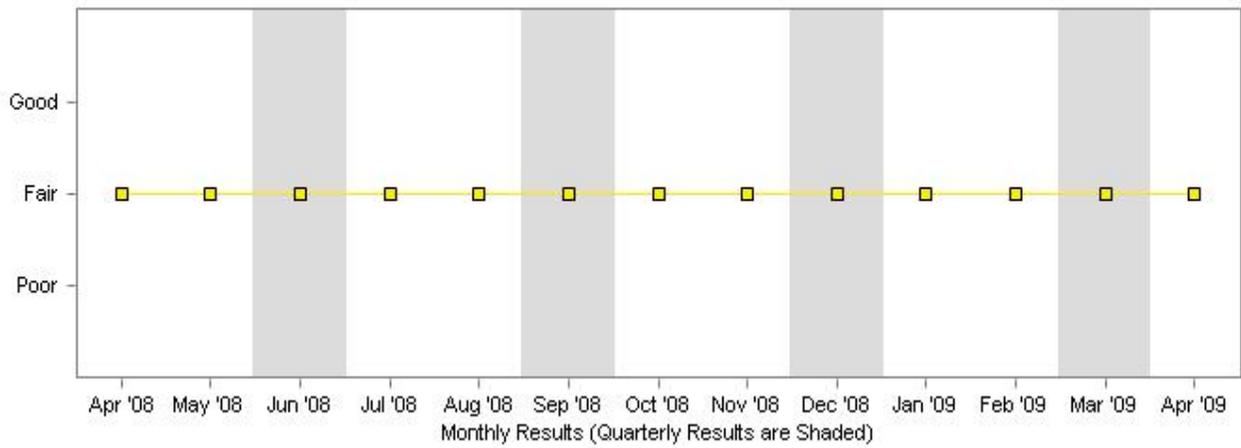
The Nevada Overall SSDQ Rating as of May 2009 is “Fair/Yellow”, according to FMCSA. Nevada is not a “Good/Green” state due to the Non-Fatal Crash Completeness measure and Crash Accuracy Measure.

The Non-Fatal Crash Completeness Measure indicates that only 45 percent of non-fatal crash records are uploaded to MCMIS. FMCSA’s standard for completeness is 75 percent or better.

The Crash Accuracy Measure indicates that Nevada has been “Fair/Yellow” since May 2007. The percent of un-matched records has remained relatively constant between 9 and 11 percent. FMCSA’s standard for un-matched records accuracy is 5 percent or less.

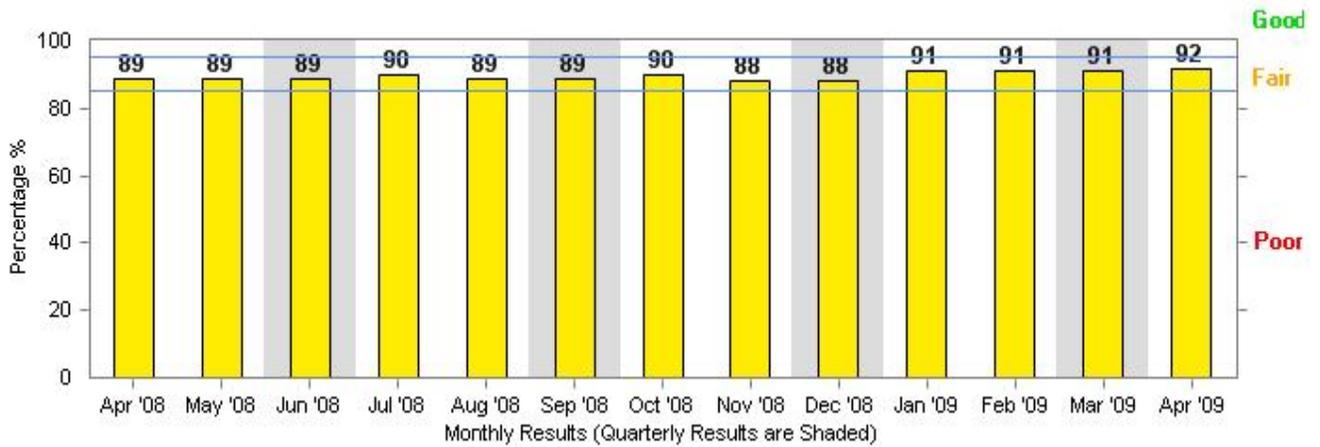
Nevada: Overall State Rating										
Mont hly Resul ts	MCMIS Run Date	Over all State Rati ng	State Data Quality Measures							Overri ding Indicat or *
			Crash				Inspection			
			Crash Record Comple tess	Non- Fatal Crash Comple tess	Fatal Crash Comple tess	Crash Timeli ness	Crash Accur acy	Inspect ion Timeli ness	Inspec tion Accura cy	Crash Consist ency
Apr '09	4/24/20 09									No Flag
Mar '09	3/27/20 09									No Flag
Feb '09	2/20/20 09									No Flag
Jan '09	1/23/20 09									No Flag
Dec '08	12/19/2 008									No Flag
Nov '08	11/21/2 008									No Flag
Oct '08	10/24/2 008									No Flag
Sep '08	9/26/20 08									No Flag
Aug '08	8/22/20 08									No Flag

Nevada: Overall State Rating

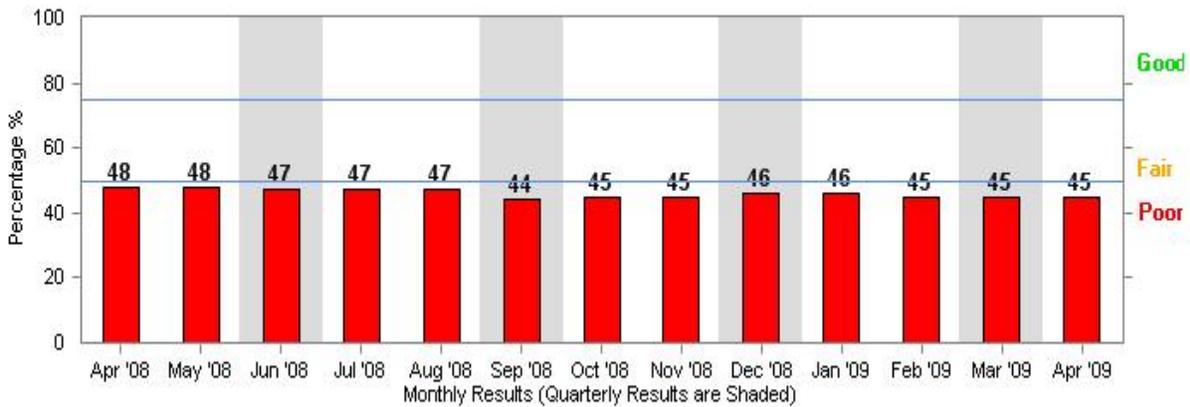


Nevada: Overall State Rating Report Monthly Results as of: May 22, 2009, FMCSA

Nevada: Crash Accuracy Measure



Nevada: Non-Fatal Crash Completeness Measure



All graphs courtesy of FMCSA.

PERFORMANCE OBJECTIVE

By 2011, improve the FMCSA Overall State Rating from “Fair/Yellow” to “Good/Green”.

- Improving the non-fatal crash completeness measure from 47 percent to over 75 percent.
- Reducing the number of unmatched records from 11 percent to below a 5 percent error rate.

OBJECTIVE PERFORMANCE MEASURES

- Using FMCSA reports, annually report on all measures that are less than “Good/Green” as of July 1.

PROGRAM STRATEGIES

<p>STRATEGY 1 DATA COLLECTION</p> <p>Improve non-fatal crash completeness by obtaining all necessary crash information for uploading to FMCSA.</p>	<p>STRATEGY 2 DATA COLLECTION</p> <p>Reduce the number of un-matched records by obtaining US DOT numbers for each carrier involved in a reportable crash.</p>
<p>Activity 1-1 Coordinate with NV DOT in the development of a data query by June 2009 enabling NHP to have access to all data fields of reportable CMV crashes. Activity Measure By June 2009, assess the status of data query program developed by NDOT.</p> <p>Activity 1-2 Incorporation of data queried from NV DOT database into NHP reports of fatal and non-fatal crashes by June 2009. Activity Measure By June 2009, the percent of records containing all reportable information uploaded to FMCSA.</p>	<p>Activity 2-1 Research, document and incorporate US DOT numbers into crash records NHP submits to FMCSA. Activity Measure Percent of un-matched records.</p>

MONITORING

Review FMCSA Data Quality Monthly Progress Report on the A&I Online Website to assess progress.

EVALUATION

Activities will be evaluated monthly based on whether FMCSA rating has improved.

STATUS UPDATE

CMV DATA COLLECTION AND QUALITY CONTROL							
Performance Objective							
Improve Non-Fatal Crash Completeness Measure to over 75 percent.							
Reduce the Number of Unmatched Records to below a 5 percent error rate.							
Performance Measures							
Measures that are less than Green or Good on July 1 of each year.							
	2006	2007	2008	2009	2010	2011	CY
	2	1	2				MCMIS
Activity 1-1	NDOT Data query						
	2006	2007	2008	2009	2010	2011	FFY
	NA	NA	NA				NHP SafetyNet Coordinator
Activity 1-2	Queried data transferred to NHP reports						
	2006	2007	2008	2009	2010	2011	FFY
	NA	NA	NA				NHP SafetyNet Coordinator
Activity 2-1	Percent of un-matched records						
	2006	2007	2008	2009	2010	2011	CY
	13	11	11				MCMIS

Crash data compiled by the NHTSA indicates that the truck involved fatality rate on the nations roadways declined 12 percent last year in comparison with 2007, with truck related crash fatalities dropping from 4,822 in 2007 to 4,229 in 2008. (National Highway Traffic Safety Administration).

COMMERCIAL VEHICLE SAFETY PARTNERSHIP PROGRAM

PROBLEM STATEMENT

Many judges and prosecutors across Nevada do not fully understand the magnitude of commercial motor carrier safety problems. CMV driver and vehicle violations are dismissed or reduced due to the lack of understanding and heavy case loads. Construction motor vehicles are responsible for a majority of fatal CMV crashes (60 percent in 2005). Outreach, education and training are essential to improve commercial motor vehicle safety.

The goal of this program is to enable the judicial system, legislature and the trucking and construction industries to more accurately understand the magnitude or risk of commercial vehicle moving and safety violations.

YEAR INITIATED: 2000

YEAR OF PLANNED COMPLETION: Ongoing

PERFORMANCE OBJECTIVE

- Each year, NHP shall disseminate rules, regulations, laws or other informational material to local Justices of the Peace, local enforcement agencies, and to provide resources to industry to assist in voluntary compliance with safety regulations.

PERFORMANCE MEASURE

- Annual number of judicial contacts by NHP during the fiscal year.

PROGRAM STRATEGIES

<p>STRATEGY 1 LEGISLATION</p> <p>The MCSAP Coordinator will keep abreast of any rule, regulation or law change that affects commercial operations.</p>	<p>STRATEGY 2 INDUSTRY TRAINING</p> <p>Working with the NMTA, AGC and allied agencies, develop and promote a construction industry training program for carrier safety.</p>
<p>Activity 1-1</p> <p>The statewide CVSPP coordinator will research any impending changes, and disseminate the information to the other CVSPP's as well as the other enforcement officers. Meet annually to exchange information.</p> <p>Activity Measure</p> <p>Annual meeting to review legislative changes to Command Lieutenants or CVSPP designee.</p>	<p>Activity 2-1</p> <p>Outreach to the trucking and construction industry through established trade groups for their participation in training and educational events.</p> <p>Activity Measure</p> <p>Number of training requests completed.</p>

MONITORING

Each CVSPP will report their judicial or court contacts to statewide CVSPP coordinator for inclusion in the FMCSA Quarterly Report. Feedback from various judicial and industrial organizations strongly supports this program as an effective means to educate those involved with CMVs. NHP will monitor progress on the program objective by quantifying the number of local contacts on the monthly Statewide Goal and Activity Reports prepared by each of the three Commands. The Quarterly Report will include a breakdown of the number of local jurisdiction contacts.

EVALUATION

NHP will continue to assess the needs of the local judiciary and district attorneys based on contacts with those jurisdictions.

STATUS UPDATE

Strategy 1 from the 2009 CVSP was removed from the 2010 CVSP as it was the same as the overall performance objective.

CMV SAFETY PARTNERSHIP PROGRAM (CVSPP)							
Performance Objective							
Disseminate rules and regulations to local JOPs and law enforcement							
Performance Measures							
Number of Judicial contacts by NHP							
	2006	2007	2008	2009	2010	2011	FFY
	78	72	95				NHP Goal Achieve Report
Activity 1-1							
Annual meeting to review legislative/regulatory changes							
	2006	2007	2008	2009	2010	2011	FFY
	NA	NA	NA	July			CVSPP Coordinator
Activity 2-1							
Number of industry training events completed							
	2006	2007	2008	2009*	2010	2011	FFY (* - YTD as of July)
	NA	NA	29	27			CVSPP Coordinator

NATIONAL CMV SAFETY PROGRAM OBJECTIVES



FMCSA

Research shows that motorists talking on a phone are four times as likely to crash as other drivers, and are as likely to cause an accident as someone with a .08 blood alcohol content. NHTSA and others.

DRIVER AND VEHICLE INSPECTION

YEAR INITIATED: 2002 or Prior

YEAR OF PLANNED COMPLETION: 2011

PERFORMANCE OBJECTIVE

To maintain NHP's annual level of effort in driver and vehicle inspections by:

- Conducting a minimum of 22,050 Level 1-5 inspections statewide; with the number of Level III inspections to meet or exceed the national average of 30 percent of all inspections performed.
- Conducting a minimum of 1,323 inspections on vehicles transporting hazardous materials.
- Conducting a minimum of 220 inspections on motor coaches.
- Placing special emphasis on inspections of MC330/MC331 cargo tanks.

PERFORMANCE MEASURE

- Annual number of inspections conducted, percent of HM vehicle inspections, percent of motor coach inspections during the federal fiscal year, per NHP inspection reports.

PROGRAM STRATEGIES

STRATEGY 1 ENFORCEMENT Enforcement personnel to conduct roadside commercial vehicle inspections at check sites or roadside.	STRATEGY 2 HAZMAT AND MOTOR COACH ENFORCEMENT Enforcement personnel to conduct at least 6 percent of their inspections on hazardous materials carriers and 1 percent on motor coaches. Special emphasis will be placed on inspections of MC330/MC331 cargo tanks.	STRATEGY 3 TRAINING NHP personnel to offer allied agency training to perform Level 3 inspections.
<p>Activity 1-1 Conduct 1,575 Level 1 inspections, and 20,475 Level 2/3 inspections at inspection sites or roadside. Activity Measure Number of stipulated inspections.</p> <p>Activity 1-2 Conduct CVSA 72 hour check operation (multiple sites), special MCSAP operations, and other inspection activities on primary & secondary highways. Activity Measure Number of inspections conducted during events.</p> <p>Activity 1-3 NHP will conduct 3 - 72 hour roadblocks in Clark County during the New Years Holiday. Activity Measure Number of NYE inspections conducted during event in and around Las Vegas.</p>	<p>Activity 2-1 Level 1 - Conduct 101 Hazmat and 17 Motor Carrier inspections. Level 2/3 - Conduct 1,213 Hazmat and 200 motor coach inspections. Activity Measure Number of inspections of Hazmat and motor carrier vehicles reported through SAFETYNET.</p>	<p>Activity 3-1 The Division will provide local agencies & NHP traffic an opportunity to receive Level 3 inspection training upon request, sufficient to ensure a minimum of 4,000 Level 2/3 inspections performed annually to be completed by non-NHP commercial personnel. Activity Measure Number of inspections conducted by non-NHP personnel.</p>

Nevada - Roadside Inspection Activity by Inspection Level for Calendar Years

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Inspection Level	2006				2007				2008			
	Inspections		OOS Rate*		Inspections		OOS Rate*		Inspections		OOS Rate*	
	Number	Percent	Driver	Vehicle	Number	Percent	Driver	Vehicle	Number	Percent	Driver	Vehicle
I. Full	3,080	9.76%	15.49%	24.64%	3,176	10.60%	15.05%	23.05%	3,220	11.63%	13.73%	19.88%
II. Walk-Around	16,929	53.62%	9.21%	15.77%	15,723	52.46%	9.71%	15.12%	14,877	53.72%	8.26%	13.71%
III. Driver Only	11,288	35.76%	7.41%		10,735	35.82%	6.19%		9,311	33.62%	5.38%	
IV. Special Study	170	0.54%			272	0.91%			132	0.48%		
V. Terminal	103	0.33%		19.42%	64	0.21%		18.75%	150	0.54%		10.67%
VI. Radioactive Materials									4	0.01%		
Total	31,570	100.00%	9.18%	17.14%	29,970	100.00%	9.01%	16.46%	27,694	100.00%	7.92%	14.77%

MCMIS, December 19, 2008 Data Snapshot

Driver/Vehicle Inspection Output Performance Target

Inspection Level	Truck	HM Truck	Motor Coach	Passenger Carrier	Total	Percent
Level 1	1,500	96	16		1,612	7.31%
Level 2	12,815	820	130		13,765	62.43%
Level 3	6,212	393	68		6,673	30.26%
Level 4	TBD	TBD	TBD			
Level 5					Less than 5 percent of Total Goal	
Level 6	N/A	As Required	N/A			
Total	20,527	1,309	214		22,050	100%

The number of Level III inspections is projected to meet or exceed the national average of 30 percent of all inspections.

MONITORING

NHP will monitor progress on the program objective by quantifying the number of Total Inspections (Levels 1, 2 & 3) for Statewide, SC, NC and CC on the monthly Statewide Goal and Activity Reports prepared by each of the three Commands. The Quarterly Report will include a breakdown of the number of inspections Statewide and by each of the 3 Commands. Level 3 inspections conducted by Traffic to be reported separately.

EVALUATION

Inspection activity will be evaluated at a minimum of bi-annually to confirm that inspection activity is targeting the greatest threats to safety by ensuring the majority of inspection activity is done in crash corridors focusing on known driver and safety violations.

STATUS UPDATE

- Inspection goals for 2010 have been increased by 5 percent over 2009 goals.
- Activity 3-2 from the 2009 CVSP has been deleted.

DRIVER AND VEHICLE INSPECTIONS							
Performance Objectives							
Conduct min. of 22,050 Level 1-5 Inspects						Special Emphasis on MC330/MC331 Cargo Tanks	
Conduct 217 Motor Coaches Inspects					Conduct 1,314 HM inspects		
Performance Measures							
Number of Level 1-5 Inspections to be 22,050							
	2006	2007	2008	2009	2010	2011	FFY
	21,699	23,563	24,347				NHP Goal Achieve Report
Number of Level 1/2/3 Hazmat Inspections to be 1,314							
	2006	2007	2008	2009	2010	2011	FFY
	2300	1279	1432				NHP Goal Achieve Report
Number of Level 1/2/3 Motor Coach Inspections to be 217							
	2006	2007	2008	2009	2010	2011	FFY
	236	199	436				NHP Goal Achieve Report
Activity 1-1	Number of Level I inspections to be 1,575, Level 2/3 inspections to be 20,475						
	2006	2007	2008	2009	2010	2011	FFY
	21399	23563	26104				NHP Goal Achieve Report
Activity 1-2	Number of Inspections during Special Operations (CVSA)						
	2006	2007	2008	2009	2010	2011	FFY
	NA	NA	395				NHP - Op Roadcheck
	NA	205	142				NHP - Op Airbrake - Unannnc'd
	NA	284	186				NHP - Op Airbrake - Annc'd
	NA	NA	156				NHP - Op Safe Driver
Activity 1-3	Number of NYE Inspections						
	2006	2007	2008	2009	2010	2011	FFY
	1008	1304	1279	1223			NHP
Activity 2-1	HM Level 1 - 96; MC Level 1 - 16; HM Level 2/3 - 1,213; MC Level 2/3 - 198. Total=1,523						
	2006	2007	2008	2009	2010	2011	FFY
	2536	1478	1868				NHP Goal Achieve Report
Activity 3-1	Number of Inspections by Non-NHP personnel to be at least 4,000						
	2006	2007	2008	2009*	2010	2011	FFY (* - YTD as of July)
	NA	NA	832	956			NHP SafetyNet Coordinator

TRAFFIC ENFORCEMENT WITH INSPECTION

YEAR INITIATED: 2002 or Prior

YEAR OF PLANNED COMPLETION: 2011

PERFORMANCE OBJECTIVE

On an ongoing, annual basis, in both urban and rural areas, NHP will perform traffic enforcement on commercial motor vehicles observed committing moving violations, and conducting subsequent Level 2 or 3 inspections.

- 2,025 (10 percent of all Level 2/3) inspections will include a moving violation as the reason for the traffic stop and subsequent inspection.

PERFORMANCE MEASURES

- Using NHP and MCMIS data, identify the number of Level 2/3 inspections conducted as a result of traffic enforcement during FFY 2010.

PROGRAM STRATEGIES

STRATEGY 1

HIGH CRASH CORRIDOR ENFORCEMENT

Overtime Strike team deployment specifically to high crash corridors within each region.

Activity 1-1

Subject to the maximum budgeted amount in the overtime category, each region will identify their crash corridors where the highest rate of CMV fatal accidents occur and identify the causation of crashes. Strike force activity will be conducted in these areas targeting accident causing violations with special emphasis on seat belt usage.

Activity Measure

Number of Overtime Strike Force hours in high crash corridors.

Violation Section 49 C.F.R. 392 – Trend Analysis

Nevada - Traffic Enforcement Violation Detail for Calendar Years						
Download Report Printer Friendly Version						
Traffic Enforcement Violation Types	2006		2007		2008	
	Number	Percent	Number	Percent	Number	Percent
Moving Violations						
392.2C -- Failure to obey traffic control device	2,260	19.40%	1,955	18.58%	2,223	24.19%
392.2FC -- Following too close	189	1.62%	188	1.79%	116	1.26%
392.2LC -- Improper lane change	263	2.26%	204	1.94%	184	2.00%
392.2P -- Improper passing	72	0.62%	60	0.57%	25	0.27%
392.2R -- Reckless driving	12	0.10%	33	0.31%	5	0.05%
392.2S -- Speeding	3,009	25.83%	2,251	21.40%	1,884	20.50%
392.2T -- Improper turns	101	0.87%	92	0.87%	69	0.75%
392.2Y -- Failure to yield right of way	203	1.74%	186	1.77%	102	1.11%
392.3 -- Operating a CMV while ill or fatigued	25	0.21%	12	0.11%	9	0.10%
Drug and Alcohol Violations						
392.4 & 392.4A -- Driver uses or is in possession of drugs	13	0.11%	4	0.04%	7	0.08%
392.5 & 392.5A -- Driver uses or is in possession of alcohol	18	0.15%	19	0.18%	20	0.22%
Railroad Crossing Violations						
392.10A1 -- Failing to stop at railroad grade (RR) crossing-bus	1	0.01%	1	0.01%		
392.10A2 -- Failing to stop at (RR) crossing-chlorine						
392.10A3 -- Failing to stop at (RR) crossing-placard	3	0.03%	1	0.01%		
392.10A4 -- Failing to stop at (RR) crossing-HM cargo					2	0.02%
Miscellaneous Violations						
392.14 -- Failing to use caution for hazardous conditions	1	0.01%	4	0.04%		
392.16 -- Failing to use seat belt while operating CMV	567	4.87%	370	3.52%	285	3.10%
392.71A -- Using/equipping CMV with a radar detector	125	1.07%	229	2.18%	167	1.82%
392.2 -- Local laws (general)	4,785	41.08%	4,911	46.68%	4,091	44.52%
Grand Total	11,647	100.00%	10,520	100.00%	9,189	100.00%

MCMIS,

MONITORING

Inspections by both commercial and traffic Troopers will be reported to FMCSA on a quarterly basis. Inspection data will be compiled by each Command and included in monthly and quarterly reports. NHP is continuing the program in current format, identifying and reacting to crash and inspection data as necessary.

EVALUATION

Traffic enforcement program enforcement strategies in FY 2009 will need to be closely tracked and evaluated to determine possible changes and short-term trends. On a quarterly basis, statewide meetings will be conducted to review each quarter report.

STATUS UPDATE

- Activity 1-1 from the 2009 CVSP removed from the 2010 CVSP as this data is included in the Performance Objective.

TRAFFIC ENFORCEMENT WITH INSPECTION								
Performance Objective								
Conduct 2,025 (10% of all Level 2/3) Inspections as result of Traffic Enforcement								
Performance Measures								
Percent of Inspections to Traffic Enforcement to be Minimum of 10 Percent								
	2006	2007	2008	2009	2010	2011	FFY	
	6,370	20,813	21,410				NHP Goal Achive Report	Total Enforcement
	2,219	4,661	3,748				NHP Goal Achive Report	Total Inspections
	35%	22%	18%				Percent	
Activity 2-1	Number of Overtime Strike Force Hours in High Crash Corridors							
	2006	2007	2008	2009	2010	2011	FFY	
	NA	NA	NA				NHP Goal Achieve Report	

TRAFFIC ENFORCEMENT WITHOUT INSPECTION

YEAR INITIATED: 2008

YEAR OF PLANNED COMPLETION: 2011

PERFORMANCE OBJECTIVE

NHP will continue an enforcement program to target non-CMV drivers who commit hazardous, crash causing violations in the direct vicinity of CMV operations. Nevada's TACT program, called Badge on Board, will include special enforcement that will consist of a sworn officer riding in a CMV or overhead in an airplane, videotaping moving violations, and radioing information to chase cars that will stop the violators and take enforcement action. Troopers will ticket each driver observed and stopped for committing a moving violation in or near a CMV.

- Annually conduct TACT operations in the Reno, Las Vegas and Elko areas.

PERFORMANCE MEASURE

- Using NHP data, annual numbers of non-CMV and CMV citations issued during Badge on Board operations, and any CMV inspections as a result.

PROGRAM STRATEGIES

STRATEGY 1 PROGRAM PLANNING	STRATEGY 2 ENFORCEMENT	STRATEGY 3 EDUCATION	STRATEGY 4 PARTNERSHIPS
NHP will continue to refine program elements, using FMCSA guidelines as basis for the program.	NHP will conduct Badge On Board TACT operations to target non-commercial vehicles committing violations in the vicinity of CMVs.	Create media outreach through local news outlets to inform the public of the program and the zero tolerance enforcement policy.	NHP will work with NDOT, NMTA and others to support TACT operations.
<p><u>Activity 1-1</u> Communications and enforcement evaluations conducted after media and enforcement operations. Activity Measure Operational evaluation.</p> <p><u>Activity 1-2</u> NHP will continue to seek FMCSA grant funds to support operations, evaluations and media campaigns. Activity Measure Number of federal TACT grants awarded.</p>	<p><u>Activity 2-1</u> Conduct 3 TACT enforcement operations in each Command, each operation being 3-4 days in length. Activity Measure Number of TACT enforcement operations in both Reno and Las Vegas.</p> <p><u>Activity 2-2</u> Coordinate TACT operations with allied agencies such as Reno PD, Henderson PD and others. Activity Measure Number of operations with allied agencies.</p>	<p><u>Activity 3-1</u> Develop communications plan to promote the program and educate the general motoring public. Activity Measure Create and implement communications plan specifically for Badge on Board.</p>	<p><u>Activity 4-1</u> Development of partnerships with private industry. Activity Measure Number of private carriers involved in Badge On Board program.</p>

MONITORING

NHP will monitor progress on the program objective by quantifying the number of citations on the monthly Statewide Goal Reports. The Quarterly Report will include a breakdown of the number of operations and total citations.

EVALUATION

In 2008, NHP conducted 2 pilot operations, one in the Reno area and one in the Las Vegas area. NHP determined that this pilot program is a cost effective and efficient means of reducing unsafe driving around CMVs based on the operations plan. Criteria included such factors as ability to cite in a safe and timely manner the non-CMV in question, the ability to document the moving violation with reasonable assurance it will be upheld, and the effectiveness of media coverage.

Nevada was awarded 2 High Priority FFY 09 grants for the TACT program. These grants require a communications effectiveness evaluation and driver behavior change evaluation. These evaluations were conducted as baseline evaluations (prior to media and enforcement efforts), and will be conducted post media again to assess levels of change.

STATUS UPDATE

- Activity 4-1 from the 2009 CVSP was removed as it is part of Strategy 3, the Communications Plan.

TRAFFIC ENFORCEMENT WITHOUT INSPECTIONS								
Performance Objective								
Conduct Badge On Board Operations								
Performance Measure								
Number of Non-CMV and CMV citations issued during NTACT Operations								
	2006	2007	2008	2009	2010	2011		
	NA	NA	81				NHP Goal Achieve Report	
Activity 1-1	Conduct Operational Evaluations.							
	2006	2007	2008	2009	2010	2011	FFY	
	NA	NA	Yes				NHP	
Activity 1-2	Number of TACT grants applied awarded							
	2006	2007	2008	2009	2010	2011	FFY	
	NA	NA	1	2			NHP	
Activity 2-1	Number of TACT enforcement operations in Reno and Las Vegas							
	2006	2007	2008	2009	2010	2011	FFY	
	NA	NA	2				NHP	
Activity 2-2	Number of TACT operations involving allied personnel							
	2006	2007	2008	2009	2010	2011	FFY	
	NA	NA	0				NHP	
Activity 3-1	Communication plan implementation							
	2006	2007	2008	2009	2010	2011	FFY	
	NA	NA	NA	1			NHP	
Activity 4-1	Number of Private Carriers Involved with Badge On Board							
	2006	2007	2008	2009	2010	2011	FFY	
	NA	NA	0				NHP	

COMPLIANCE REVIEWS

YEAR INITIATED: 2002 or Prior

YEAR OF PLANNED COMPLETION: 2011

PERFORMANCE OBJECTIVE

To maintain NHP's annual level of effort in conducting Compliance Reviews by:

- Conducting a minimum of 50 Compliance Reviews statewide during FFY 2010.

PERFORMANCE MEASURE

- Number of Compliance Reviews conducted during FFY 2010 (NHP data).

PROGRAM STRATEGIES

<p>STRATEGY 1 ENFORCEMENT</p> <p>Southern, Northern and Central Command personnel to conduct compliance reviews of high risk carriers identified by FMCSA.</p>	<p>STRATEGY 2 TRAINING</p> <p>Provide industry training to prepare for compliance reviews and subsequent operations.</p>
<p>Activity 1-1 Southern Command will conduct twenty-six (26) compliance reviews. Activity Measure Number of compliance reviews conducted.</p> <p>Activity 1-2 Northern Command will conduct eighteen (18) compliance reviews. Activity Measure Number of compliance reviews conducted.</p> <p>Activity 1-3 Central Command will conduct six (6) compliance reviews. Activity Measure Number of compliance reviews conducted.</p>	<p>Activity 3-1 Provide training on the elements of a compliance review when requested by industry. Activity Measure Number of industry training requests supported.</p>

Compliance Review Activity Projections for FFY 2010

Type of Operation	Motor Carrier Property	Motor Carrier Passenger	Motor Carrier HM	HM Shipper	Total
Interstate	45	-	5	-	50
Intrastate	-	-	5	-	5
Total Reviews	45	-	10	-	55

Compliance Reviews (FY)	2004	2005	2006	2007	2008	2009
Goal	18	18	50	50	50	50
Accomplished	22	42	65	72	62	
Exceeded By	4	24	15	22	12	

MONITORING

NHP will monitor progress on the program objective by quantifying the number of Compliance Reviews on the monthly Statewide Goal and Activity Reports prepared by each of the three Commands. The Quarterly Report will include a breakdown of the number of Compliance Reviews conducted Statewide, as well as by each of the three Commands. Completed compliance reviews will be uploaded into FMCSA Safety Inspector Workload Report system.

EVALUATION

NHP will continue assessment of delegated workload, training needs and audit distribution between Federal and State auditors to address carrier safety concerns. Recent experience has shown that Compliance Review activity has been controlled by the amount of Compliance Reviews issued by FMCSA, and the NHP's availability of personnel. In the last 4 years, Nevada Compliance Review goals have been exceeded.

STATUS UPDATE

- Strategy 2 from the 2009 CVSP incorporated into Strategy 1 for the 2010 CVSP. Central Command identified for conducting Compliance Reviews.

COMPLIANCE REVIEWS							
Performance Objective							
Conduct Minimum of 50 Compliance Reviews							
Performance Measures							
Number of CR's completed to be 50							
	2006	2007	2008	2009	2010	2011	FFY
	65	72	62				NHP Goal Achieve Report
Activity 1-1	Number of SC CRs conducted to be 26						
	2006	2007	2008	2009	2010	2011	FFY
	37	49	44				NHP Goal Achieve Report
Activity 1-2	Number of NC CRs conducted to be 16						
	2006	2007	2008	2009	2010	2011	FFY
	28	23	18				NHP Goal Achieve Report
Activity 1-3	Number of CC CRs conducted to be 6						
	2006	2007	2008	2009	2010	2011	FFY
	NA	NA	NA				
Activity 2-1	Number of Industry Training Requests Supported						
	2006	2007	2008	2009*	2010	2011	FFY (* - YTD as of July)
	NA	NA	5	2			NHP Training Coordinator

EDUCATION & OUTREACH

YEAR INITIATED: 2002 or Prior

YEAR OF PLANNED COMPLETION: 2011

PERFORMANCE OBJECTIVE

To maintain NHP’s annual level of effort in conducting education and outreach by:

- Creating media campaigns designed to educate both non-CMV and CMV drivers about safe driving near the No-Zone areas, and the use of seat belts by CMV drivers during the federal fiscal year. Other media campaigns may include safe driving in work zones, rural areas, or other targeted areas.

PERFORMANCE MEASURE

- Number of media campaign activities (radio spots, print placements, billboards, etc) produced and aired or placed in FFY 2010.

PROGRAM STRATEGIES

STRATEGY 1 SHARE THE ROAD CAMPAIGN Use various media to educate the general public and commercial truck drivers about safe driving habits around large commercial vehicles.	STRATEGY 2 SEAT BELT CAMPAIGN Use various media to educate commercial drivers about the need to wear seat belts.	STRATEGY 3 PARTNERSHIPS The NMTA owns a truck with the No – Zone logo on it. NMTA and NHP will partner to educate the public, new drivers, and CMV driver at various public events or school locations.
<u>Activity 1-1</u> A “Share the Road” campaign will be developed to educate the traveling public regarding safe driving near CMVs. Activity Measure Number of media activities related to Share the Road.	<u>Activity 2-1</u> A trucker seat belt safety campaign will be developed to educate truckers about the need to buckle-up. Activity Measure Number of media activities related to seat belt use by truckers.	<u>Activity 3-1</u> NHP will coordinate with NMTA for the utilization of the NMTA No-Zone truck. Activity Measure Number of No-Zone presentations using NMTA truck.

MONITORING

The NHP Public Information Officer and advertising consultant shall provide monthly campaign progress reports to Headquarters for inclusion in the Quarterly Report to FMCSA.

NMTA shall provide quarterly reports to Headquarters regarding the status of truck activity and No-Zone presentations for inclusion in the Quarterly Report to FMCSA. Presentations are to be coordinated by Statewide MCSAP Coordinator and NMTA.

EVALUATION

While public service advertisements are difficult to evaluate, the no-zone campaign has elevated the general public’s perception of the issues with blind spots on commercial motor vehicles. While crash data is not timely enough to sufficiently demonstrate a direct correlation between education and reduced crashes, the program will continue until sufficient data is amassed to determine effectiveness.

STATUS UPDATE

EDUCATION AND OUTREACH							
Performance Objective							
	Create Media Campaigns						
Performance Measure							
	Number of Media Campaign Activities						
	2006	2007	2008	2009	2010	2011	FFY
	NA	5	5				NHP Annual Media Work Program
Activity 1-1	Number of media "spots" devoted to Share the Road						
	2006	2007	2008	2009	2010	2011	FFY
	NA	1655	0				NHP Annual Media Campaign Work Program
Activity 2-1	Number of media "spots" devoted to trucker safety belt use						
	2006	2007	2008	2009	2010	2011	FFY
	NA	200	0				NHP Annual Media Campaign Work Program
Activity 3-1	Number of No-Zone presentations using NMTA truck						
	2006	2007	2008	2009	2010	2011	FFY
	NA	NA	1				NHP JOP Sergeants

FINANCIAL MANAGEMENT



Reno Gazette-Journal

The Illinois, Indiana, Missouri and Ohio departments of transportation are working with the U.S. Department of Transportation (USDOT) to establish dedicated truck lanes along the 800-mile corridor of Interstate 70 from Kansas City, Mo., to the Ohio/West Virginia border. The proposed addition of four lanes to the current infrastructure would be dedicated solely for truck use.

Moving these trucks off the general purpose lanes would reduce congestion, enhance mobility, improve reliability, improve safety, facilitate multimodal integration, enhance economic development, and minimize impacts upon the environment, local communities and public health.

The corridor will be part of a next-generation transportation system that will support regional, national and global supply chains. Innovative solutions, which incorporate state-of-the-art infrastructure design, leading-edge technologies and optimal financing solutions for users and taxpayers, will be the hallmark of this corridor.

Freight movement on the I-70 corridor is growing. The USDOT estimates that current truck traffic is 21.5 percent in urban areas and 28 percent in rural areas of the 800-mile corridor. Among the 240 miles in urban areas, 53 percent are considered heavily congested. By 2035, if further improvements are not made, it is estimated that 97 percent of urban segments of the highway will be heavily congested—with the level for non-urban areas increasing to more than 87 percent from its current 16 percent.

FINANCIAL MANAGEMENT

FINANCIAL SUMMARY

Nevada continues to meet the 20 percent match requirement through Trooper time spent on program activities. In FFY09, the total MCSAP program budget total was \$2,036,393. This included \$1,629,114 in federal funds, and \$407,279 in state match.

MCSAP Awards to Nevada	
Federal FY	MCSAP Award
2010*	\$1,498,851
2009	\$1,629,114
2008	\$1,536,904
2007	\$1,516,001
2006	\$1,425,883
2005	\$1,324,512
2004	\$1,137,498
2003	\$1,117,634
2002	\$1,160,074

* Preliminary

As of June 2009, the Nevada Legislature passed, and subsequently approved over the Governor's veto, budget appropriations and authorizations for the state's 2010-2011 biennium. Budget Account 4721, from which the FMCSA grant programs are administered, was approved with no major changes.

NHP is required to have authority from the Nevada Budget Office to support the MCSAP program. Not only does the State need to authorize each grant received from FMCSA, but because State funds are expended first and the State is then reimbursed, the MCSAP program actually requires the expenditure of State funds. Consequently, NHP must manage the State authority (budget) for the MCSAP program apart from federal funds management.

The Chief of the NHP, acting on behalf of the Director of the Department of Public Safety, has final decision making authority for the commercial enforcement program, and therefore approval for how MCSAP funds are expended by the NHP. The Chief approves the MCSAP budget, but the budget itself is developed by the three NHP Commands (Southern, Northern and Central) and Headquarters staff. Commercial Commanders meetings are held on a quarterly basis to review program needs, activities, problems and opportunities, and provide input into program strategies. The MCSAP Coordinator handles the day-to-day administration of the program.

FFY 2010 LINE ITEM BUDGET – PRELIMINARY

2010 MCSAP BUDGET BASIC PROGRAM GRANT PROJECT		
	FFY 2010 - Preliminary	FFY 2009 - Approved
Personnel Expenses		
MCSAP Staff Salaries, Fringe & OT	\$533,323.00	533,323.00
Personnel & Payroll Assessments	\$5,065.00	5,065.00
Total Personnel Expenses	\$538,388.00	538,388.00
Travel and Training Costs		
Out of State Travel (Regis, Airfare, PD, Ldg)	\$51,900.00	33,000.00
In State Travel Per Diem	\$18,000.00	50,000.00
Commercial Training Per Diem and Airfare	\$35,000.00	30,000.00
NYE Per Diem	\$28,000.00	15,000.00
Total Travel and Training	\$132,900.00	128,000.00
Operating Expense		
Operating Supplies	\$35,133.00	31,400.00
Printing and Copying	\$675.00	1,350.00
Contractual Services	\$365,214.00	186,450.00
Office Equipment Repair	\$500.00	500.00
Building Rents	\$27,690.00	16,640.00
Advertising and Public Relations	\$12,000.00	12,000.00
Vehicle Operation/Uniforms	\$59,636.00	25,000.00
Minor Building Improvements	\$500.00	500.00
Postage included FEDEX	\$500.00	500.00
Telephone (land, cell, sat, aircards, DOIT)	\$60,998.00	71,068.00
Dues	\$10,300.00	10,300.00
Conference Registration	\$6,000.00	5,900.00
Instructional Materials	\$28,850.00	37,850.00
Professional Services	\$2,000.00	2,000.00
Total Operating Expenses	\$609,996.00	401,458.00
Equipment and Leases		
Operating Leases	\$7,485.00	7,485.00
Equipment Purchases	\$65,750.00	201,355.00
Total Equipment Expense	\$73,235.00	208,840.00
Agency & Intra-Agency Cost Allocation		
Employee Bond/Ag Tort Claim Insurance	\$3,400.00	3,400.00
Web Hosting	\$925.00	925.00
Purchasing, AG, DoIT Assessment	\$7,275.00	7,275.00
Total Agency Cost Allocation	\$11,600.00	11,600.00
Total Intra-Fund Transfer for Overtime	\$125,275.00	203,265.00
Indirect Costs-State Cost Recovery (0.5%)	\$7,456.97	
FEDERAL SHARE	\$1,498,850.97	\$ 1,491,551.00
STATE SHARE	\$374,712.74	\$ 372,887.75
TOTAL PARTICIPATING COSTS	\$1,873,563.71	\$ 1,864,438.75
Award estimate	\$1,498,851.00	

2010 EQUIPMENT BUDGET DETAIL

	DESCRIPTION	UNITS REQUESTED	UNIT PRICE	TOTAL AMOUNT
Computer	Laptops	30	\$ 1,500	\$ 45,000
and	Laptop Software (MS Office, Adobe, virus, etc)	30	\$ 325	\$ 9,750
Accessories	Laptop Printers	30	\$ 100	\$ 3,000
	Software Updates	1	\$ 8,000	\$ 8,000
				\$ 65,750

2010 SUPPLY BUDGET DETAIL

	DESCRIPTION	UNITS REQUESTED	UNIT PRICE	TOTAL AMOUNT
Items Under	CVSA Inspection decals	4 qtr.	\$ 350	\$ 1,400
\$1,000	Inkjet cartridges/toner			\$ 8,000
	Batteries (turbo flares, office)			\$ 1,000
	Inverters	20	\$ 60	\$ 1,200
	Steel Seals	1000	\$ 0.2	\$ 200
	Binoculars	20	\$ 100	\$ 2,000
	Miscellaneous			\$ 21,333
				\$ 35,133

The 2010 MCSAP program supports eight positions within the NHP Division. These include 1 Grants and Projects Analyst, 4 Administrative Assistants, 1 Computer Network Technician and 2 CVSIs. The NHP HQ Commercial Coordinator is Lt. William Bainter.

NHP receives funds for 2 employees from the New Entrant program, responsible for safety audits of commercial carriers desiring to operate in Nevada. One of the two employees is based in the Southern Command where the majority of new carriers request authority. The other CVSI is based in Carson City, and handles New Entrant requests for the remainder of the state. The CVSIs in this program are required to maintain NAS Level 1, Basic Hazardous Materials, and Safety Audit certifications.

The 2010 CVSP includes funds budgeted for 2 vehicle replacements.

MCSAP PERSONNEL BUDGET DETAIL

No.	Title	Name and Job Location	Annual Salary	Benefits	Total Personnel Costs
1	Grants and Project Analyst	Richard Wiggins, HQ	54,807	17,350	72,157
4	Administrative Assistant	Terry Shaw, HQ Lisa Angelone, SC Suzana Ayala, CC NC - Vacant	143,343	64,736	208,079
1	Computer Technician	Leslie Ravenscroft, HQ	67,689	19,421	87,110
2	CVSI	Tom Redican, HQ Frank Heimbach, SC	112,603	46,374	158,977
	OT Non-Holiday				7,000
TOTAL MCSAP PERSONNEL COSTS					\$533,323

All positions salaries and benefits are based on the legislatively approved SFY 10 budget.

FFY08 MCSAP BUDGET – Through June 09	BUDGETED	ACTUAL
5000 Project Personnel	494,996	505,366
6000-7000 Training & Travel	134,000	125,988
7000-7039 Operating Supplies	56,108	47,365
7040-7049 Printing & Copying	1,350	109
7050-7059 Employee Tort & Bond Insurance	3,400	3,302
7060-7089 Contract Services	177,150	112,481
7090-7099 Equipment Repair	500	88
7100-7129 Non-State Owned Rent	16,070	14,975
7120 Advertising and Public Relations	14,000	14,489
7130-7209 Vehicle Operation/Maintenance	25,000	7,407
7230-7279 Minor Building Imp.	600	0
7280-7289 Postage includes FEDEX	500	737
7290-7299 Telephone (land, cell, sat, air cards)	79,040	56,855
7301 Dues	10300	10,300
7302 Conference Registrations	6,800	4,500
7320-7370 Instructional Materials and Publications	36,350	11,376
7391-7393 Purchasing,AG& DOIT Cost Assessment	7,275	5,930
7430-7459 - Professional Services Non-contractual	2,000	0
7532- DOIT Web Hosting, Security and Infrastructure	925	1,204
7980 Operating Lease Payments	7485	7,173
9100- 9159 Cost Allocation	7,100	12,463
9158 Intrafund Transfer Overtime Roadside	208,765	130,029
7451-8400 Equipment	247,190	212,492
Total Costs (4721) Fed Sh. 80%	\$1,536,904	\$1,284,630
Less Match (4713) State Sh. 20%	\$384,226	\$321,158
Total Project Costs	\$1,921,130	\$1,605,788

TRAVEL AND TRAINING BUDGET DETAIL

TITLE	PARTICIPANTS	PLANNED	ESTIMATED COST *
OUT OF STATE (Includes Registration Fees)			
FMCSA - Grant Workshops/Training - CVSP Technical Review Panel - IT Training	HQ Staff	Annually and As Necessary	\$ 6,300
Comm. Vehicle Safety Alliance (CVSA) - Conference with FMCSA - Annual Meeting - Committee Meetings/Workshops	Comm. Commanders HQ Staff	Annually and As Necessary	\$ 24,700
Multi-Hwy Transportation Authority - Summer Conference - Meetings	Comm. Commanders Hazmat HQ Staff	Annually and As Necessary	\$ 4,700
Uniform Hazmat Alliance - Spring/Fall Conferences	HQ Staff	Semi - annually	\$ 5,500
No. Amer. Inspectors Championships - Competitions	Commercial Troops CVSI Staff	Annually	\$ 6,300
Coop. Hazmat Enforcement (COHMED) - Conference	Comm. Commanders	Annually	\$ 7,200
California Highway Patrol - Commercial Safety Summit	Comm. Commanders HQ Staff	Annually	\$ 3,200
OUT OF STATE TOTAL			\$ 57,900
IN STATE			
Truck Shows - Conferences/Competitions	Commercial Troops CVSI Staff	Annually	\$ 2,500
Administrative - Commanders Meetings, Site Visits - JOP - TACT Evaluations	Comm. Commanders HQ Staff	Quarterly and As Necess.	\$ 6,500
Mobile Roving Enforcement - Rural locations - Checksites/Operations	Commercial Troops	As Necess.	\$ 9,000
IN STATE TOTAL			\$ 18,000
NEW YEAR'S EVE			\$ 28,000
COMMERCIAL TRAINING PLAN (See Page 80-85, Appendix)			\$ 35,000
TOTAL TRAVEL AND TRAINING COSTS			\$ 138,900

* Includes Conference Registration, Airfare, and/or Per Diem.

2009 MOE BUDGET AND VERIFICATION

SAFETYEA-LU, SEC. 4106. Motor Carrier Safety Grants

(a) State Plan Contents —Section 31102(b)(1) of title 49, United States Code, is amended—

(2) by striking subparagraph (E) and inserting the following: “(E) provides that the total expenditure of amounts of the State and its political subdivisions (not including amounts of the Government) for commercial motor vehicle safety programs for enforcement of commercial motor vehicle size and weight limitations, drug interdiction, and State traffic safety laws and regulations under subsection (c) of this section will be maintained at a level at least equal to the average level of that expenditure for the 3 full fiscal years beginning after October 1 of the year 5 years prior to the beginning of each Government fiscal year.”

Federal Motor Carrier Safety Regulations, Part 350.201

Each state must maintain the aggregate expenditure of funds by the state and its political subdivisions, exclusive of Federal funds, for CMV safety programs eligible for funding under this part, at a level at least equal to the average level of expenditures for the 3 full fiscal years beginning after Oct. 1 of the year 5 years prior to the beginning of each Government fiscal year.

Nevada MOE Verification Methodology

The FMCSA provided revised CVSP Budget and MOE verification templates with the 2010 CVSP Model Plan packet. NHP has completed the MOE verification tables using actual expense data from each of the specified federal fiscal years. The 2010 MCSAP Eligible Budgeted amounts are based on projected expenses for FFY 2010, while the Basic and Incentive Budgeted amounts are based on the 2010 budget detailed above. Supporting documentation is available from the NHP Fiscal Unit.

The tables below include the following:

- FFY 2010 MCSAP Eligible Projected Costs
- FFY 2010 MOE Verification

FY 2010 MCSAP CVSP BUDGET		October 2009 - September 2010
MCSAP Eligible Expenses	Basic & Incentive Grant Funds Budgeted	Total 2010 MCSAP Eligible Budgeted
Number of Positions Assigned to MCSAP Eligible Activities		67
Number of Full Time Equivalent MCSAP Eligible Work years		67
Personnel (Payroll Costs)		
Salary	\$473,052.50	\$3,309,453.45
Fringe	\$184,851.25	\$686,678.98
Overtime	\$8,750.00	\$204,669.44
Other – Payroll and Personnel Assessments	\$6,331.25	\$6,331.25
Sub-Total, Payroll Costs	\$672,985.00	\$4,207,133.13
Program Travel (Routine MCSAP related)		
Travel & Training (Lodging/Per Diem)	\$166,125.00	\$166,125.00
NHP Fleet Cost (Fuel/Mtnce)	\$0.00	\$92,808.00
Other		
Sub-Total, Program Travel	\$166,125.00	\$258,933.00
Supplies & Operations		
Supplies, Phone, Dues, Regis, PR, etc	\$237,448.75	\$237,448.75
MCSAP Fuel	\$16,250.00	\$16,250.00
Operational Overtime	\$156,593.75	\$156,593.75
Contractual Services, incl Uniforms	\$456,517.50	\$456,517.50
Sub-Total, Supplies	\$866,810.00	\$866,810.00
Vehicles and Equipment		
Vehicles (Life Cycle Replacement - 60)	\$46,636.00	\$130,000.00
Computers (30 laptops)	\$82,187.50	\$82,187.50
Other Inspection Vehicle Equipment	\$0.00	\$284,526.00
Other Equipment (leases)	\$9,356.25	\$9,356.25
Sub-Total, Vehicles and Equipment	\$138,179.75	\$506,069.75
Training & Conferences		
Conferences (Registration)	\$7,500.00	\$7,500.00
Other		
Sub-Total, Training & Conferences	\$7,500.00	\$7,500.00
Miscellaneous Expenses		
Employee Bond/AG Tort Ins	\$4,250.00	\$4,250.00
Web Hosting	\$1,156.25	\$1,156.25
Purchasing, AG, DOIT Assessments	\$9,093.75	\$9,093.75
Sub-Total, Misc. Expenses	\$14,500.00	\$14,500.00
SUBTOTAL, DIRECT COSTS	\$1,866,099.75	\$5,860,945.88
Indirect Costs (0.5%)	\$7,464.00	\$29,304.73
Total Eligible Costs Budgeted	\$1,873,563.75	\$5,890,250.61
² Federal Funds Budgeted (80%)	\$1,498,851.00	\$1,498,851.00
³ State Matching Funds Budgeted (20%)	\$374,712.75	\$374,712.75
⁴ MOE Funds Budgeted	\$0.00	\$4,016,686.86

FY 2010 MCSAP MOE VERIFICATION FOR NEVADA			
MCSAP Eligible Expense ¹	FFY 2005	FFY 2006	FFY 2007
Personnel (Payroll Costs)			
Salary	\$1,778,638.83	\$1,861,035.62	\$2,261,207.76
Fringe Benefits	\$569,785.62	\$622,014.10	\$711,947.50
Overtime	\$71,063.22	\$165,564.73	\$149,521.19
Other - Payroll/Personnel Assessments		\$1,240.00	\$6,221.00
Sub-Total, Payroll Costs	\$2,419,487.67	\$2,649,854.45	3,128,897.45
Program Travel			
Travel & Training (Lodging/Meals/Regis)	\$127,510.51	\$131,413.20	\$87,188.85
NHP Fleet Cost (Fuel/Mtnce)	\$218,746.46	\$291,978.24	\$330,340.25
Sub-Total, Program Travel	\$346,256.97	\$423,391.44	\$417,529.10
Supplies			
Supplies, Phone, Dues, Regis, etc.	\$152,205.31	\$134,040.14	\$144,185.76
MCSAP Fuel	\$8,471.72	\$3,888.99	\$7,018.57
Operational Overtime	\$55,079.26	\$56,311.86	\$238,722.35
Contractual Services, incl. Uniforms	\$126,365.33	\$353,338.47	\$208,153.61
Sub-Total, Supplies¹	\$342,121.62	\$547,579.46	\$598,080.29
Vehicles and Equipment			
Vehicles (Number and type)	\$473,100.00	\$478,800.00	\$ 545,600.00
Computers (Number and type)	\$180,759.44	\$16,324.35	\$25,128.87
Other Inspection Vehicle Equipment (Radios, etc)	\$7,235.65	\$16,416.91	\$135,315.23
Other Equipment		\$314.00	
Sub-Total, Vehicles and Equipment	\$661,095.09	\$511,855.26	\$160,444.10
Training & Conferences			
Conferences	Incl Travel/Training	Incl Travel/Training	Incl Travel/Training
Sub-Total, Training & Conferences	\$0.00	\$0.00	\$0.00
Miscellaneous Expenses			
Employee Bond/AG Tort Ins	\$1,024.56	\$1,532.72	\$1,281.56
Web Hosting	\$0.00	\$109.09	\$151.78
Purchasing,, AG, DOIT Assessments	\$60,298.09	\$25,105.93	\$16,562.07
Sub-Total, Misc. Expenses	\$61,322.65	\$26,747.74	\$17,995.41
SUBTOTAL, DIRECT COSTS	\$3,830,284.00	\$4,159,428.35	\$4,322,946.35
Indirect Costs (1%)	\$38,302.84	\$41,594.28	\$43,229.46
Total Eligible Expense	\$3,868,586.84	\$4,201,022.63	\$4,366,175.81
Federal Funds Spent (80%)	\$1,324,512.00	\$1,425,883.00	\$1,516,001.00
State Matching Funds (20%)	\$331,128.00	\$356,471.00	\$378,750.00
Total Grant Funds Expended²	\$1,655,640.00	\$1,782,354.00	\$1,894,751.00
Net CMV Safety Annual MOE	\$2,212,946.84	\$2,418,668.63	\$2,471,424.81
SAFETEA-LU Documented CMV/Non-CMV Traffic Enforcement (TE) w/o Safety Inspection (CMV Driver Citation/Warning Issued or Non-CMV Driver Citation/Warning Issued to Improved CMV Safety)			
# of Citations	-	-	-
Average Hourly Salary	\$0.00	\$0.00	\$0.00
Average Hours Per Citation (i.e., 0.25 or 0.5, etc)	0	0	0
Documented TE Expenditures	\$0.00	\$0.00	\$0.00
Annual Maintenance of Effort	\$2,824,564.59	\$3,111,374.45	\$2,471,424.81
		\$2,802,454.62	

MOTOR CARRIER RESEARCH AND INITIATIVES



KOLOTV

"We're killing too many people, we need to get that number down," John H. Hill told reporters Jan. 8, 2009. "I'd like to see it down 30 percent to 40 percent at the end of the next [highway] authorization."

SELECT MOTOR CARRIER INDUSTRY, GOVERNMENT AND ENFORCEMENT RESEARCH, INITIATIVES AND REPORTS

1) DATA AND PROBLEM ASSESSMENTS

Large Truck Causation Study

The FMCSA Large Truck Crash Causation Study identified that the critical reason for the crashes in the study were attributed to the other vehicle or driver in 70 percent of crashes, and to the truck or truck driver 30 percent. Nationally the majority of fatalities associated with large truck crashes occur to persons outside the truck, i.e. passenger cars, light trucks and vans. Of the 4,986 large truck related fatalities in 2003, 78 percent were occupants from other vehicles (14 percent were large truck occupants and 8 percent non-occupants) (TRB, 2007).

Compass

The COMPASS program is an FMCSA-wide initiative that is leveraging new technology to transform the way that FMCSA does business. The ultimate goal is to implement an information technology (IT) solution that improves the Agency's ability to save lives and improves the safety of commercial motor vehicles. Key objectives include:

- Creating a single source for crucial safety data via single sign-on access.
- Improving data quality to enable better, more informed decision making.
- Providing actionable information as well as data.

By optimizing FMCSA's business processes and improving the Agency's IT functionality, COMPASS will help FMCSA and State enforcement personnel and industry make America's roads safer. A key component of COMPASS is the commitment to implementing a new operational model being developed as part of the Comprehensive Safety Analysis 2010 (CSA 2010) initiative. COMPASS is now leveraging a service-oriented architecture and leading technologies to develop a solution that can adapt easily to a changing environment. The [FMCSA Portal](#), the first phase of COMPASS, provides single sign-on access to MCMIS, EMIS, L&I, and DataQs via a single password and user ID. Over time, the [FMCSA Portal](#) will provide access to all FMCSA existing systems.

Comprehensive Safety Analysis 2010 Initiative

Comprehensive Safety Analysis 2010 (CSA 2010) is a major FMCSA initiative to improve the effectiveness of the Agency's compliance and enforcement programs. Its ultimate goal is to achieve a greater reduction in large truck and bus crashes, injuries, and fatalities, while making efficient use of the resources of FMCSA and its state partners. CSA 2010 is characterized by (1) a more comprehensive measurement system, (2) a safety fitness determination methodology that is based on performance data and not necessarily tied to an on-site compliance review, and (3) a broader array of progressive interventions.

FMCSA believes that CSA 2010 will help the Agency assess the safety performance of a greater segment of the industry and intervene with more carriers to change unsafe behavior earlier. There are four major components to CSA 2010: (1) Measurement, (2) Interventions, (3) Safety Fitness Determination, and (4) Information Technology. Each component and its status are described below.

There are six important differences between the proposed CSA approach (SMS) and the Agency's current measurement system, SafeStat. 1. SMS is organized by seven specific behaviors (BASICS) while SafeStat is organized into four general Safety Evaluation Areas (SEAs). 2. SMS identifies safety problems in the same structure in which CSA 2010 addresses those problems, while SafeStat prioritizes carriers for a one-size-fits-all compliance review. 3. SMS uses all safety-based inspection violations while SafeStat uses only out-of-service violations and selected moving violations. 4. SMS uses risk-based violation weightings while SafeStat does not. 5. SMS impacts the safety fitness determination of an entity, while SafeStat has no impact on an entity's safety fitness rating. 6. SMS assesses individual drivers and carriers, while SafeStat assesses only carriers.

During February 2008, the FMCSA began the first phase of the CSA 2010 operational model test, wherein four states will be subjected to a new safety measurement system and progressive interventions. The test will continue for 30 months into mid-2010, at which time FMCSA is planning full implementation of the CSA 2010 model. State partners participating in the first phase test are the Colorado State Patrol, the Georgia Department of Public Safety, the Missouri Department of Transportation, and the New Jersey Department of Transportation.

Predictive Crash Likelihood

An American Transportation Research Institute (ATRI) research project was to design and test an analytical model for predicting future crash involvement based on prior driver history information.

The four *convictions* with the highest likelihood of a future crash are: improper or erratic lane change; failure to yield right of way; improper turn; and failure to maintain proper lane. When a driver receives a conviction for one of these behaviors, the likelihood of a future crash increases between 91 and 100 percent. Table 1 ranks the top 10 driver events by the percentage increase in the likelihood of a future crash.

Table 1: Summary of Crash Likelihood for all Data Analyzed	
If a driver had:	The crash likelihood increases:
A Reckless Driving violation	325%
An Improper Turn violation	105%
An Improper or Erratic Lane Change conviction	100%
A Failure to Yield Right of Way conviction	97%
An Improper Turn conviction	94%
A Failure to Maintain Proper Lane conviction	91%
A Past Crash	87%
An Improper Lane Change violation	78%
A Failure to Yield Right of Way violation	70%
A Driving Too Fast for Conditions conviction	62%

ATRI

To get a copy of the report, visit www.atri-online.org. Click on Research Results, Safety and Human Factors.

The predictive model included data on 540,750 drivers. The analysis shows reckless driving and improper turn violations as the two violations associated with the highest increase in likelihood of a future crash 325 and 105 percent, respectively. (ATRI)

2) LAWS AND REGULATIONS

National Surface Transportation Policy and Revenue Study Commission Report

The current federal transportation legislation, SAFETY-LU for short, was enacted in 2005, and will expire in 2009. SAFETY-LU expanded on the progressive nature of reform started with ISTEA in 1998, including the establishment of a National Registry of Medical Providers to ensure CMV drivers are evaluated by qualified medical practitioners, expansion of enforcement actions pertaining to non-compliance of safety regulations, and development of a plan to modernize the Commercial Drivers License Information System (CDLIS). SAFETY-LU continued the gradual increase of federal funds used to support CMV safety and enforcement programs at the state level.

One provision of SAFETY-LU was the establishment of the National Surface Transportation Policy and Revenue Study Commission (NSTPRSC). The Commission was charged with conducting a conceptual plan to ensure the transportation system continues to serve the needs of the United States.

The 2008 Report by the Commission does not hold any legal standing, and lawmakers are free to develop the 2009 transportation reauthorization bill as they see fit. However, the Commission's Report clearly identifies the nation's surface transportation system as having reached a crossroads, and that applying patches to the system are no longer acceptable.

The Commission concludes that the current Federal surface transportation programs should not be re-authorized in their current form. The Commission proposes a performance-driven, outcome-based, generally mode-neutral program, refocused to pursue activities of genuine national interest.

The Commission believes that several new structural features will be key to the successful program reform necessary to achieve the Commission's vision, including concentrating Federal surface transportation investment in 10 program areas:

- Rebuilding America: A National Asset Management Program
- Freight Transportation: A Program to Enhance U.S. Global Competitiveness
- Congestion Relief: A Program for Improved Metropolitan Mobility
- Saving Lives: A National Safe Mobility Program
- Connecting America: A National Access Program for Small Cities and Rural Areas
- Intercity Passenger Rail: A Program to Serve High-Growth Corridors by Rail
- Environmental Stewardship: Transportation Investment Program to Support a Healthy Environment
- Energy Security: A Program to Accelerate the Development of Environmentally-Friendly Replacement Fuels
- Federal Lands: A Program for Providing Public Access
- Research, Development, & Technology: A Coherent Transportation Research Program for the Nation.

With regard to safety, the Commission recommends that the US DOT would define safety performance metrics (e.g., fatalities and serious injuries per 100 million VMT) to be used by all Federal, State, and local agencies to measure progress. The Commission recommends that US DOT establish national safety goals, *beginning with an ambitious but reachable goal to cut surface transportation fatalities in half from current levels by 2025.*

National Transportation Policy Project

Recognizing the need for a new vision for federal transportation policy, the National Transportation Policy Project (NTPP) was launched in February, 2008, with the aim of bringing new approaches and fresh thinking to these issues. NTPP's aim has been to develop proposals for transportation reform that are at once bold enough to be effective, and pragmatic enough to be relevant. To that end, the Project has been explicitly bipartisan in its approach and in its membership from the outset. NTPP is chaired by four former elected officials—two Republicans and two Democrats—and brings together a group of individuals with a broad diversity of political views and professional experiences. This includes experts and leaders in transportation policy, as well as users of the system whose voices have not typically been heard in previous policy debates.

NTPP proposes five key goals, all of which are critical to the national interest and all of which—because of their intrinsically national nature—require federal leadership and action:

Economic Growth—Producing maximum *economic growth* per dollar of investment

National Connectivity—*Connecting* people and goods across the nation with effective surface transportation

Metropolitan Accessibility—Providing efficient access to jobs, labor, and other activities throughout *metropolitan* areas

Energy Security and Environmental Protection—Integrating *energy* security and environmental protection objectives with transportation policies and programs

Safety—Improving *safety* by reducing the number of accidents, injuries, and fatalities associated with transportation

NTPP believes that this set of goals makes intuitive sense and would command broad support from the American public—and thus provides a strong foundation for a meaningful vision and fundamental reform.

Motorcoach Enhanced Safety Act of 2009

This bill is an expansion of one introduced in 2007 and would require DOT to make much-needed upgrades to federal safety standards for motorcoaches, increase driver operating standards and training requirements, and implement important safety-enhancing technologies.

Specifically, the bipartisan legislation would require:

- Safety belts and stronger seating systems to ensure occupants stay in their seats in a crash.
- Anti-ejection glazing on windows to prevent passengers from being easily thrown outside the motorcoach.
- Strong, crush-resistant roofs that can withstand rollovers.
- Improved protection against fires by reducing flammability of the motorcoach interior, and better training for operators in the case of fire.

- Improved commercial driver training. Currently, no training is required by federal regulation.
- Electronic On-Board Recorders (EOBRs) with real-time capabilities to track precise vehicle location, and recorded data not accessible to manipulation by a driver or motor carrier.

Safe Roads Act of 2009

The Safe Roads Act, introduced in May 2009, would implement a recommendation from the Government Accountability Office (GAO) to establish a cost-effective, feasible database of drug testing information for commercial drivers.

Specifically, it would authorize \$5 million annually to develop and deploy the database and clearinghouse; require medical review officers, employers and other service agents to report positive results from drug or alcohol tests to the Federal Motor Carrier Safety Administration; and require employers to check the database prior to hiring prospective employees. The bill also provides for privacy protections and employee rights of actions.

Data shows that between 1.3% and 2.8% of drivers test positive for the presence of illegal drugs under random testing.

SAFE Truckers Act of 2009

The U.S. House Committee on Homeland Security approved two amendments Thursday, May 14, 2009 to HR2200, the Transportation Security Administration authorization bill.

The first amendment is called the Screening Applied Fairly and Equitably to Truckers Act of 2009, also known as the SAFE Truckers Act, which would bring significant changes to the rigid process that truckers face when applying for hazmat endorsement.

The legislation is intended to repeal the Patriot Act's requirement that all hazmat haulers undergo federal background checks and require only those truckers who haul security-sensitive materials to undergo background checks.

Among other changes, the SAFE Trucker's Act would create a new category of hazmat called security sensitive materials, which would include only about 5 percent of materials counted as hazardous materials. Truckers who haul security sensitive materials would continue to undergo a federal background check.

In addition, the SAFE Trucker's Act would require enrollment locations to have flexible operating hours and prohibits states or other government entities from requiring separate background checks that merely repeat checks already performed for hazmat endorsement. Also, the government would establish a task force to determine whether the disqualifying crimes "are accurate indicators of a terrorism security risk."

Electronic On-Board Recorders (EBR)

FMCSA may expand its proposed requirement for electronic onboard recorders to include all carriers, rather than just those who persistently violate the hours of service rules. Under the proposed rule, the agency would require mandatory recorders for carriers that violate the hours rules 10 percent or more of the time, as determined in two compliance reviews within a two-year period. That approach was the middle of three options the agency considered for its proposal. The lesser option was to keep recorders optional. The greater was to require them industry-wide.

The ATRI has completed a study on the effectiveness of EBRs. To view a copy of the full report, visit www.atri-online.org. Click Research Results, Safety and Human Factors.

Driver Training Regulations

FMCSA published a Notice of Proposed Rulemaking (NPRM) April 9 in the Federal Register that revises Commercial Driver's License (CDL) knowledge and skills testing standards and requires new federal minimum standards for states to issue commercial learner's permits.

Some of the requirements include:

- Successful completion of knowledge and skills testing prior to issuance of a CLP
- All CDL applicants to have CLP for 30 days before applying for a CDL
- All CLP applicants must be at least 18 years old before applying for a CLP
- Increased documentation requirements for CDL and CLP applicants to demonstrate legal presence, and
- Increased fraud prevention measures to be implemented by the state driver's licensing agencies

FMCSA would require entry-level drivers to complete 120 hours of training, including 44 hours behind the wheel, in an accredited program before they can receive a license. Currently, commercial driver's license requirements vary from state to state.

New Entrant

The FMCSA is gearing up to complete its New Entrant Motor Carrier Safety Assurance Process in 2008, the culmination of a process launched by the Motor Carrier Safety Improvement Act in 1999. FMCSA expects to issue final rules shortly that will govern the 18-month provisional period and the accompanying audits of new trucking companies. These rules will replace interim final rules issued in 2003. The new rules represent the biggest change in entrance requirements for new truckers since deregulation stripped many economic regulatory requirements from the books.

At the heart of the rule will be 11 regulations, including stringent requirements for drug and alcohol testing programs, insurance and use of records. Unlike the current system, a single violation would result in automatic failure. The new requirements - which were proposed in December 2006 - would be effective 30 days after the final rule is published.

Electronic Speed Limiters

The American Trucking Associations renewed its call for a federal regulation that would require that newly manufactured trucks have electronic speed limiters installed that can be set no higher than 68 mph. A spokeswoman for the National Highway Traffic Safety Administration says that the ATA's petition on speed limiters—which was filed back in October 2006 when diesel was about \$2.50 a gallon—is still under review. (U.S. News & World Report, March 28, 2008)

List of FMCSA Rules CY 2008 to Present

Final

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3/17/2009	Elimination of Route Designation Requirement for Motor Carriers Transporting Passengers Over Regular Routes	356, 365, 374
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Interim Final

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Proposed

3/3/2009	Elimination of Route Designation Requirement for Motor Carriers Transporting Passengers Over Regular Routes: Proposed Delay in Effective Date Proposed delay in effective date.	356, 365, 374
12/1/2008	National Registry of Certified Medical Examiners Notice of proposed rulemaking (NPRM); request for comments.	390, 391
8/7/2008	Elimination of Route Designation Requirement for Motor Carriers Transporting Passengers Over Regular Routes Notice of proposed rulemaking (NPRM); request for comments	356, 365, 374
6/25/2008	Hours of Service of Drivers; Availability of Supplemental Documents Notice of availability of supplemental documents	385, 395
6/9/2008	Commercial Driver's License Testing and Commercial Learner's Permit Standards; Extension of Comment Period Proposed rule; extension of comment period	383, 384, 385
4/9/2008	Commercial Driver's License Testing and Commercial Learner's Permit Standards; Proposed Rule Notice of proposed rulemaking (NPRM)	383, 384, 385
3/24/2008	Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators Proposed rule; Updated information and extension of comment period	380, 383, 384
2/20/2008	Transportation of Household Goods; Consumer Complaint Information Quarterly Report Notice of proposed rulemaking (NPRM); request for comments	375

3) ENFORCEMENT AND COMPLIANCE

Roadside Inspections – Nationwide 2004

	Level 1		Level 2		Level 3		Level 4		Level 5	
		%		%		%		%		%
Inspections Without Violations	277,150	26	218,472	19	283,587	38	9,515	45	21,682	60
Inspections With Violations	793,815	74	924,005	81	460,798	62	11,669	55	14,214	40
Total Inspections	1,070,965	100	1,142,477	100	744,385	100	21,184	100	35,896	100

Drug and Alcohol Testing

Federal law requires commercial drivers to submit urine specimens for drug testing. The Federal Motor Carrier Safety Administration (FMCSA) is responsible for ensuring that motor carriers comply with these regulations. Recent reports have raised concerns that some drivers may not be tested, some may be tested but avoid detection, and some may test positive but continue to drive. The Government Accounting Office (GAO) was asked to look at these challenges.

GAO's analysis identified the following options as having the greatest potential for addressing these challenges:

- For increasing the number of drivers tested: strengthen the enforcement of safety audits for new carriers.
- For reducing opportunities to subvert the test: additional authority to levy fines when collection sites do not follow federal protocols, and congressional action to ban subversion products at the federal level.
- For reducing the number of drivers who test positive and continue to drive: a national database of drug testing information, and to encourage states to suspend a driver's commercial driver's license after a positive drug test or refusal to test would be a more direct way to compel drivers to complete the return-to-duty process.

4% of fatally injured large truck drivers had BACs at or above 0.08 percent, the per se alcohol impaired limit in all states; this percentage has fallen since 1982 when it was 17%. In contrast, 32% of passenger vehicle drivers in 2004 had a BAC at or above 0.08 percent. (IIHS, 2005)

Trooper Technologies

Enforcement personnel also use technology to support their operations and mission. Troopers use items such as infrared brake check systems to monitor truck brakes as they pass by, radar units to monitor speed, radar detector detectors to ensure truckers are not using radar detectors, battery powered flares for incident management, recordings to air over trucker CB channels regarding work zones or incidents, reader boards to safely pull over trucks for roadside inspections, and laser lights to measure the depth of trailers to ensure contraband is not hidden inside, to name just a few.

Wireless Motor Coach Inspections

Roadside safety inspections for motorcoaches can be time consuming, inconvenient and disturbing to passengers. Someday, not too far off, many of them could be trouble free, over within seconds and not even noticed by people on board the coach.

The Federal Motor Carrier Safety Administration says wireless roadside inspections carried out while the coaches are rolling along the highway are on the horizon. The agency, which has been researching the idea for years, is gearing up to begin testing a variety of technologies that could be used to carry out the "no-stop" safety inspections for both buses and commercial trucks, according to Jeff Loftus of the FMCSA technology division.

He said testing is scheduled to get under way by March 2010 with a handful of yet-to-be solicited volunteer motorcoach and trucking companies in Kentucky, Tennessee and New York. And, if all goes well, then a much broader and more extensive pilot program would be started sometime in 2012. Although the wireless inspections would produce much of the same information obtained during physical roadside examinations, they would not replace them.

Physical inspections still would be needed because the wireless technology would be unable to detect critical vehicle safety issues such as cracked tires, worn brake lines or leaking hoses and oil or fuel lines. However, Loftus said the wireless inspections would allow regulators to dramatically increase the number of inspections they could do each year, which likely would reduce accidents by getting more bad drivers, dangerous buses and illegal carriers off the road.

The testing program will involve simple electronic equipment that can identify license and U.S. Department of Transportation numbers off passing vehicles, as well as much more sophisticated software that can read and transmit data from electronic driver log books, onboard recorders and fleet management equipment devices that carriers now use to monitor various vehicle components and functions.

4) DRIVER HEALTH

Sleep Factors

The National Transportation Safety Board (NTSB) has found that the incidence of fatigue is underestimated in virtually every transportation mode, because it is so hard to quantify and measure. Many accident investigations do not obtain the information necessary to determine the contribution of fatigue; namely, the condition of the operators, the extent to which they have been deprived of sleep, and their state of alertness.

Analysis of accident and incident data suggest that fatigue may contribute to between 20 and 40 percent of commercial transportation accidents. Analysis of 182 heavy truck accidents that were fatal to the truck driver indicated that fatigue was a causal factor in 31 percent of these crashes. The operational fatigue risk factors discussed in this section are:

- Extended Work and/or Commuting Periods
- Split-Shift Work Schedules
- Sleep/Work Periods Conflicting with Circadian Rhythms
- Changing or Rotating Work Schedules
- Unpredictable Work Schedules
- Lack of Rest or Nap Periods During Work
- Sleep Disruption
- Inadequate Exercise
- Poor Diet
- Environmental Stressors

Sleep Apnea

A new study has confirmed previous research that obesity-driven testing identifies commercial truck drivers with a high likelihood of obstructive sleep apnea and suggests

that requiring OSA screenings could reduce the risk of truck crashes resulting from driver fatigue and sleepiness.

“Truck drivers with sleep apnea have up to a 7-fold increased risk of being involved in a motor vehicle crash,” said Dr. Philip Parks, medical director of employee health and occupational services at health care provider Lifespan and the study’s lead author. The study results were published April 2, 2009, in the March edition of the Journal of Occupational and Environmental Medicine.

OSA is a syndrome characterized by sleep-disordered breathing, resulting in excessive daytime sleepiness, sleep attacks, psychomotor deficits and disrupted nighttime sleep. It increases the risk of motor vehicle accidents, and is common among truck drivers. Approximately 2.4 million to 3.9 million licensed commercial drivers in the U.S. are expected to have OSA. In addition to being unrecognized or unreported by drivers, OSA often remains undiagnosed by many primary care clinicians despite the fact that OSA increases the risks of hypertension, diabetes and heart disease.

Over the 15-month study period, 456 commercial drivers were examined from more than 50 different employers. Seventy-eight, or 17 percent, met the screening criteria for suspect OSA. These drivers were older and more obese, and had a higher average blood pressure. Of the 53 drivers who were referred for sleep studies, 33 did not comply with the referral and were lost to follow-up. The remaining 20 were all confirmed to have OSA, but after diagnosis, only one of these 20 drivers with confirmed OSA complied with treatment recommendations.

“Although it is not surprising, it is concerning that we found that drivers with sleep apnea frequently minimize or underreport symptoms such as snoring and daytime sleepiness,” Parks said. “In our study, the majority of truck drivers did not follow through on physician recommendations for sleep studies and sleep apnea treatment. As a result, it is possible that many of the 14 million truck drivers on American road have undiagnosed or untreated sleep apnea.”

Dr. Stefanos N. Kales, medical director of Employee and Industrial Medicine at Cambridge Health Alliance, which assisted with the study said, “It is very likely that most of the drivers who did not comply with sleep studies or sleep apnea treatment sought medical certification from examiners who do not screen for sleep apnea and are driving with untreated or inadequately treated sleep apnea.”

The **Federal Motor Carrier Safety Administration** is considering recommendations to require sleep apnea screening for all obese drivers based on body mass index or BMI, which is calculated based on height and weight. FMCSA requires medical certification of licensed commercial drivers at least every two years. “OSA screenings of truck drivers will be ineffective unless they are federally mandated or required by employers,” Dr. Kales said.

FMCSA’s “A Study of Prevalence of Sleep Apnea Among Commercial Truck Drivers” states that sleep apnea is a major contributor to daytime drowsiness—a condition that could prove deadly for commercial truck drivers and involved passenger vehicles. It is a condition where, during sleep, a narrowing or closure of the upper airway causes repeated sleep disturbances leading to poor sleep quality and excessive daytime sleepiness. Since excessive sleepiness can be a consequence of sleeping disturbances, drivers with sleep

apnea have compromised driving performance leading to increases in the risks of crashes.

According to the Divided Attention Driving Task, a research test designed to mimic driving performance, individuals with sleep apnea perform, on average, as poorly as individuals whose levels of blood alcohol concentration exceed the legal limit. The results of this study show that the prevalence rates of sleep apnea among commercial truck drivers are similar to sleep apnea rates found in other general populations. This is in contrast to the extremely high prevalence rates reported previously by the Stoohs study. [Stoohs, Sleep and Sleep-Disordered Breathing in Commercial Long-Haul Truck Drivers, 1995]

Diesel Exhaust and Trucker Health

A new study released in late 2008 by researchers at UC Berkeley and Harvard claims that trucking industry workers who have been regularly exposed to diesel vehicle exhaust have an elevated risk of lung cancer with each increasing year of work. Although an elevated risk of lung cancer has long been attributed to diesel exhaust exposure, previous studies specifically implicating diesel exhaust as a carcinogen were limited due to a lack of exposure measurements and work records relating job title to exposure-related job duties, the study's authors said.

The study collected work records for 31,135 male workers employed in the unionized U.S. trucking industry in 1985, examining lung cancer mortality through 2000 for jobs associated with current and historical use of diesel-, gas- and propane-powered vehicles using the National Death Index, indirectly adjusting for cigarette smoking.

The eight categories of workers studied were long-haul driver, pickup and delivery, dockworker, combination worker in the truck cab or loading dock, mechanic, hostler in a terminal yard, clerks in a terminal office, and other jobs. According to the report, long-haul drivers (LH), P&D drivers, dockworkers, and combination workers all had significantly elevated hazard ratios (HR) compared to the other four categories that did not have regular exposure to exhaust. Combination workers were rated as the most endangered, followed by dockworkers, P&D and LH drivers.

On average, the workers studied were hired in their mid-30s and were predominantly Caucasian, lived in the South or Midwest, and worked in the trucking industry for an average of 22 years. There were 4,306 deaths and 779 cases of lung cancer from 1985 through 2000, the report said.

19 of 185 (10%) fatally injured truck drivers in a core sample studied had such severe health problems that the National Transportation Safety Board pinpointed health as a major factor in or the probable cause of the crashes studied. (TRB Circular EC117)

5) HUMAN FACTORS

Seat Belt Use

The Federal Motor Carrier Safety Administration (FMCSA) announced that safety belt use by drivers of medium and heavy-duty commercial vehicles increased to 72 percent in 2008. That figure is up 7 percentage points from 65 percent the previous year. FMCSA's safety belt statistics are part of the 2008 Seat Belt Usage Study, which FMCSA uses to measure the effectiveness of their Commercial Motor Vehicle Safety Belt Program. The federal program assists States in executing their own safety belt awareness campaigns.

Safety belt usage among commercial drivers has increased from just 54 percent since 2005, when the program began.

Other key findings in the 2008 Seat Belt Usage Study include:

- A rise in safety belt use among passengers of commercial motor vehicles to 61 percent;
- Professional truck drivers for major regional or national fleets showed higher usage at 75 percent, versus 62 percent for independent owner-operators;
- Regionally, safety belt usage rates for truck drivers and their occupants were highest at 81 percent in the West compared to 77 percent in the South, 60 percent in the Midwest, and 56 percent in the Northeast;
- Safety belt usage for both drivers and occupants was higher at 80 percent in States that had primary belt use laws than 64 percent in States with secondary belt use laws;
- Commercial motor vehicle drivers and their occupants had higher safety belt usage rates on weekend days over week days, higher usage rates in urban areas over suburban or rural areas, and higher usage rates in faster traffic over slower traffic.

Minnesota, Arkansas and Florida recently adopted primary safety belt laws. As of June 2009, 29 States and the District of Columbia have primary safety belt laws and 20 have secondary laws.

Cohen and Einar (2001) concluded that safety belt laws applying to all drivers did lead to an increase in safety belt usage, and thus an increase in lives saved. It also drew a comparison between primary and secondary state safety belt laws. The researchers concluded through their analysis that if all states moved toward a primary enforcement policy, national rates of safety belt use would increase 9% to 77% and 500 lives would be saved annually.

In 2007 overall safety belt use increased to 65 percent among drivers of medium duty Class 7 and Class 8 trucks. Safety belt use was observed at a higher rate (69%) in states with primary seat belt laws than states with secondary belt use laws (59%). Additionally drivers of units identified as parts of fleets were more likely (67%) to regularly wear safety belts than independent owner operators (56%). In 2003 the survey found that only 48% of truck drivers wore safety belts compared to 59% by 2006. (FMCSA Feb. 2008)

Driver Employment

The national driver shortage, estimated in 2005 to be approximately 20,000 and expected to grow to 100,000 by 2015, has all but disappeared with the economy. As of December 2008, trucking company failures have spiked, a record number of trucks have been idled and drivers who once jumped from firm to firm for better pay or working conditions now are more inclined to stay put.

"There's a huge oversupply of drivers now," said Joe Rajkovacz, regulatory affairs specialist for the Owner-Operator Independent Drivers Association, a 160,000-member group that represents independent truckers, many of whom contract with large carriers and function much like employees.

Even the American Trucking Associations, which three years ago said the industry was short 20,000 long-haul drivers, acknowledges that the present picture, at least, looks much different.

"Currently, due to the extremely weak freight volumes, there is not a shortage of drivers," Bob Costello, chief economist and vice president of the trade group, said. "However, the fundamental demographic trends that caused a shortage a few years ago have not gone away. Once strong freight volumes return, I fully expect the shortage to return."

The trucking industry lost nearly 25,000 jobs in January, 2009, the highest monthly total ever except during a national strike in 1994, according to data from the Department of Labor. Dismal freight volumes caused carriers to cut back, and the trucking employment drop of 24,900 contributed to the 598,000 total the Labor Department reported for January, as the national unemployment rate jumped to 7.6% from 7.2% in December.

"All of last year, we lost just under 73,000 [trucking jobs] . . . so that's a third of what we lost all of last year in one month," Bob Costello, senior economist for American Trucking Associations. The only month in history when more jobs were lost in the trucking industry was April 1994, when a Teamsters strike led to the loss of 49,400 jobs.

The recession has caused trucking to shed jobs in 12 of the past 13 months for a total employment loss of 106,100, the Labor Department said. Costello said the January employment cuts were "a direct result" of the historic drop in freight volume suffered at the end of 2008.

Diesel Prices

The price of diesel fuel has risen dramatically over the past 12 months, having a significant impact on the motor carrier industry in terms of companies closing, finding ways to reduce overall costs, ability to pay for maintenance, and overall quality of life for drivers dependent upon fuel costs.

Historical Price of Diesel	
June 2009	\$2.529
May 2009	\$2.227
March 2009	\$2.092
January 2009	\$2.292
June 2008	\$4.692
June 2007	\$2.808
June 2006	\$2.898
June 2005	\$2.290
June 2004	\$1.711
June 2003	\$1.424
June 2002	\$1.286

Energy Information Administration

6) CARRIER SAFETY MANAGEMENT

(All information is from TRB Circular E-C117)

The following are a general summary of those practices that characterize fleets that are dedicated to safety management and whose safety performance exceeds the norm (e.g. lower crash and out-of-service rates):

- Management Commitment - Safety management begins with clear and unequivocal support of top management, and integration of safety focus in all aspects of operations.
- Driver Hiring Practices - The cost to hire new commercial drivers varies according to whether novice or experienced drivers are recruited, but in either case the time and expense justify selecting the best candidates with the greatest chances for long term safe driving performance.
- Employee Training – All CMV drivers must hold a CDL, but in the United States there are no comprehensive mandatory training standards for entry-level CMV drivers. However, FMCSA recently published a final rule establishing standards for mandatory training requirements.
- Encouraging and Reinforcing Safe Driver Behavior – Safely managed fleets use a number of activities and practices, including driver incentive programs, discipline and fatigue management.
- Fatigue Management Programs – In general, fleet-based FMPs incorporate fatigue and wellness education, medical evaluation (emphasizing sleep apnea screening), and improved scheduling practices.
- Driver Wellness Programs – Driver wellness services and organized wellness training.
- Monitoring Driver Performance – Safety managers monitor driver behavior to ensure performance stays within the bounds of safety. Past performance is considered a predictor of future safety results.
- Employee Retention Programs – Based on a study by Gallup, 1997, five specific job attributes emerged as the most important predictors of overall job satisfaction: Steadiness of work, genuine care of managers, pay, support while on the road, and number of hours worked.
- Vehicle Maintenance and Inspection – ATRI's *Safe Returns, 1999*, documents that safety-conscious fleets employ practices that include: Compliance with federal and state requirements, trip sheets by drivers, computerized equipment maintenance, outsourcing of maintenance activities.
- Vehicle Safety Equipment – A number of technologies are now available to enhance vehicle safety performance, including collision avoidance systems, collision warning systems, lane departure warning systems, and advanced on-board sensor systems that monitor system performance.

Management determines whether the carrier operates safely or not. Management selects, trains, supervises, motivates, disciplines and compensates drivers. Management makes the equipment purchase and maintenance decisions. Management sets the entire safety tone of the enterprise both explicitly through formal policies and implicitly in the way that it treats potential rule breaking and other unsafe practices. (TRB Circular E-C117, May 2007)

7) VEHICLE DESIGN AND TECHNOLOGY

Seeing and Being Seen

Each year approximately 28,000 crashes involving combination-unit trucks occur when these units are making lane changes, merging, or making right-turn maneuvers. Research that is underway will establish the performance requirements for indirect viewing provided by mirror or video systems. This data will provide the basis for federal rules (FMVSS 111) regarding the design of heavy vehicle indirect viewing systems.

NHTSA evaluated the effectiveness of retro-reflective tape in reducing crashes and found that overall tape reduced side and rear impacts by 29 percent. In dark-not-lighted conditions, the tape reduced impacts by 41 percent. An analysis by FMCSA of rear-end fatal crashes involving trucks indicates that 40 percent of trucks that were struck by other vehicles had one or more lighting violations, as opposed to 13 percent of the trucks that struck other vehicles.

Crash Warning Systems

In March 2009 the University of Michigan Transportation Research Institute announced it will begin field testing an integrated crash-warning system installed in the commercial trucks of Ann Arbor-based Con-way Freight. The testing is part of the Integrated Vehicle-Based Safety System program, a cooperative agreement with the U. S. Department of Transportation.

The IVBSS technology fully integrates multiple crash-warning features, including forward collision, lane departure and lane change-merge warning systems into the commercial truck platform. It provides drivers with situational awareness of the vehicle's surroundings and warns drivers when they are about to inadvertently leave the roadway, are in danger of colliding with another vehicle while attempting a lane change or are at risk of colliding with the vehicle ahead.

NTSB Safety Recommendations H-08-15 and H-01-6 and -7, February 3, 2009

The National Transportation Safety Board makes the following safety recommendation to the National Highway Traffic Safety Administration:

Determine whether equipping commercial vehicles with collision warning systems with active braking and electronic stability control systems will reduce commercial vehicle accidents. If these technologies are determined to be effective in reducing accidents, require their use on commercial vehicles. (H-08-15) Further, the National Transportation Safety Board reiterates the following previously issued safety recommendations to the National Highway Traffic Safety Administration: Complete rulemaking on adaptive cruise control and collision warning system performance standards for new commercial vehicles. At a minimum, these standards should address obstacle detection distance, timing of alerts, and human factors guidelines, such as the mode and type of warning. (H-01-6) After promulgating performance standards for collision warning systems for commercial vehicles, require that all new commercial vehicles be equipped with a collision warning system. (H-01-7)

http://www.nts.gov/recs/letters/2008/H08_15_H01_6_7.pdf

Drowsy Driver Detection

When considering all types of vehicle types, approximately 100,000 crashes per year (1.6% of 6.3 million) are identified where drowsiness was indicated, and from "drift-out-of-lane" crashes not specifically indicated but which had drowsiness characteristics.

Approximately 1,357 drowsiness-related fatal crashes resulted in 1,544 fatalities (3.6% of all fatal crashes) as reported by FARS.

The FMCSA funded the “Advanced Driver Fatigue Research” project completed by the Center for Intelligent Systems Research of the George Washington University. That project’s Executive Summary states that A system that relies solely on steering inputs provides a number of benefits over the more common means of detecting drowsiness through eye-tracking. A steering-only detection system is unobtrusive, capable of being implemented inexpensively with a minimal amount of additional sensors and computing power, and immune to problems associated with eye-tracking systems such as performance degradation under low-light conditions or when drivers wear glasses. A steering-only system is based on the hypothesis that people steer differently when they are drowsy. Drowsy driving is marked by a lower vigilance in lane keeping which leads to fewer micro-steering corrections and more macro-steering corrections. Given the variability in driving styles and human behavior, a precise model of fatigued steering behavior is extremely difficult to develop. However, in previous studies, CISR has successfully used Artificial Neural Networks (ANN) to successfully learn patterns of fatigued and non-drowsy steering.

NTSB Safety Recommendations H-08-13 and -14, February 3, 2009

The National Transportation Safety Board makes the following safety recommendations to the Federal Motor Carrier Safety Administration:

Develop and implement a plan to deploy technologies in commercial vehicles to reduce the occurrence of fatigue-related accidents. (H-08-13) Develop and use a methodology that will continually assess the effectiveness of the fatigue management plans implemented by motor carriers, including their ability to improve sleep and alertness, mitigate performance errors, and prevent incidents and accidents. (H-08-14)

http://www.nts.gov/recs/letters/2008/H08_13_14.pdf

Driver Distraction

Driver distraction – from cell phone use to dispatching devices – was involved in 100 percent of commercial vehicles crashes, according to a study whose findings were presented in June 2009.

In addition, driver distraction was involved in 81 percent of safety-critical events, which includes not only crashes but also other events such as lane deviations, according to a study on driver distraction in commercial vehicle operations conducted by the Virginia Tech Transportation Institute.

Using in-cab video taken from about 200 truck drivers and about 3 million miles of driving, the institute analyzed and measured the impact of driver distraction on crashes and other performance errors by looking at the types of tasks drivers were doing and what their eyes were focused on.

The study found that tasks such as text messaging and dialing while driving posed the most risk. Out of a span of six seconds, drivers' eyes were looking off of the forward roadway for about five seconds while texting in the middle of a critical event, the data showed. On average, drivers who were dialing a cell phone during a critical event took their eyes off the forward roadway for about four seconds at a time. Dispatching devices were also distracting during critical events, drawing drivers' eyes for about four seconds.

Recommendations to carriers when addressing the distraction issue:

- Implement education to emphasize the importance of having eyes forward and scanning the surroundings.
- Non high-tech activities, such as reading, writing and mapping, can also be risky distractions.
- Consider enforcing policies such as no texting or other use of in-vehicle devices.
- Encourage drivers to avoid manual dialing and the use of dispatching devices on the road.
- Inform drivers that talking is permitted. It can help keep them alert.
- Look into dispatch devices that include Bluetooth capabilities, voice activation or lockout features.
- Conduct research on some of the other protective effects of certain tasks.
- Support regulation related to driver distraction, such as the text messaging ban or hands-free requirements.

Modifying Driver Behavior

Using advanced in-vehicle driver performance monitoring devices to provide feedback to the driver that they can use to improve their safety-related behaviors is a promising concept to consider in a fleet safety management program. Drivers behave more cautiously knowing their performance is being monitored, or from drivers learning how to reduce risky driving behaviors.

Wouters and Bos found that the use of driver monitoring with vehicle data recorders in commercial fleets in Belgium and the Netherlands helped to reduce crashes by 20 percent.

Onboard Condition and Performance Monitoring

Monitoring operating conditions might be used to tailor routine maintenance, and monitoring vehicle health could prevent unscheduled out-of-service events. Monitoring driver performance (speed, braking activity, etc.) might help with driver training and fuel efficiency. Vehicle data recorders could be used to record operating data surrounding pre-defined trigger events, including crashes, to help understand and recreate the conditions that led to the event.

Onboard Safety Technologies

The Federal Motor Carrier Safety Administration on Wednesday, March 11, 2009, released the findings from three onboard safety system studies. The research, sponsored by FMCSA and led by the American Transportation Research Institute, provides detailed examinations of motor carrier benefits and costs associated with roll-stability control systems, forward-collision warning systems and lane-departure warning systems.

“Carriers regularly seek credible data on which to base investment decisions,” says Don Osterberg, vice president of safety and driver training for Green Bay, Wis.-based Schneider National and chairman of ATRI’s research advisory committee. “The ATRI-FMCSA reports provide an objective and sophisticated review of the return-on-investment that carriers can realistically expect from deploying these important safety tools.”

The reports are available online at www.atri-online.org.

FMCSA also is hosting on its website safe driving tips, including video clips, for commercial motor vehicles. The videos were recorded during a driving study conducted by the Virginia Tech Transportation Institute showing examples of driver errors.

To find the tips, go to www.fmcsa.dot.gov and search "CMV Web-Based Driving Tips."

Stopping Distance Requirements

The National Highway Transportation Safety Administration is proposing a rulemaking that would reduce stopping distance requirements for truck tractors equipped with air brake systems. Advances in heavy vehicle braking systems show that improved stopping performance is attainable for these vehicles, says NHTSA. Such improvements would reduce the stopping distance disparity with light vehicles, and would result in fewer deaths and injuries and reduce property damage due to fewer crashes between truck tractors and light vehicles. It is widely expected that the new rules will result in disc brakes becoming the typical spec on steer axles, and either disc brakes or wider drum brakes on the drive axles.

GPS Records for HOS Compliance

Effective December 19, 2008, the Federal Motor Carrier Safety Administration rescinded a policy barring use of GPS records to verify compliance with the hours of service rules. Since 1997 the agency has taken a hands-off approach to using data from advanced technologies such as GPS as an enforcement tool "in order to promote and encourage use of these new technologies by the industry."

Now that goal has been achieved, and field staff were seeing situations in which the hands-off policy was harming enforcement. Enforcement officials were reporting that they could see obvious violators of the hours rules but could not get to their GPS records to prove it.

8) ROADWAY DESIGN AND OPERATIONS

Work Zones

According to ATRI, as the U.S. population and economy continue to grow, more pressure is being placed on the nation's road and bridge infrastructure today than at any point in history. This growth has left the nation's system of roads and bridges in a perpetual state of repair. As all motorists are aware, road maintenance and construction projects often cause significant traffic congestion, as well as contribute to an increasing number of accidents and fatalities. Work zone-related crashes that involve large trucks are often more serious and more likely to result in fatalities.

National estimates indicate that commercial trucks represent 10.3 percent of all motor vehicles registered nationwide and account for 16.1 percent of total motor vehicle miles traveled. However, the FMCSA estimates that nearly one-fourth of all fatal work zone crashes involve a large truck. (ATRI)

- The time of day and days of the week at which truck-involved fatal work zone crashes occur are considerably different than for the entire vehicle population as a whole. Specifically, more truck-involved fatal work zone crashes occur during weekdays than for the entire vehicle population as a whole. It is not clear to what extent this difference is due to work zone and/or traffic characteristics, work zone exposure differences, or differences in the mix of large trucks and automobiles.

- The number of vehicles that are typically involved in fatal crashes increases when the crash occurs in a work zone. This trend is evident for all vehicle types, but especially so when large trucks are involved. Large trucks are involved in 17 percent of 2+ vehicle fatal crashes outside of work zones, but 31 percent of the 2+ fatal crashes that occur within work zones.
- Rear-end fatal crashes tend to increase in work zones for both the entire vehicle population and for truck-involved fatal crashes only; however, it is not always clear from the data who is rear-ending whom. It is clear that most of the fatal work zone crashes are angle and head-on events. Rear-end crashes also make up a significant proportion of total work zone crashes, although sideswipe crashes are the most common type of work zone crashes in total. Together, these data indicate that head-on crashes are fairly infrequent in work zones, regardless of whether a truck is involved, but are very severe when they do occur. In contrast, sideswipe crashes are very frequent in work zones but do not typically result in fatalities.

There were 1,010 fatalities in 2006 and work zone fatalities nationwide have increased over the last decade by nearly 50 percent. More than 3,000 work zones are expected on U.S. highways by mid summer the peak of travel season. (The Trucker News April 8, 2008)

Rural Highways

Rural areas face a number of unique highway safety challenges. Rural crashes are more likely to be at higher speeds than urban crashes; victims of fatal crashes in rural areas are more likely to be unbelted than their urban counterparts; and it often takes first responders longer to arrive at the scene of a rural crash, leaving victims waiting longer for medical attention. Outdated roadway design and roadside hazards such as utility poles, sharp-edged pavement drop-offs, and trees close to the roadway also are major contributors to the severity of rural crashes.

The US DOT announced June 30, 2008 that the University of Minnesota will be home to a new national clearinghouse for information about the best way to make rural roads safer. Built by the University's Center for Excellence in Rural Safety, the online clearinghouse will distribute the lessons that are being learned by researchers to transportation officials and first responders nationwide; it also will collect and distribute lessons learned that are successfully combating rural road fatalities.

DOT says its Rural Safety Initiative will help states and communities develop ways to eliminate the risks drivers face on America's rural roads and highlight available solutions and resources. The new endeavor addresses five key goals: safer drivers, better roads, smarter roads, better-trained emergency responders, and improved outreach and partnerships. About \$287 million in existing and new funding is available to support the effort. For more information, go to www.dot.gov/affairs/ruralsafety.

Rural roads carry less than half of America's traffic yet they account for over half of the nation's vehicular deaths. It is time to put a national focus on a local problem. (US DOT Rural Safety Initiative Feb. 2008)

Parking

The Summary section of FMCSAs “Intelligent Transportation Systems and Truck Parking (Feb. 2005) states that for overnight rests, most drivers preferred truck stops. Although the current nationwide supply of truck stops appears to be adequate, there are regional shortages (some of which may lie in certain corridors). Furthermore, given the desire to maximize productivity (i.e., drive as much as possible in a day) while remaining legal under the hours-of-service rules, a driver may find that he or she has run out of available driving hours with no legal parking available nearby. As a result, drivers sometimes park on the shoulder of a highway or ramp, creating a safety hazard.

GRANT CERTIFICATIONS AND SUPPORTING DATA



Scott Schrantz

The U.S. transportation system continues to fall short with respect to safety: Mortality and injury rates—as well as accident-related economic losses—on the nation’s highways are far in excess of those found in most other developed countries. In 2007, more than 41,000 people died and 2.5 million were injured on U.S. highways. Beyond the staggering human loss implied by these figures, highway accidents impose enormous economic costs in lost wages, medical bills, and delays. (Performance Driven: A New Vision for U.S. Transportation Policy, National Transportation Policy Project, 2009)



Office of the Governor

JIM GIBBONS
GOVERNOR

June 17, 2009

Jearld L. Hafen, Director
Department of Public Safety
555 Wright Way
Carson City, NV 89711

Dear Director Hafen:

This letter will certify that I have designated the Department of Public Safety, Highway Patrol Division, as the lead agency to administer the Motor Carrier Safety Assistance Program (MCSAP).

I fully support the goals of the Motor Carrier Assistance Program and the effort to reduce the number and severity of large truck and bus crashes in Nevada.

Sincerely,

A handwritten signature in cursive script that reads "Jim Gibbons".

JIM GIBBONS
Governor

101 N. CARSON STREET • CARSON CITY, NEVADA 89701 • TELEPHONE: (775) 684-5670 • FAX: (775) 684-5683
555 E. WASHINGTON AVENUE, SUITE 5100 • LAS VEGAS, NEVADA 89101 • TELEPHONE: (702) 486-2500 • FAX: (702) 486-2505

NSPD Rev. 3/07

CVS 5093 A small logo consisting of a stylized graphic element.



Motor Carrier Safety Assistance Program

The Nevada Department of Public Safety, Highway Patrol Division, hereby applies to the Federal Motor Carrier Safety Administration for a Federal grant authorized in Title IV of the Surface Transportation Assistance Act of 1982 (P. L. 97-424) and subsequent amendments thereto to enhance a Commercial Motor Carrier Safety Program as described in this application.

- The State Agency plans to carry out the implementation of a Motor Carrier Safety Assistance Program during Federal fiscal year (FY) 2010 as described in the Commercial Vehicle Safety Plan.

The Federal share will not exceed 80 percent of the total participating costs, unless otherwise indicated herein, incurred in performing the effort described in the attached State Plan. The State agrees to submit vouchers for the reimbursement of funds expended.

DUNS # 041241428

Jearld L. Hafen

NV Dept. of Public Safety - Highway Patrol Division

(Typed Name)

(Signature)

(Organizational Unit)
 555 Wright Way

(Address or P.O. Box)

Director

Carson City, Nevada 89711

(Title)

(City, State & Zip Code)

775-684-4456

June 11, 2009
(Date)

(Phone Number)

The collection of this information is authorized under the provisions of P.L. 97-424; P.L. 99-570; 49 U.S.C. 31101-31104 and P.L. 105-178.

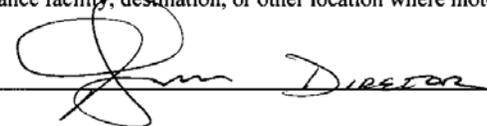
Public reporting for this collection of information is estimated to be 30 minutes per response, including the time for reviewing instructions and completing and reviewing the collection of information. All responses to this collection of information are mandatory, and will be provided confidentiality to the extent allowed by law. Notwithstanding any other provision of law, no person is required to respond to nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The valid OMB Control Number for this information collection is 2126-0010. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Motor Carrier Safety Administration, MC-MBI, U.S. Department of Transportation, Washington, D.C. 20590.

STATE CERTIFICATION - Fiscal Year 2010

I, Jearld L. Hafen, Director of the Nevada Department of Public Safety, on behalf of the State of Nevada, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety rules and regulations that are compatible with the FMCSRs and the HMRs.
2. The State has designated the Nevada Highway Patrol as the lead agency to administer the CVSP for the grant sought and to perform defined functions under the plan. These agencies have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws or regulations.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws or regulations in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs declare their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must maintain the average aggregate expenditure of the State and its political subdivisions, exclusive of Federal assistance and State matching funds, for CMV safety programs eligible for funding under the Basic program at a level at least equal to the average level of expenditure for Federal fiscal years 2005, 2006, and 2007. These expenditures must cover at least the following four program areas, as applicable:
 - a. Motor carrier safety programs in accordance with 49 CFR 350.109.
 - b. Size and weight enforcement programs in accordance with 49 CFR 350.309(c)(1).
 - c. Drug interdiction enforcement programs in accordance with 49 CFR 350.309(c)(2).
 - d. Traffic safety programs in accordance with 49 CFR 350.309(d).
9. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.

10. The State will ensure that violation fines imposed and collected by the State are consistent, effective, and equitable.
11. The State will establish a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; participate in a national motor carrier safety data correction program (DataQs); participate in SAFETYNET; and ensure information is exchanged in a timely manner with other States.
12. The State will ensure that the CVSP, data collection, and information systems are coordinated with the State highway safety program under title 23, U.S. Code. The name of the Governor's highway safety representative is Traci Pearl of the Office of Traffic Safety.
13. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
14. The State will ensure that MCSAP agencies have departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
15. The State will ensure that requirements relating to the licensing of CMV drivers are enforced, including checking the status of CDLs.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce operating authority requirements under 49 CFR 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
18. The State will enforce the financial responsibility requirements under 49 CFR part 387 as applicable to CMVs subject to the provisions of 49 CFR 392.9a.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops.

Signature EARLO L. HARRIS  DIRECTOR

Date JUNE 11, 2009

Annual Certification of Compatibility

In accordance with 49 C.F.R., Parts 350.331, as Director for the Department of Public Safety, I do hereby certify the State of Nevada compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR) and the Federal Hazardous Materials Regulations (FHMR) as follows:

INTERSTATE MOTOR CARRIERS; and

INTRASTATE MOTOR CARRIERS.

Signature: _____

Jearld L. Hafen, Director, Department of Public Safety

Date: JUNE 11, 2009

Jim Gibbons
Governor



Jearld L. Hafen
Director

Christopher Perry
Chief

Highway Patrol Division

555 Wright Way
Carson City, Nevada 89711-0525
Telephone (775) 684-4867 Fax (775) 684-4879

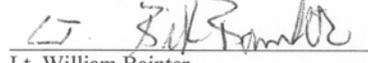
March 4, 2009

William Bensmiller
Division Administrator
705 N. Plaza Street, Suite 204
Carson City, NV 89701

Mr. Bensmiller:

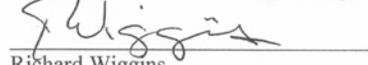
The following are authorized to execute, as signatory, Federal Motor Carrier Safety Administration (FMCSA) Motor Carrier Safety Assistance Program (MCSAP) grant documents and forms.

 
Major Tony Almaraz
NHP Deputy Chief

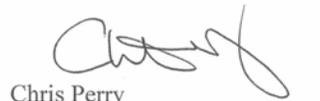

Lt. William Bainter
NHP MCSAP Commander


John Morrison
NHP Administrative Services Officer


Tammy Trio
NHP Budget and Accounting Manager


Richard Wiggins
NHP Grants and Projects Analyst

Sincerely,


Chris Perry
Chief, Nevada Highway Patrol

Program Contacts

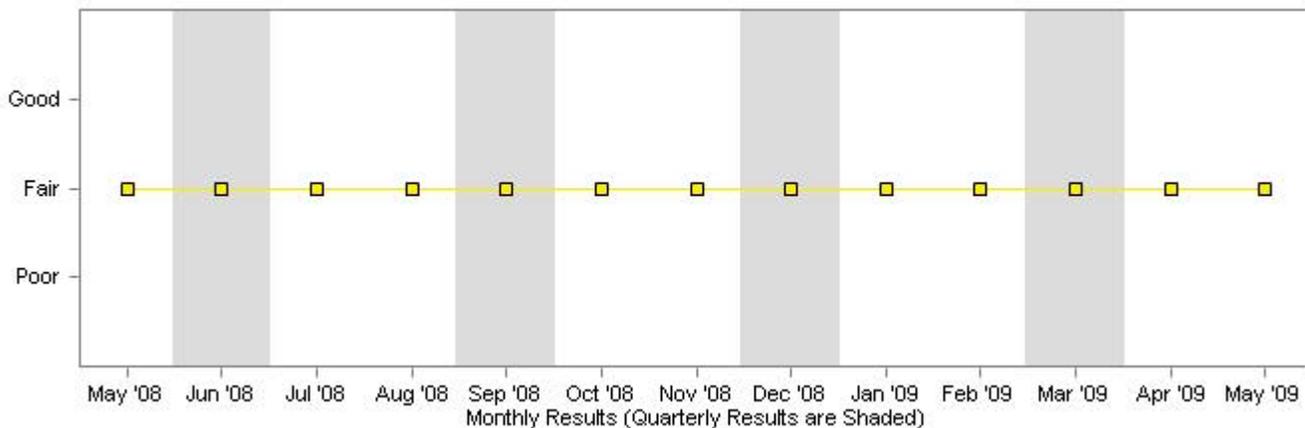
	Name	Title	Address	Phone	Fax	E-Mail
MCSAP	Lt. Bill Bainter	MCSAP Coordinator	Dept. Of Public Safety 555 Wright Way Carson City, NV 89711	775-230-1318	775-684-4879	bbainter@dps.state.nv.us
	Richard Wiggins	MCSAP Grant and Project Analyst	Dept. Of Public Safety 555 Wright Way Carson City, NV 89711	775-684-4479	775-684-4879	rwiggins@dps.state.nv.us
SAFETY NET	Terry Shaw	SafetyNet Coordinator	Dept. Of Public Safety 555 Wright Way Carson City, NV 89711	775-684-4823	775-684-4879	tshaw@dps.state.nv.us
CDL	Lynn Libby	CDL Program Coordinator	Dept. Of Motor Vehicles 555 Wright Way Carson City, NV 89711	775-684-4970	775-684-4563	llibby@dmv.state.nv.us
DIAP	Tom Redican	Training Coordinator	Dept. Of Public Safety 555 Wright Way Carson City, NV 89711	775-687-8345	775-687-8343	<u>tredican@dps.state.nv.us</u>

Data Analysis Tables & Charts

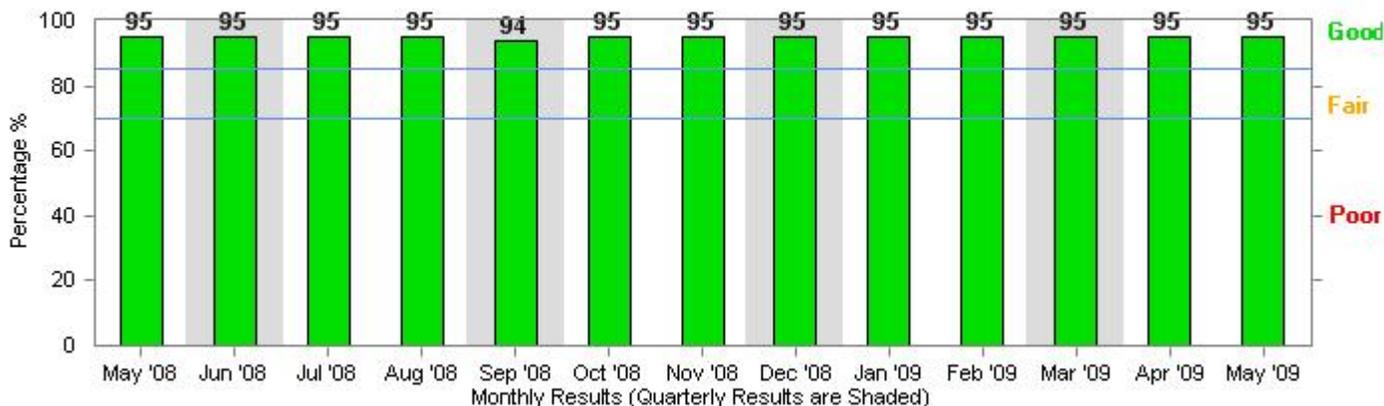
CMV Safety and Security Performance

STATE OF NEVADA							
SAFTETY OUTCOMES	2001	2002	2003	2004	2005	2006	2007
Large Truck Fatality Rate	0.28	0.21	0.20	0.15	0.27	0.25	0.15
Large Truck Fatalities	46	32	32	29	53	51	29
Bus Fatalities	5	6	6	2	3	4	5
Large Truck and Bus Injury Rate	na	2.76	2.50	2.43	2.65	na	
Large Truck Injuries	na	448	451	427	517	271	269
Bus Injuries	na	48	31	65	33	21	15
100 Million VMT	18,309	17,966	19,301	20,248	20,776	21,824	22,146
Large Trucks in Fatal and Non-Fatal Crashes	na	588	605	579	649	594	568
Buses in Fatal and Non-Fatal Crashes	na	29	35	28	33	28	24
Large Trucks in Fatal Crashes	na	33	36	28	48	43	25
Buses in Fatal Crashes	na	6	6	2	3	3	5
Large Trucks in HM Placard Non Fatal Crashes	na	17	15	5	4	3	4

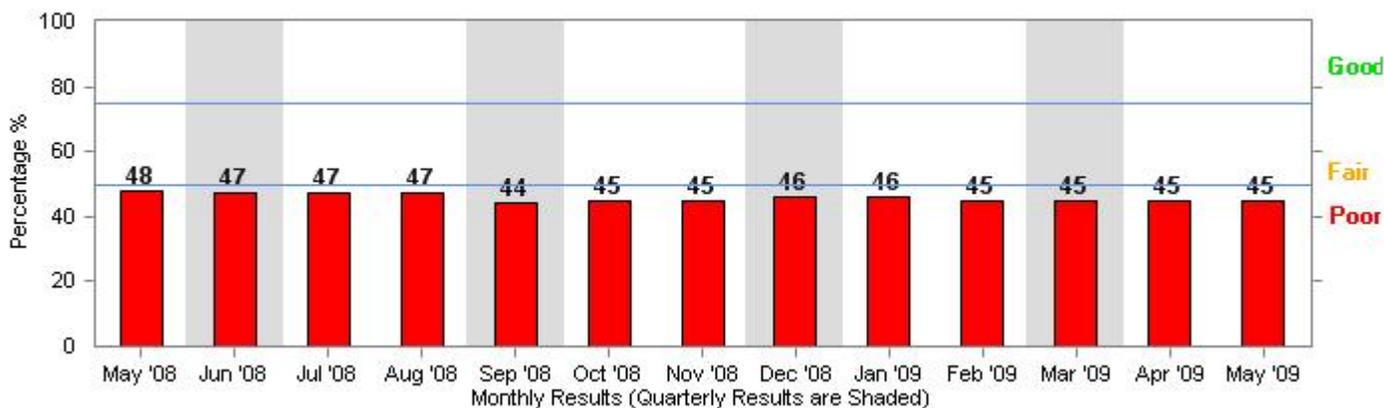
Nevada: Crash Rating



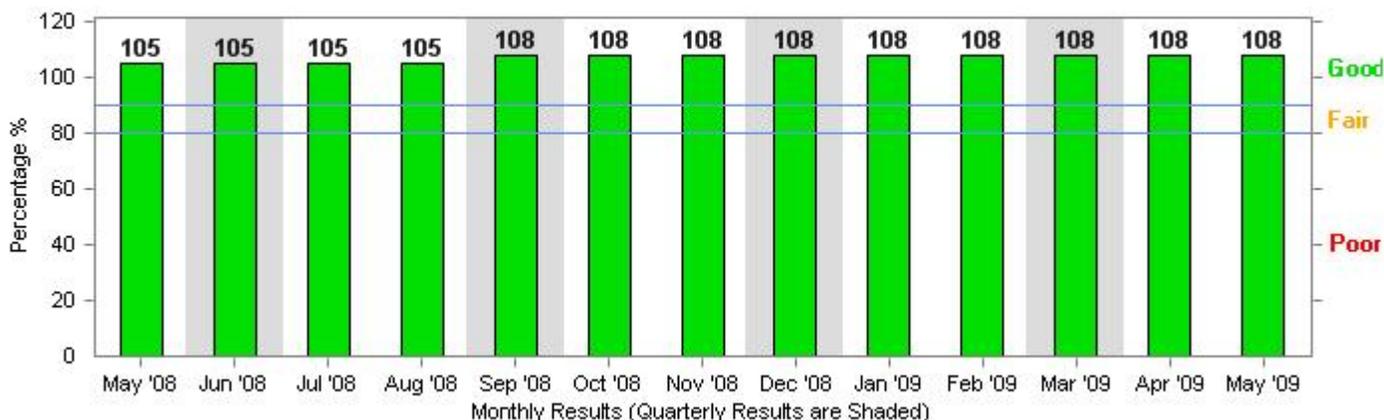
Nevada: Crash Record Completeness Measure



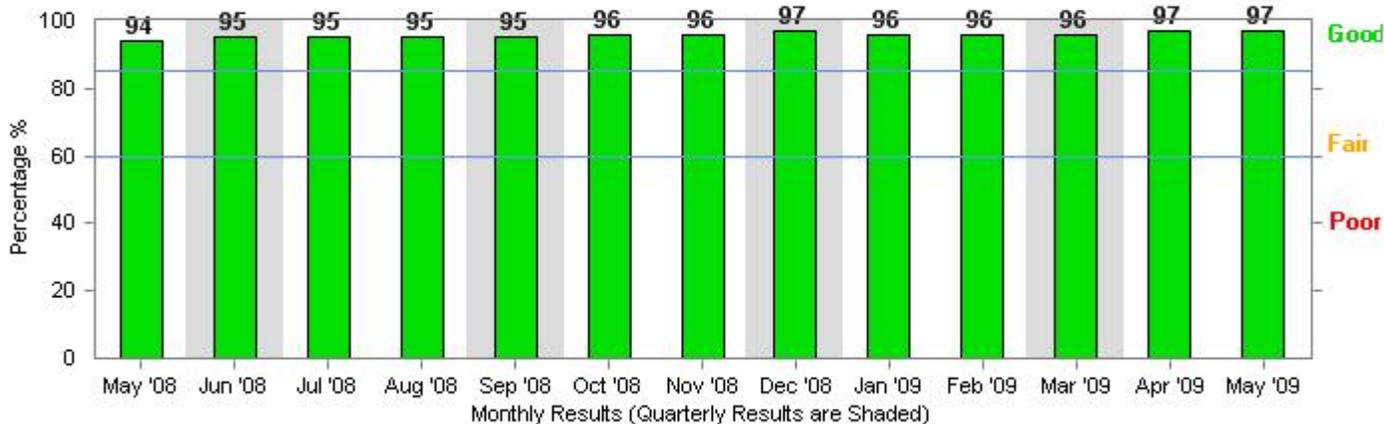
Nevada: Non-Fatal Crash Completeness Measure



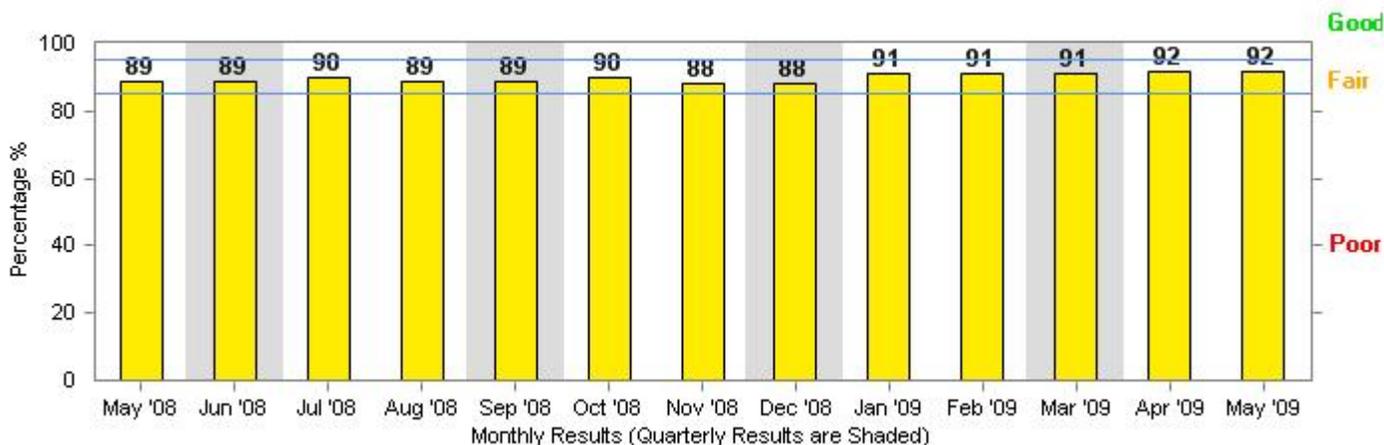
Nevada: Fatal Crash Completeness Measure



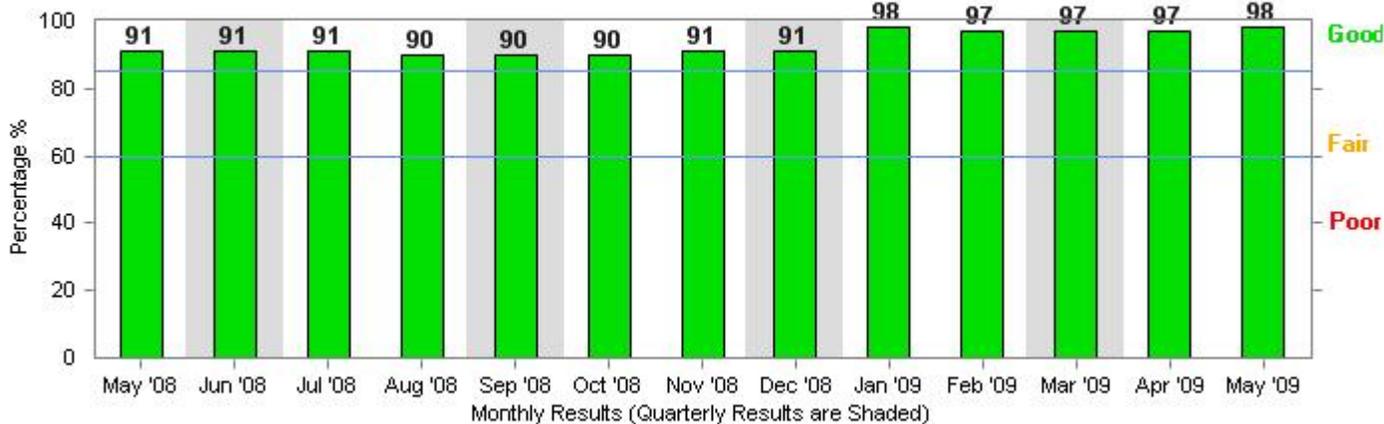
Nevada: Crash Timeliness Measure



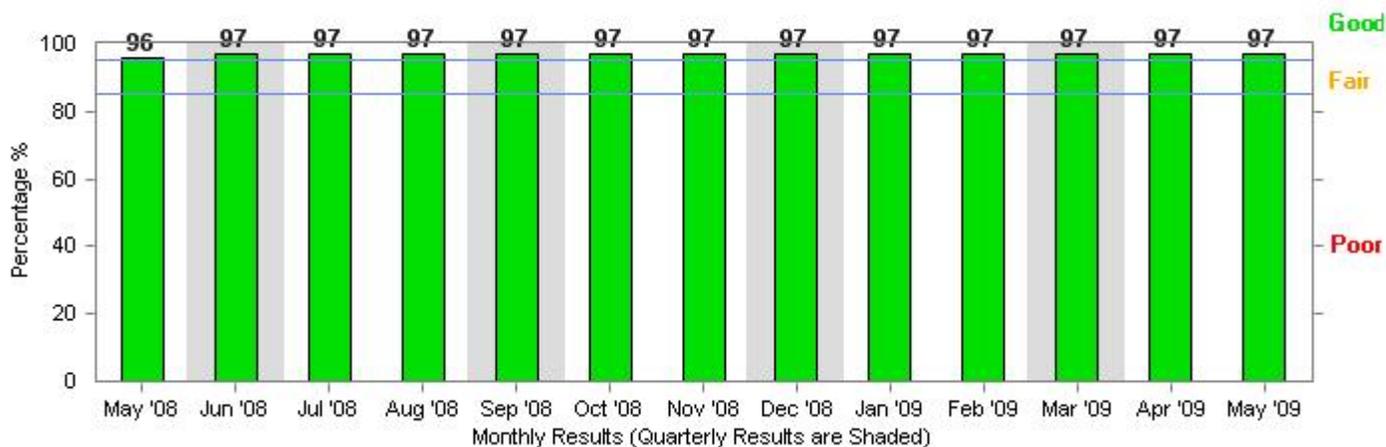
Nevada: Crash Accuracy Measure



Nevada: Inspection Timeliness Measure



Nevada: Inspection Accuracy Measure



Nevada: Crash Consistency Overriding Indicator

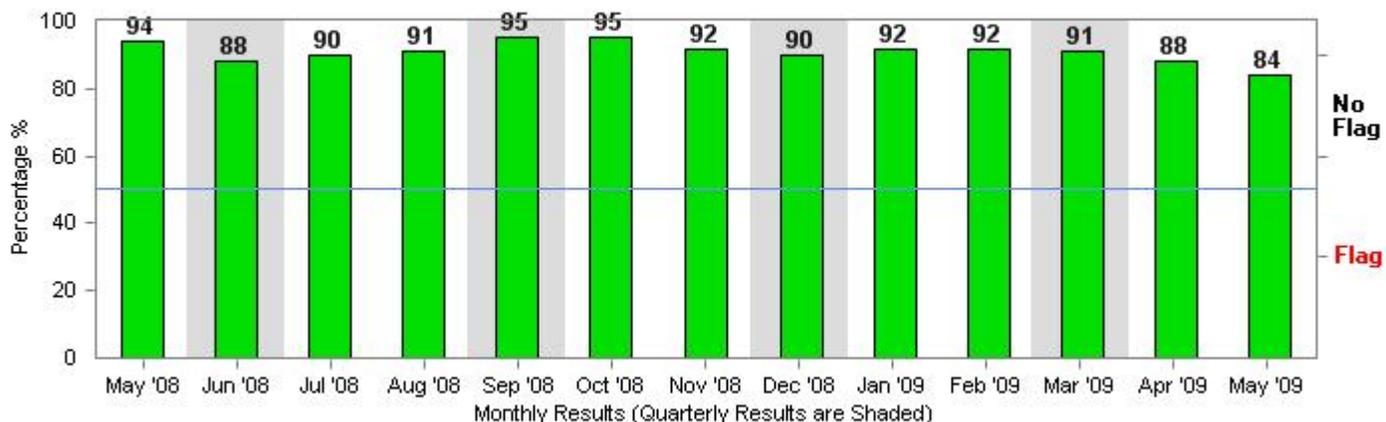


Table 1: Fatal Crashes Involving Large Trucks by State: 1995 - 2006

State	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Nevada	27	39	26	32	38	33	41	29	32	25	44	37	25
US Total	4,194	4,413	4,614	4,579	4,560	4,573	4,451	4,224	4,335	4,478	4,551	4,350	4,190

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Analysis Division, FMCSA

Sept, 2008

Table 2: Large Trucks Involved in Fatal Crashes by State: 1995 - 2006

State	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Nevada	32	40	27	34	41	36	44	33	36	28	48	43	25
US Total	4,472	4,755	4,917	4,955	4,920	4,995	4,823	4,587	4,721	4,902	4,951	4,766	4,584

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Analysis Division, FMCSA

Sept ,2008

Table 3: Fatalities in Crashes Involving Large Trucks by State: 1995 - 2006

State	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Nevada	31	44	31	38	44	37	46	32	32	29	53	51	29
US Total	4,918	5,142	5,398	5,395	5,380	5,282	5,111	4,939	5,036	5,235	5,240	5,027	4,808

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Analysis Division, FMCSA

Sept 2008

FY 2010 STATE TRAINING PLAN

State of NEVADA Date: FFY10

1 NTC COURSE TITLE	2 NO. OF TRAINEES	3 DESIRED LOCATION	4 NTC - Associate Staff Needed YES /NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS	8 TOTAL COSTS
Advanced NAS Level 1 (40 hours)	25	In State	Yes		\$2,500		\$2,500
Advanced NAS Level 1 Instructor Development (40 hours)	1	Out of State			NA		
NAS – Part A (40 hours)	80	In State	Yes		\$8,000		\$8,000
NAS - Part A Instructor Development (40 hours)	2	Out of State	Yes		NA		
NAS - Part B (40 hours)	80	In State	No		\$10,750		\$10,750
NAS – Part B Instructor Development (40 hours)	2	Out of State	Yes		NA		
General Hazardous Materials (40 hours)	40	In State	No		\$2,000		\$2,000
General Hazardous Materials Instructor Development (40 hours)							

SUBTOTAL-MCSAP					\$23,250		\$23,250
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FY 2010 STATE TRAINING PLAN

State of NEVADA Date: FFY10

1 NTC COURSE TITLE	2 NO. OF TRAINEES	3 DESIRED LOCATION	4 NTC - Associate Staff Needed YES /NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS	8 TOTAL COSTS
HM Security (16 hours)							
Cargo Tank Inspection (28 hours)	40	In State	Yes		\$1,000		\$1,000
Cargo Tank Inspection Instructor Development (40 hours)							
Other Bulk Packaging (28 hours)	40	In State	Yes		\$1,000		\$1,000
Other Bulk Packaging Instructor Development (40 hours)							

SUBTOTAL-MCSAP					\$2,000		\$2,000
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FY 2010 STATE TRAINING PLAN

State of NEVADA Date: FFY10

1 NTC COURSE TITLE	2 NO. OF TRAINEES	3 DESIRED LOCATION	4 NTC - Associate Staff Needed YES /NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS *	8 TOTAL COSTS
Compliance Review (CR) (80 hours)	10	In State	Yes		\$500		\$500
CR Instructor Development (40 hours)							
New Entrant Safety Audit (80 hours)							
New Entrant Safety Audit Workshop (16 hours)	5	In State	Yes		\$250		\$250
New Entrant Safety Audit Instructor Development (40 hours)							
Electronic On-Board Recording Devices (16 hours)							
SUBTOTAL-MCSAP					\$750		\$750

FY 2010 STATE TRAINING PLAN

State of NEVADA Date: FFY10

	2 NO. OF TRAINEES	3 DESIRED LOCATION	4 NTC - Associate Staff Needed YES /NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS *	8 TOTAL COSTS
Passenger Vehicle Inspection (40 hours)	30	In State	Yes		\$2,000		\$2,000
Passenger Vehicle Inspection Instructor Development (40 hours)	2	Out of State	Yes		NA		
Skill Performance Evaluation Certification Program (40 hours)							
CMV Safety Programs & Grants Management (40 hours)	2	Out of State	Yes	\$750	\$2,250		\$2,250
Drug Interdiction Assistance Training (hours of training is negotiated based on agency training needs)							
Preventing Discrimination in the Federally-Assisted Motor Carrier Safety Programs (16 hours)							

SUBTOTAL-MCSAP				\$750	\$4,250		\$4,250
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OTHER STATE TRAINING COURSES

Please use this form to identify any other planned training not sponsored by the FMCSA National Training Center, but funded by MCSAP.

As set forth in the Hazardous Materials Memorandum of Understanding between the Research and Innovative Technology Administration (RITA), Transportation Safety Institute (TSI) and FMCSA National Training Center, specialized hazardous materials training is available through TSI. For the limited number of State MCSAP officers/inspectors whose responsibilities require more specialized and advanced hazardous materials training, the costs of the specialized TSI courses are MCSAP eligible expenses. At this time, TSI's specialized hazardous materials training includes Explosives, Radioactive Materials, Cylinders, Hazardous Waste/Substances, International Maritime Dangerous Goods (IMDG), Infectious Substances and Performance Oriented Packaging (POP) training courses. The need for this specialized hazardous materials training should be identified in the Training Plan below and justified in the CVSP.

FY 2010 STATE TRAINING PLAN State of NEVADA Date: FFY10							
1 COURSE TITLE/VENDOR	2 NO. OF TRAINEES	3 DESIRED LOCATI ON	4 TSI ASSOCIATE STAFF NEEDED YES /NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS	8 TOTAL COSTS
Level 6 Inspections	30	In State	Yes		\$1,000		\$1,000
CR Enforcement Procedures	10	In State	Yes		\$500		\$500
Security Reviews							
SUBTOTAL- MCSAP					\$1,500		\$1,500

(Use additional sheets if needed.)

STATE TRAINING FORM

1 COURSE TITLE/VENDOR	2 NO. OF TRAINEES	3 DESIRED LOCATI ON	4 TSI ASSOCIATE STAFF NEEDED YES /NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS	8 TOTAL COSTS
Size and Weight Enforcement	64	In State	No		\$250		\$250
Load Securement	64	In State	No		\$250		\$250
Permitting	64	In State	No		\$250		\$250
Special Mobile Equip	64	In State	No		\$250		\$250
SUBTOTAL- MCSAP					\$1,000		\$1,000

MCSAP GRAND TOTAL OF TOTAL COSTS: \$32,750

2009 Nevada Legislative Session – Passed Bills Relating to Commercial Motor Vehicles

Effective July 1, 2009

Senate Bill No. 332–Committee on Energy, Infrastructure and Transportation

AN ACT relating to vehicles; revising provisions governing the use of alternative fuels and clean vehicles by fleets owned, operated or leased by certain state agencies and local governing bodies; authorizing a program to provide incentives to acquire clean vehicles and motor vehicles that use alternative fuels; providing for the taxation of ethanol and methanol as motor vehicle fuels and biodiesel and blends of biodiesel and petroleum-based diesel as special fuels; making various changes concerning the licensure and regulation of persons who manufacture special fuel; providing a penalty; and providing other matters properly relating thereto.

Senate Bill No. 27–Committee on Energy, Infrastructure and Transportation

AN ACT relating to motor carriers; revising provisions relating to persons required to obtain a certificate of public convenience and necessity; setting forth requirements for the issuance of a certificate of public convenience and necessity to an owner or operator of a charter bus; authorizing the Nevada Transportation Authority to dispense with a hearing on an application for a permit in the absence of a petition to intervene; revising the requirements for the release of a vehicle from impoundment; and providing other matters properly relating thereto.

Senate Bill No. 243

AN ACT relating to traffic laws; expanding to certain category I peace officers and certain inspectors in this State the authority for the enforcement of certain traffic laws relating to the weight of certain motor vehicles; and providing other matters properly relating thereto.

Assembly Bill No. 412

AN ACT relating to traffic laws; authorizing an operator of a tow car to tow an occupied vehicle under certain circumstances; and providing other matters properly relating thereto.

Assembly Bill No. 169

AN ACT relating to motor carriers; requiring impounding of certain vehicles when no certificate of public convenience and necessity has been issued to authorize their operation; and providing other matters properly relating thereto.

Assembly Bill No. 333

AN ACT relating to motor vehicles; revising certain provisions relating to the towing of vehicles; authorizing an electronic notification to the Department of Motor Vehicles of the transfer of ownership of a motor vehicle; authorizing the Department to provide certain information about the transfer of ownership of a motor vehicle to tow car operators and other interested parties; and providing other matters properly relating thereto.

Assembly Bill No. 372

AN ACT relating to commercial motor vehicles; revising provisions regarding gross vehicle weight ratings and enforcement of weight limitations on certain motor vehicles and motor carriers; providing for administrative fines for certain violations by motor carriers; revising provisions relating to purchase by motor carriers of temporary permits; and providing other matters properly relating thereto.