STATE OF NEVADA

COMMERCIAL VEHICLE SAFETY PLAN

FFY 2011

NEVADA DEPARTMENT OF PUBLIC SAFETY
HIGHWAY PATROL DIVISION
555 Wright Way
Carson City, Nevada 89711

July 27, 2010

ACKNOWLEDGEMENTS

Jim Gibbons, Governor

Jearld L. Hafen, Director of Public Safety

Colonel Tony Almaraz, Chief, Highway Patrol

Lt. Bill Bainter, NHP Commercial Commander

Lt. Scott Swain, Northern Command Commercial Commander

Lt. Lisa Lewis, Southern Command Commercial Commander

Lt. Thomas Merschel, Central Command Commercial Commander

Johnean Morrison, NHP Administrative Services Officer

Tammy Trio, NHP Fiscal Unit Manager

Terry Shaw, SafetyNet Coordinator

Leslie Smith, Computer Technician

Tom Redican, Training Coordinator

Suzana Ayala, Central Command Administrative Assistant

Lisa Angelone, Southern Command Administrative Assistant

Auriel Kjeldse, Northern Command Adminstrative Assistant

Richard Wiggins, Grants and Projects Analyst

TABLE OF CONTENTS

MISSION & GOAL STATEMENTS

RGJ

"We are dramatically under-investing in our nation's surface transportation system. We aren't even keeping pace and maintaining the infrastructure built by the Eisenhower generation, and because the federal fuel tax has not been raised since 1993, the Trust Fund has lost 33 percent of its purchasing power." Highways and Transit Subcommittee of the House Transportation and Infrastructure Committee, Subcommittee Chairman Peter DeFazio, April 14, 2010.

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 voluntary 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
2006 - 2008	0.17
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	2008
Fatality Rate	0.28	0.21	0.20	0.15	0.27	0.25	0.15	0.12

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

"Transportation is our country's lifeblood. It facilitates every aspect of our economy, creates jobs and drives new growth here at home, while connecting even our smallest communities to a global marketplace. Yet unfortunately, our world-class transportation system is aging and has failed to keep pace with the needs of our national economy and growing population. And while everyone understands we have to put more money into our transportation system, we need to have national goals and clear objectives to guide and justify this vital increase in funding." Senate Committee on Commerce, Science & Transportation, Chairman John D. (Jay) Rockefeller IV, March 4, 2010.

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 445 in 2009 (FMCSA, MCMIS, March 26, 2010 data snapshot). NHP credits aggressive CMV enforcement, inspections, outreach and innovative operational activities as a contributing factor in the reduction of CMV crashes.

CMV involvement in crashes through the 3rd quarter of FFY 2010 show significant decrease, from 417 in FFY 07 to 219 in FFY 10. NHP is confident that proactive programs such as Badge On Board, 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.

2011 PLAN HIGHLIGHTS

The Nevada 2011 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 2011 CVSP increases emphasis on CMV driver outreach by programming for 3 distinct media campaigns – trucker seat belt safety, Badge On Board, and work zone safety. NHP is continuing to purse strategies that will improve Nevada's overall safety data rating.

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

"There is speculation that there won't be reauthorization in the entire first term of the Obama administration," American Trucking Associations President and CEO Bill Graves told the Los Angeles Transportation Club. With the Highway Trust Fund "insolvent," and both Democrats and Republicans fearful of the political consequences of approving an increase in the fuel tax, the nation could be heading toward an infrastructure crisis now that freight volumes are once again growing, Graves said. Journal of Commerce, June 30, 2010

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 2010, the NHP Commercial Operations section has 48 authorized commercial Trooper positions, 7 Sergeant and 13 CVSI positions statewide. Due to a variety of reasons, only 60 of the authorized are expected to be filled during the fiscal year.

COMMERCIAL STAFFING As of June 2010	Authorized Positions SFY11	Positions Staffed	Positions Vacant
Southern Command Sgt.	3	3	0
Northern Command Sgt.	2	2	0
Central Command Sgt.	2	2	0
Sergeant	7	7	0
Southern Command Trp.	18	15	3
Northern Command Trp.	17	14	3
Central Command Trp.	13	11	2
Trooper	48	40	8
Southern Command CVSI	5	5	0
Northern Command CVSI	4	4	0
Central Command CVSI	2	2	0
HQ CVSI	2	2	0
CVSI	13	13	0
TOTAL	68	60	8

NHP estimates that by October 1, 2010, 60 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.

All NHP Officers conducting inspections are trained in the use of the ASPEN reporting software. ASPEN provides information on carrier safety ratings and federal out-of-service orders (OOSO). NHP Officers are trained to recognize OOSO and to subsequently place the respective commercial motor vehicles out of service at safe locations along the roadside.

STATE LEGISLATIVE AND REGULATORY ISSUES

The Nevada Legislature adjourned their most recent biennial session June, 2009, with new laws passed documented in the 2010 CVSP. NHP Commercial personnel conducted a review of existing laws and regulations, and certify for the FFY 2011 CVSP that 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 NHP. However, the BDR did not go forward. 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 implement 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 Motor Carrier 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. The Motor Carrier Division webpage is located at www.dmvnv.com.

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 initial Nevada TACT enforcement event.

Given the unique nature of the Nevada CMV enforcement environment as 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 resources to succeed.

The NHP Commercial section disposed of the 1997 Beaver Motor Home Mobile Command Center (MCC) in January 2010. The MCC provided Troopers the ability to set up mobile roving enforcement (MRE) sites anywhere in the state, however, the MCC was not used on an on-going basis. The MCSAP program paid for the cost of insurance coverage, gas and propane. The disposition was conducted by the state Purchasing Division and followed all relevant property disposition procedures.

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.

2010 MCSAP REVIEW

The FMCSA, through their contractors from the North American Driver Safety Foundation, conducted a review of Nevada's MCSAP program January 12-13, 2010. The initial report, dated January 2010, included a number of findings, recommendations and noteworthy practices, which are summarized below.

Regulatory - Findings

The review concluded that Nevada has 3 areas deserving a finding for not appropriately adopting and enforcing state laws and regulations compatible with FMCSRs and HMRs. The three included Driver Age, Definition of a Hazardous Material, and Right of Entry. NHP appealed these findings, and they are currently in the FMCSA Office of Chief Counsel for further review.

Regulatory - Recommendations

The review recommends that Nevada take legislative and regulatory action to consolidate existing multiple statutory authorizations and regulatory adoptions to reduce and eliminate confusion as to which regulations apply. In addition, the review recommends that Nevada remove Appendix B from the adoption of the FMCSRs.

Financial - Findings

The review concluded that Nevada has three areas deserving a finding for 1) not submitting a MOE calculation that accurately captures all MCSAP eligible expenses, 2) based on not including all MCSAP eligible expenses, a finding that the Average Aggregate Expenditure certification should be recalculated to include all MCSAP eligible expenses, and 3) include all MCSAP eligible expenses in the CVSP budget. NHP agreed to go back and revise prior year budgets and MOE verifications.

Financial - Recommendations

The review identified several recommendations for the financial component of the CVSP, including revising the budget to indicate the number of employees that are MCSAP eligible, eliminating non-essential budget information, secure an indirect cost rate, and a thorough editorial review of the document prior to submittal.

Financial - Noteworthy Practices

The review identified noteworthy financial management practices, including updating CVSP budgets as changes are made, using job numbers to distinguish various federal grants, monthly billings, and preparation of the CVSP budget and MOE calculations.

Program - Findings

The review concluded that Nevada has four areas deserving a finding for 1) not submitting quarterly reports that include quantifiable effectiveness measures, 2) not capturing all the data on a standard reporting form, 3) not uploading all FMCSA reportable crash records in MCMIS within 90 days, and 4) for multi-year CVSP Objectives, not discussing progress from year to year. NHP is pursuing changes in these areas.

Program - Recommendations

The review identified recommendations for NHP to consider, including reporting on progress made towards resolving the Non-fatal crash completeness measure, changes to Nevada's Citation and Accident Tracking System, enhancing intrastate CR opportunities, improve motor carrier inspection opportunities, obtain funding to improve reporting capabilities, work with allied agencies to ensure they follow federal reporting requirements, verify CDLIS use, establish a consistent fine schedule for size and weight fines, and having NHP staff check off the box regarding hazmat placards.

Program - Noteworthy Practices

The review identified NHP's training practices, use of traffic troops for CMV inspections, NHPs drug and alcohol recognition program, the Justice Outreach Program to establish relationships with local courts and law enforcement, development and execution of the CVSP, extensive data driven approach to the program, use of IT personnel to maintain federal software needs, CVSA participation, and wireless information systems useful for remote Nevada inspections as noteworthy practices.

NATIONAL PROGRAM ELEMENTS AND EMPHASIS AREAS

National Program Elements/FY 2011 National Emphasis Areas And State CMV Safety Program Objectives Placement Summary.

ational Program Elements & FY 2011 National Emphasis Areas	STATE CMV SAFETY PROGRAM OBJECTIVES				
	Crash Reduction	Safety Improvement	HM Transportation Safety	Passenger Transportation Safety	Safety Data Quality
Driver/Vehicle Inspections					
- *Driver-focused**	Pg 18, Strat. #1 & #2		Pg 26, Strat. #1		
- *Enforcement of Federal Out-of-Service Orders (OOSO)**	Pg 18, Strat. #1 & #2		Pg 26, Strat. #1	Pg 31, Strat. #1	
Traffic Enforcement	Pg 18, Strat. #1 & #2		Pg 26, Strat. #1		
Compliance Reviews	See CR Objective				
Public Education and Awareness	See Public Ed & Awareness Objective				
Data Collection					
- *DataQs Challenges**					Pg 35, Strat. #2
- *SSDQ Performance Measures**					Pg 35, Strat. #3
CSA Implementation*	See CR Objective				

STATE CMV SAFETY PROGRAM OBJECTIVES

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:

- ***Actually linking funding to performance.*** *Simply defining program goals with eligibility standards does little to assure any desired performance outcome.*
- ***Getting the measures right.*** *This means clearly defining the desired outcomes in terms that can be reliably and consistently measured.*
- ***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

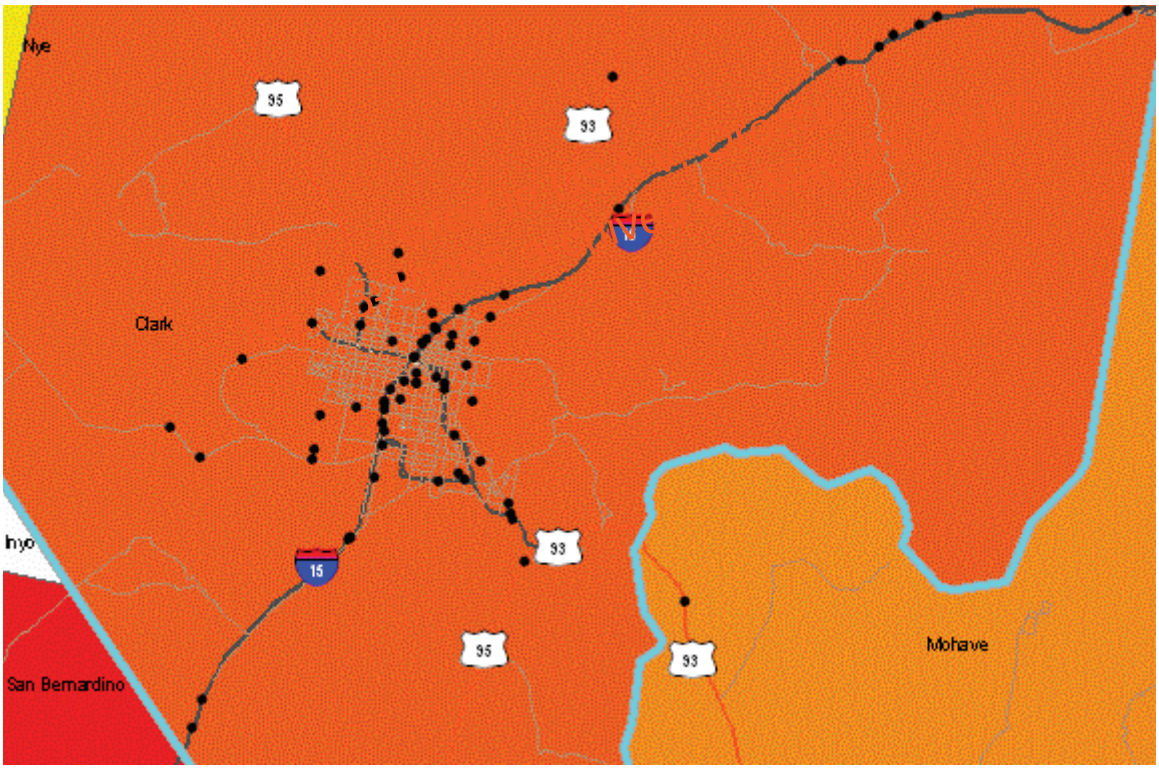
Statistical data drawn from FARS and MCMIS indicate that the highest crash corridors in the state are the Las Vegas valley (Clark County), the greater Reno-Sparks urban area, and I-80 from Wendover to Battle Mountain during inclement weather. Over the past several years, the majority of fatal and non-fatal 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	2008	2009
Clark Co.	354	379	297	402	316	302	316	201
Statewide	588	605	579	649	596	570	617	445

Source: FMCSA, MCMIS, March 26, 2010 Snapshot

For the first two quarters of FFY 10, 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.



Fatal (FARS) Crash Locations for Clark County, 2005 - 2007

A second issue is that 50 percent (10 out of 21) large trucks involved in fatal crashes in Nevada in FFY08 were in rural locations. According to FMCSA, Nevada is ranked 5th nationally in the fatality rate per 100 million rural VMT 5 year average (2008 data).

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

History Report: Large Trucks Involved in Crashes by Urban vs. Rural Location Download Table Data

Nevada	Fatal													
Urban vs. Rural Location	2005			2006			2007			2008			2009	
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total	State-USA Percent
Rural	28	58.3%	-6.7%	21	48.8%	-21.8%	13	52.0%	-17.7%	10	47.6%	-25.9%	2009 FARS Data is not Available	
Urban	20	41.7%	13.3%	22	51.2%	38.8%	12	48.0%	30.8%	11	52.4%	48.9%		
Unknown														
Missing														
Total	48			43			25			21				

FARS (2009 FARS Data is not Available)

YEAR INITIATED: 2002 **YEAR OF PLANNED COMPLETION: 2011**

PERFORMANCE OBJECTIVES

- To maintain at least a 5 percent total reduction of Clark County large truck fatal and non-fatal crashes from 2006 levels each year from 2008 to 2011 (decrease from 313 in 2006 to a maximum of 297 each year from 2008 to 2011).
- To maintain at least a 5 percent total reduction of Statewide large truck fatal and non-fatal crashes from 2006 levels from 2008 to 2011 (decrease from 594 in 2006 to a maximum of 564 each year from 2008 to 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. Enforcement personnel will ensure motor carrier authority with each inspection.	Commands will identify high accident corridors in rural areas and target moving violations in the identified areas using Rural Strike Force operations. Enforcement personnel will ensure motor carrier authority with each inspection.
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. **Activity Measure** Monthly hours of Non-Overtime Strike Force in high crash corridors.	**Activity 2-1** Southern Command to assign 1 Sergeant, 5 Troopers and 1 CVSI to 6, 1-day OT Rural Strike Force operations. **Activity Measure** Annual number of Southern Command Rural Strike Force operations. **Activity 2-2** Central Command to assign 1 Sergeant, 4 Troopers and 1 CVSI to 3, 3-day Rural Strike Force operations with 1 day of OT per operation. . **Activity Measure** Annual number of Central Command Rural Strike Force operations. **Activity 2-3** Northern Command to assign 1 Sergeant, 4 Troopers and 1 CVSI to 5, 1-day OT Rural Strike Force operations. **Activity Measure** Annual number of Northern Command Rural Strike Force operations.

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.

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

This objective has always been a major emphasis for NHP given that a near majority of fatal and non-fatal crashes are in Clark County. The significant decrease in fatal and non-fatal crashes in CY 2009 from prior years may be due to a number of factors, including enforcement, decreased visitation to this resort destination, and reduced freight volumes in general traveling on the Interstate through Las Vegas. While this decrease is fortunate, NHP will continue to emphasis crash reduction both in Clark County and statewide and monitor crash data to see if the trend reverses itself with any improvements to the economy.

Non-Overtime Strike force enforcement events are working well, and are projected to be above the goal established for the year. Rural Strike events have been modified based on experience. Southern and Northern Commands will now conduct 1 day rural strike events, while Central Command will continue to conduct 3 day rural events.

CMV CRASH REDUCTION							
Performance Objectives							
	Maintain at least 5% reduction of Clark Co. large truck fatal and non-fatal crashes from 2006 levels (313 to 297)						
	Maintain at least 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
	316	302	316	201			MCMIS
	Number of Statewide Large Truck Fatal and Non-Fatal Crashes						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	CY
	594	568	617	445			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	1542	3323		NHP Goal Achive Report
Activity 2-1	**Number of Southern Command Rural Strike Ops**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	NA	NA	4		NHP Goal Achive Report
Activity 2-2	**Number of Central Command Rural Strike Ops**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	NA	NA	3		NHP Goal Achive Report
Activity 2-3	**Number of Northern Command Rural Strike Ops**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	NA	NA	2		NHP Goal Achive Report

* - Year to date.

CMV Safety Improvement

PROBLEM STATEMENT

In 2008, 14 percent of fatal CMV crashes (3 out of 21) and 26 percent of non-fatal CMV crashes (152 out of 596) were associated with construction related cargo (flatbed, dump and concrete mixer), above the national average. Between 2005 and 2008, construction related units have been involved in 41 percent of fatal (56 out of 137) and 33 percent of non-fatal (759 out of 2,291) crashes in Nevada.

Often directly related to construction vehicles are their use for highway improvement projects. With the emphasis on highway improvement projects to help stimulate the economy through the American Recovery and Reinvestment Act (ARRA), Nevada has and will continue to have work zones on roadways used by construction and general commercial vehicles. Work zones create a significant safety risk for motorists and construction workers. According to the Federal Highway Administration, Nevada had 13 fatalities in work zones in 2006. Large trucks were involved in 4 fatal crashes in work zones in 2006.

Another important safety consideration for Nevada is that 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.

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

Nevada	Fatal													
Cargo Body	2005			2006			2007			2008			2009	
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total	State-USA Percent
Van/Enclosed Box	19	39.6%	-19.5%	17	39.5%	-17.7%	8	32.0%	-31.9%	16	76.2%	60.4%	2009 FARS Data is not Available	
Cargo Tank	4	8.3%	13.7%	3	7.0%	-4.1%	3	12.0%	48.1%	1	4.8%	-42.9%		
Flatbed	10	20.8%	73.3%	9	20.9%	67.2%	6	24.0%	95.1%	1	4.8%	-57.9%		
Dump	14	29.2%	183.5%	9	20.9%	101.0%	4	16.0%	86.0%	1	4.8%	-47.3%		
Concrete Mixer				1	2.3%	91.7%				1	4.8%	336.4%		
Auto Transporter							1	4.0%	566.7%					
Garbage/Refuse														
Grain, Chips, Gravel				1	2.3%	21.1%	2	8.0%	185.7%					
Pole														
Not Applicable														
Intermodal														
Logging														
Vehicle Towing Another Vehicle														
Other				3	7.0%	-14.6%	1	4.0%	-48.7%	1	4.8%	-44.2%		
Unknown	1	2.1%	-65.6%											
Missing														
Total	48			43			25			21				

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

Download Table Data

Nevada	Non-Fatal*														
Cargo Body	2005			2006			2007			2008			2009		
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent
Van/Enclosed Box	248	41.3%	10.1%	219	39.7%	9.7%	263	48.4%	25.7%	310	52.0%	25.0%	231	53.5%	27.4%
Cargo Tank	28	4.7%	-13.0%	37	6.7%	26.4%	36	6.6%	22.2%	38	6.4%	10.3%	22	5.1%	-16.4%
Flatbed	105	17.5%	45.8%	93	16.9%	40.8%	97	17.9%	55.7%	87	14.6%	24.8%	75	17.4%	52.6%
Dump	91	15.1%	67.8%	92	16.7%	96.5%	76	14.0%	64.7%	56	9.4%	10.6%	33	7.6%	-6.2%
Concrete Mixer	22	3.7%	236.4%	23	4.2%	281.8%	8	1.5%	50.0%	9	1.5%	87.5%	3	0.7%	0.0%
Auto Transporter	7	1.2%	9.1%	7	1.3%	30.0%	7	1.3%	18.2%	7	1.2%	20.0%	6	1.4%	27.3%
Garbage/Refuse	8	1.3%	-50.0%	10	1.8%	-25.0%	7	1.3%	-48.0%	14	2.3%	-11.5%	6	1.4%	-48.1%
Grain, Chips, Gravel	10	1.7%	13.3%	14	2.5%	56.3%	9	1.7%	6.2%	11	1.8%	5.9%	10	2.3%	9.5%
Pole	1	0.2%	-60.0%	4	0.7%	16.7%				5	0.8%	33.3%	1	0.2%	-66.7%
Not Applicable															
Intermodal															
Logging															
Vehicle Towing Another Vehicle													1	0.2%	100.0%
Other	54	9.0%	-52.9%	37	6.7%	-69.8%	35	6.4%	-70.5%	52	8.7%	-60.3%	38	8.8%	-59.3%
Unknown															
Missing	27	4.5%	-53.1%	15	2.7%	-67.1%	5	0.9%	-87.5%	7	1.2%	-61.3%	6	1.4%	-50.0%
Total	601			551			543			596			432		

*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.

Data Source: FARS & MCMIS (March 2010 data snapshot) (2009 FARS Data is not Available)

History Report: Large Trucks Involved in Work Zone Crashes

Download Table Data

Nevada	Work Zone													
Work Zone Type	2005			2006			2007			2008			2009	
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total	State-USA Percent
Construction	3	100.0%	26.3%	4	100.0%	30.5%				1	100.0%	31.6%	2009 FARS Data is not Available	
Maintenance														
Utility														
Work Zone, Type Unknown							1	100.0%	651.9%					
Total	3			4			1			1				

YEAR INITIATED: 2008 **YEAR OF PLANNED COMPLETION: 2011**

PERFORMANCE OBJECTIVE

- To maintain at least a 10 percent total reduction of non-fatal construction cargo (flatbed, dump, concrete) crashes from 2006 levels each year from 2008 to 2011 (decrease from 208 in 2006 to a maximum of 187 from 2008 to 2011).

PERFORMANCE MEASURES

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

PROGRAM STRATEGIES

STRATEGY 1 **ENFORCEMENT – WORK ZONES** 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.	**STRATEGY 2** **LEGISLATION – INTRASTATE** Prior to and through the 2011 Legislative session, consult/coordinate with key entities regarding passage in 2011 of an Intra-state compliance review program.
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. **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.	**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.

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

Construction vehicle crashes have decreased significantly since 2006, due in part to the recession and increased enforcement. Work zone Strike events are difficult to conduct, as work zones are inherently dangerous for enforcement activities due to congestion and lack of space for enforcement activity. Regardless, NHP was able to initiate this strategy for the first time this past fiscal year, and will again continue this in FFY 2011. No legislation was attempted given that the time period was between Nevada's biennial legislative sessions.

CMV SAFETY IMPROVEMENT								
Performance Objectives								
	Maintain at least 10% reduction of non-fatal construct cargo crashes (flatbed, dump and concrete) 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	152	111			A&I	
Activity 1-1	**Number of Work Zone Strike Force Ops**							Revised in 2010
	2006	*2007*	*2008*	*2009*	*2010**	*2011*	FFY	
	NA	NA	NA	NA	NA		NHP Goal Achieve Report	
Activity 1-3	**Number of Work Zone Strike Force Inspections**							Revised in 2010
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY	
	NA	NA	NA	NA	42		NHP Goal Achieve Report	
Activity 2-2	**Enactment of Intrastate Authority Legislation**							
		2007		*2009*		*2011*	Legislative Session Years	
		NA		None			NHP	

* - Year to date

HAZARDOUS MATERIALS TRANSPORTATION SAFETY

PROBLEM STATEMENT

According to the May 2004 report titled *Crashes Involving Trucks Carrying Hazardous Materials*, by Ralph Craft, Ph.D, of the FMCSA Analysis Division, each day in the United States there are over 800,000 shipments of hazardous materials (hazmat) carried by trucks over 10,000 pounds, and about 200 are involved in fatal crashes and 5,000 in non-fatal crashes, compared with 5,000 fatal and 400,000 non-fatal crashes of all trucks nationally. The possibility of a major catastrophe during hazmat transport results in a heightened concern among the traveling public, as well as the federal and state agencies charged with enforcing commercial motor vehicle safety regulations.

The report goes on to describe the 1997 Vehicle Inventory and Use Survey (VIUS) which identified 4.7 million large trucks registered or licensed in the country, and of those, 386,000 (8.2%) carried hazmat during the year. The VIUS estimated that one-half of hazmat trucks were transporting flammable liquids, and one-quarter were transporting flammable gases. A Battelle report in 2001 concluded that flammable liquids accounted for 64 percent of hazmat crashes where cargo was released. Gasoline accounted for most of the flammable liquid cargoes.

- Of the large trucks carrying hazmat in fatal crashes, 67 percent had cargo tank bodies. Only 21 percent had van cargo bodies.
- In non-fatal crashes, 69 percent of hazmat trucks had cargo tank bodies.
- Rollover was the first harmful event in 12 percent of hazmat trucks in fatal crashes.

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

Nevada	Fatal											
Cargo Body	2005			2006			2007			2008			2009	
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total	State-USA Percent
Van/Enclosed Box	19	39.6%	-19.5%	17	39.5%	-17.7%	8	32.0%	-31.9%	16	76.2%	60.4%	2009 FARS Data is not Available	
Cargo Tank	4	8.3%	13.7%	3	7.0%	-4.1%	3	12.0%	48.1%	1	4.8%	-42.9%		
Flatbed	10	20.8%	73.3%	9	20.9%	67.2%	6	24.0%	95.1%	1	4.8%	-57.9%		
Dump	14	29.2%	183.5%	9	20.9%	101.0%	4	16.0%	86.0%	1	4.8%	-47.3%		
Concrete Mixer				1	2.3%	91.7%				1	4.8%	336.4%		
Auto Transporter							1	4.0%	566.7%					
Garbage/Refuse														
Grain, Chips, Gravel				1	2.3%	21.1%	2	8.0%	185.7%					
Pole														
Not Applicable														
Intermodal														
Logging														
Vehicle Towing Another Vehicle														
Other				3	7.0%	-14.6%	1	4.0%	-48.7%	1	4.8%	-44.2%		
Unknown	1	2.1%	-65.6%											
Missing														
Total	48			43			25			21				

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

Nevada	Non-Fatal*														
Cargo Body	2005			2006			2007			2008			2009		
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent
Van/Enclosed Box	248	41.3%	10.1%	219	39.7%	9.7%	263	48.4%	25.7%	310	52.0%	25.0%	231	53.5%	27.4%
Cargo Tank	28	4.7%	-13.0%	37	6.7%	26.4%	36	6.6%	22.2%	38	6.4%	10.3%	22	5.1%	-16.4%
Flatbed	105	17.5%	45.8%	93	16.9%	40.8%	97	17.9%	55.7%	87	14.6%	24.8%	75	17.4%	52.6%
Dump	91	15.1%	67.8%	92	16.7%	96.5%	76	14.0%	64.7%	56	9.4%	10.6%	33	7.6%	-6.2%
Concrete Mixer	22	3.7%	236.4%	23	4.2%	281.8%	8	1.5%	50.0%	9	1.5%	87.5%	3	0.7%	0.0%
Auto Transporter	7	1.2%	9.1%	7	1.3%	30.0%	7	1.3%	18.2%	7	1.2%	20.0%	6	1.4%	27.3%
Garbage/Refuse	8	1.3%	-50.0%	10	1.8%	-25.0%	7	1.3%	-48.0%	14	2.3%	-11.5%	6	1.4%	-48.1%
Grain, Chips, Gravel	10	1.7%	13.3%	14	2.5%	56.3%	9	1.7%	6.2%	11	1.8%	5.9%	10	2.3%	9.5%
Pole	1	0.2%	-60.0%	4	0.7%	16.7%				5	0.8%	33.3%	1	0.2%	-66.7%
Not Applicable															
Intermodal															
Logging															
Vehicle Towing Another Vehicle													1	0.2%	100.0%
Other	54	9.0%	-52.9%	37	6.7%	-69.8%	35	6.4%	-70.5%	52	8.7%	-60.3%	38	8.8%	-59.3%
Unknown															
Missing	27	4.5%	-53.1%	15	2.7%	-67.1%	5	0.9%	-87.5%	7	1.2%	-61.3%	6	1.4%	-50.0%
Total	601			551			543			596			432		

*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.

Data Source: FARS & MCMIS (March 2010 data snapshot) (2009 FARS Data is not Available)

The number of hazmat crashes in Nevada is difficult to quantify, as A&I Online does not provide sufficient data. 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 38 non-fatal cargo tank truck crashes in 2008. Therefore, if 70 percent of these crashes involved hazmat, then Nevada had approximately 27 hazmat crashes statewide in 2008. While not a direct correlation, 27 hazmat crashes in 2008 compares favorably with Pipeline and Hazardous Materials Safety Administration (PHMSA) data which shows that Nevada had 32 highway hazmat incidents in 2009.

According to a report prepared for the Clark County Department of Comprehensive Planning Nuclear Waste Division entitled *Hazardous Commodity Flows by Truck on Clark County Highways – 2005*, by Urban Environment Research in May, 2007, 72.9% of the total hazardous materials flow in Clark County in 2005 passed through Nevada, while 22.5% was inbound to Clark County.

Furthermore, volumes of hazardous substances moving by truck on Clark County highways were dominated by four major categories. Class 3 Liquids (flammable and combustible) accounted for 25.9% of total tons shipped, followed by Class 2 gasses (22%), Class 8 corrosive materials (19.2%) and Class 9 miscellaneous dangerous goods (18.4%).

YEAR INITIATED: 2002 **YEAR OF PLANNED COMPLETION: 2011**

PERFORMANCE OBJECTIVE

- To maintain at least a 10 percent total reduction of non-fatal Hazmat crashes (based on a percentage of the number of cargo tank crashes) from 2006 levels each year from 2008 to 2011 (decrease from 26 in 2006 to a maximum of 23 each year from 2008 to 2011).

PERFORMANCE MEASURE

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

PROGRAM STRATEGIES

STRATEGY 1 **INSPECTIONS – HM** Inspection activity targeting hazmat related cargo carriers. Enforcement personnel will ensure motor carrier authority with each inspection. (See Also Driver and Vehicle Inspection Objective, Strategy #2)	**STRATEGY 2** **LEADERSHIP – HM ALLIANCE** NHP will continue to assist other states in their efforts to become member states, and will promote improved safety (placard) practices among HM carriers.	**STRATEGY 3** **LEADERSHIP – HM RESPONSE** Participate with first responder organizations and allied agencies responding to Hazmat incidents.
Activity 1-1 Conduct 101 Level 1 inspections on HM vehicles. **Activity Measure** Annual number of Level 1 inspections on HM vehicles. **Activity 1-2** Conduct 1,213 Level 2/3 inspections on HM vehicles. **Activity Measure** Annual number of Level 2/3 inspections on HM vehicles. **Activity 1-3** Training enforcement personnel in Level 3 inspections for both cargo and Hazmat carriers **Activity Measure** Annual number of enforcement personnel trained for Level 2 inspections for both cargo and HM carriers.	**Activity 2-1** 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.	**Activity 3-1** 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.

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.

History Report: NV: HM Roadside Inspection Activity and HM Out-of-Service Rates										
	HM Inspections					HM OOS Rates				
COUNTY	2006	2007	2008	2009	2010 Jan-March**	2006	2007	2008	2009	2010 Jan-March**
CARSON CITY	14	34	54	61	23	0%	8.82%	7.41%	8.20%	4.35%
CHURCHILL	20	3	4	4	0	5%	33.33%	0%	0%	0%
CLARK	521	673	714	911	117	4.61%	7.43%	4.20%	4.06%	0.85%
DOUGLAS	27	32	28	46	25	3.70%	3.13%	3.57%	6.52%	0%
ELKO	491	236	314	297	100	2.85%	0.85%	1.27%	0.67%	0%
ESMERALDA	4	7	7	2	0	0%	0%	0%	0%	0%
EUREKA	29	12	5	5	1	0%	0%	0%	0%	0%
HUMBOLDT	76	18	48	37	7	0%	5.56%	0%	5.41%	0%
LANDER	25	24	18	18	3	4%	4.17%	0%	0%	0%
LINCOLN	8	1	5	1	0	0%	0%	0%	0%	0%
LYON	28	31	19	16	0	3.57%	6.45%	0%	0%	0%
MINERAL	11	6	8	1	0	0%	0%	0%	0%	0%
NYE	8	34	14	24	3	12.50%	2.94%	14.29%	8.33%	0%
PERSHING	1	5	2	0	0	0%	20%	0%	0%	0%
STOREY	0	1	0	0	0	0%	0%	0%	0%	0%
WASHOE	462	360	348	484	126	6.93%	12.22%	8.91%	11.16%	10.32%
WHITE PINE	50	36	44	59	22	2%	2.78%	4.55%	3.39%	9.09%
Not Assigned to a County	0	0	0	0	0	0%	0%	0%	0%	0%
Total	**1,775**	**1,513**	**1,632**	**1,966**	**427**					

Inspection Data Source: MCMIS (March 26, 2010 data snapshot)
**(Most Recent Inspection Year included through March 26, 2010 data snapshot)

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

This is an on-going objective since 2002. The crash numbers show a decline in hazmat crashes in Nevada, from 27 in 2008 to 15 in 2009. This may be due in part to the recession and targeted enforcement by NHP. NHP will continue to target this segment of the motor carrier fleet, given the possibility of a major catastrophe from a crash of these types of vehicles.

HAZARDOUS MATERIALS TRANSPORTATION SAFETY						
Performance Objective						
	Maintain at least a 10% reduction of non-fatal Hazmat crashes (based on number of cargo tank crashes) from 2006 levels (from 26 to 23)					
Performance Measure						
	Number of Non-Fatal Hazmat Crashes (based on 70% of the number of cargo tank crashes)					
	2006	*2007*	*2008*	*2009*	*2010**	*2011*
	26	25	27	15		
Activity 1-1	**Number of Hazmat Level 1 Inspections to be 101**					
	2006	*2007*	*2008*	*2009*	*2010*	*2011*
	52	179	165	220	170	
Activity 1-2	**Number of Hazmat Level 2/3 Inspections to be 1,213**					
	2006	*2007*	*2008*	*2009*	*2010*	*2011*
	343	1100	1267	1421	1115	
Activity 1-3	**Number of Personnel Trained for Hazmat and Cargo Level 2 Inspections**					
	2006	*2007*	*2008*	*2009*	*2010*	*2011*
	NA	NA	55	55	55	
Activity 3-1	**Number of CERT or FRO/LAW meetings attended**					
	2006	*2007*	*2008*	*2009*	*2010*	*2011*
	NA	NA	NA	NA	1	

* - Year to date.

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 few 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, has fluctuated between a high of 32 in 2005 and a low of 20 in 2008. Domiciled carriers have accounted for 100 out of 106 crashes from 2005 to 2008. Intrastate carriers have accounted for 33 out of 106 crashes from 2005 to 2008.

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 and throughout remote Nevada area also use passenger carriers to provide commuter options for their employees. NHP's challenge is reducing the number of passenger vehicle crashes with limited inspection facilities.

History Report: Buses Involved in Crashes by Domicile vs. Non-Domicile Carriers

Download Table Data

Nevada	Fatal*															
Domicile vs. Non-Domicile	2005			2006			2007			2008			2009			
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	
Non-Domiciled Carrier	1	50.0%	203.0%													
Domiciled Carrier	1	50.0%	-40.1%	2	100.0%	14.7%	2	100.0%	23.2%							
Other/Unknown																
Total	2			2			2									

*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.

History Report: Buses Involved in Crashes by Domicile vs. Non-Domicile Carriers

Download Table Data

Nevada	Non-Fatal*															
Domicile vs. Non-Domicile	2005			2006			2007			2008			2009			
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	
Non-Domiciled Carrier	4	13.3%	7.3%	5	20.0%	-8.3%	5	26.3%	52.9%	5	25.0%	46.2%	1	16.7%	-2.9%	
Domiciled Carrier	26	86.7%	-1.0%	20	80.0%	2.3%	14	73.7%	-11.0%	15	75.0%	-9.5%	5	83.3%	0.6%	
Other/Unknown																
Total	30			25			19			20			6			

*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.

Data Source: MCMIS (March 2010 data snapshot)

History Report: Buses Involved in Crashes by Intrastate vs. Interstate Carriers

Download Table Data

Nevada	Fatal*														
Intrastate vs. Interstate	2005			2006			2007			2008			2009		
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent
Intrastate				2	100.0%	157.7%	2	100.0%	228.9%						
Interstate	1	50.0%	28.2%												
Missing	1	50.0%	111.0%												
Total	2			2			2								

*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.

History Report: Buses Involved in Crashes by Intrastate vs. Interstate Carriers

Download Table Data

Nevada	Non-Fatal*														
Intrastate vs. Interstate	2005			2006			2007			2008			2009		
	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent	State Total		State-USA Percent
Intrastate	9	30.0%	-41.4%	11	44.0%	7.1%	3	15.8%	-58.9%	6	30.0%	-16.4%	2	33.3%	1.5%
Interstate	10	33.3%	7.1%	12	48.0%	64.4%	9	47.4%	55.9%	12	60.0%	151.0%	2	33.3%	36.5%
Missing	11	36.7%	107.3%	2	8.0%	-73.0%	7	36.8%	17.9%	2	10.0%	-75.1%	2	33.3%	-22.2%
Total	30			25			19			20			6		

*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.

Data Source: MCMIS (March 2010 data snapshot)

YEAR INITIATED: 2008 **YEAR OF PLANNED COMPLETION: 2011**

PERFORMANCE OBJECTIVE

- To maintain at least a 5 percent total reduction of fatal and non-fatal buses crashes from 2006 levels each year from 2008 to 2011 (decrease from 28 in 2006 to a maximum of 26 each year from 2008 to 2011).

PERFORMANCE MEASURE

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

PROGRAM STRATEGIES

STRATEGY 1 ENFORCEMENT – TERMINAL INSPECTIONS	STRATEGY 2 TRAINING – MOTORCOACH SAFETY
Inspect Interstate motorcoaches in a Level V Terminal Inspection Program. Enforcement personnel will ensure motor carrier authority with each inspection.	Provide safety training to motorcoach operators.
Activity 1-1 Offer Nevada based, Interstate motorcoach operators a Level V inspection. **Activity Measure** Annual number of motorcoach operators contacted for voluntary Level V Terminal Inspection. **Activity 1-2** Conduct Level 5 Terminal Inspections for volunteering motorcoach operators. **Activity Measure** Annual number of Level V Terminal Inspections conducted.	**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. **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.

MONITORING

NHP will monitor progress on the program objective by quantifying Level 1, 2, or 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

This is an on-going objective that reflects the overall decline in vehicle crashes in Nevada, as bus fatal and non-fatal crashes fell from 20 in 2008 to 6 in 2009, although the 2009 figure represents only non-fatal crashes at this point in time. NHP Commercial Commanders agreed at their June 2010 planning meeting to continue the voluntary terminal inspection program for FFY 2011 as it is the preferred option given Nevada's unique situation of not having any port of entry inspection stations.

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	
	27	21	20	6			A&I	
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	NA		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	60		Southern Command records	
Activity 2-1	**Annual Number of Motor Coach Operators Training Events**							
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY	
	NA	NA	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	NA	0		NHP Training Coordinator	

* - Non-fatal only.
** - Year to date.

"The National Transportation Safety Board (NSTB) investigated 16 fatal motorcoach crashes between June 1998 and January 2008. NTSB identified driver-related problems such as fatigue, medical conditions and inattention as the major root causes responsible for 56 percent of motorcoach crashes it investigated, and the condition of the vehicle as root cause for 13 percent of the crashes investigated. Driver-related problems were responsible for 60 percent of the fatalities occurring in the crashes investigated, and the condition of the vehicle for 20 percent of the fatalities. FARS data indicates that rollovers and roadside events, including running off-road and striking roadside objects occurred in about 75 percent of all motorcoach fatalities. Ejection of motorcoach passengers due to a rollover event represents the highest percentage of passenger fatalities. (US DOT Motorcoach Safety Action Plan, May 2010)

CMV DATA COLLECTION AND QUALITY CONTROL

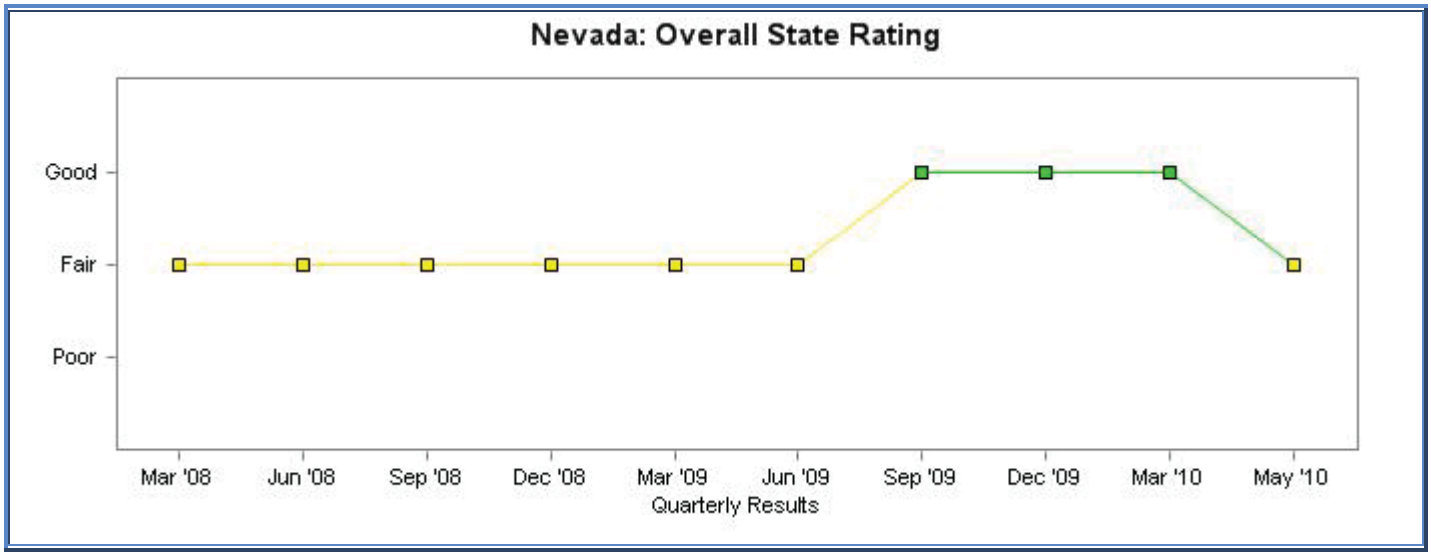
PROBLEM STATEMENT
The Nevada Overall SSDQ Rating as of May 2010 is “Fair/Yellow”, according to FMCSA. Nevada is not a “Good/Green” state due to the Non-Fatal Crash Completeness measure.

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.

Nevada: Overall State Rating								
Monthly Results	Overall State Rating	State Data Quality Measures						
		Crash					Inspection	
		Crash Record Completeness	Non-Fatal Crash Completeness	Fatal Crash Completeness	Crash Timeliness	Crash Accuracy	Inspection Timeliness	Inspection Accuracy
May '10	●	●	●	●	●	●	●	●
Apr '10	●	●	●	●	●	●	●	●
Mar '10	●	●	●	●	●	●	●	●
Feb '10	●	●	●	●	●	●	●	●
Jan '10	●	●	●	●	●	●	●	●
Dec '09	●	●	●	●	●	●	●	●
Nov '09	●	●	●	●	●	●	●	●
Oct '09	●	●	●	●	●	●	●	●
Sep '09	●	●	●	●	●	●	●	●
Aug '09	●	●	●	●	●	●	●	●
Jul '09	●	●	●	●	●	●	●	●
Jun '09	●	●	●	●	●	●	●	●
May '09	●	●	●	●	●	●	●	●

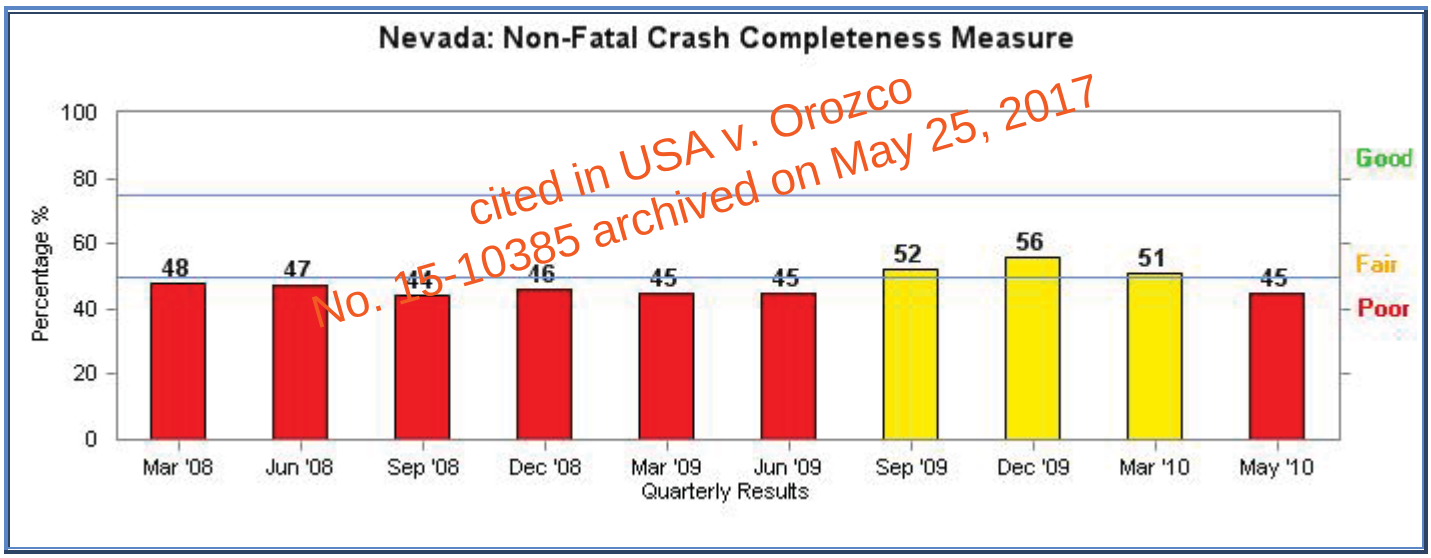
Nevada: Overall State Rating Report
Quarterly Results as of: **May 21, 2010**

Considers all seven SSDQ measures and the Overriding Indicator, except measures with a rating of "Insufficient Data." States receive an overall score based on ratings in each of the measures and the Overriding Indicator. (View Methodology)



Nevada: Non-Fatal Crash Completeness Measure Report
Quarterly Results as of: **May 21, 2010**

Determines a rating based on a ratio of reported to predicted non-fatal crash records reported to MCMIS. The number of reported non-fatal crash records was calculated using a 12-month time period that ends six months prior to the MCMIS snapshot date. (View Methodology)



All graphs courtesy of FMCSA.

YEAR INITIATED: 2002 **YEAR OF PLANNED COMPLETION: 2011**

PERFORMANCE OBJECTIVE
Each year, attain and maintain the FMCSA Overall State Rating of Green. Develop strategies to improve any measure that is not Green.

- Attain and maintain as Green the Non-Fatal Crash Completeness measure (Red as of the May 2010 FMCSA status report).
- Monitor data challenges as a result of CSA 2010 implementation, and respond as necessary to any additional workload as a result.
- Monitor the implementation of new SSDQ performance measures and then assess any necessary changes to be made to ensure quality data.

OBJECTIVE PERFORMANCE MEASURES

- Using FMCSA reports, annually report on all measures as of the May/June status.
- Using data challenge reports, identify delays or problems with data challenges.

PROGRAM STRATEGIES

STRATEGY 1 DATA COLLECTION Improve non-fatal crash completeness through database integration.	STRATEGY 2 DATA CHALLENGES Respond in timely manner to all data challenges received.	STRATEGY 3 SSDQ PERFORMANCE MEASURES Respond as necessary to new data quality performance measures.
Activity 1-1 Traffic Records Coordinating Committee will upgrade the interface between NCATS and Crossroads so that Other Allied Agency federally reportable crash data can be transferred to SafetyNet . **Activity Measure** FMCSA color rating.	**Activity 2-1** Monitor data challenges to ensure timely response. Note any delays or issues that arise during the fiscal year. **Activity Measure** Any data challenges that are not addressed in responsible time frame.	**Activity 2-1** Monitor SSDQ performance measures to ensure accurate data. Note any issues that arise during the fiscal year. **Activity Measure** Any data quality issues that are identified by FMCSA.

MONITORING

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

EVALUATION

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

STATUS UPDATE

Nevada has achieved a Green rating for crash accuracy, so for FFY 2011 the strategy to improve records matching has been removed. NHP continues to struggle with the Traffic Records Coordinating Committee to be able to implement changes needed for NHP to improve the non-fatal crash completeness records. Many of the members from allied agencies do not share the same perspective on making changes to the software and databases necessary for NHP to improve reporting on this measure, and are hesitant to do so. Negotiations on these improves will continue, however.

CMV DATA COLLECTION AND QUALITY CONTROL							
Performance Objective							
	Improve the Overall State Data Quality Measure to Green						
	Improve Non-Fatal Crash Completeness Measure to Green						
	Improve the Crash Accuracy Measure to Green						
Performance Measures							
	Status of Overall State Data Quality Measure as of May/June of each year						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	
	Green	Green	Yellow	Yellow	Yellow		
	Status of Non-Fatal Crash Completeness Measure as of May/June of each year						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	
	NA	NA	Red	Red	Red		
	Status of Crash Accuracy Measure as of May/June of each year						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	
	Yellow	Yellow	Yellow	Yellow	Green		
Activity 1-1	**FMCSA color rating for Non-Fatal Crash Completeness (as of May/June status report)**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	Red	Red	Red		A&I
Activity 2-1	**FMCSA color rating for Un-Matched Records (as of May/June status report)**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	CY
	Yellow	Yellow	Yellow	Yellow	Green		A&I

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 large percentage of fatal CMV crashes (40 percent in 2007). 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

STRATEGY 1 **LEGISLATION** The MCSAP Coordinator will keep abreast of any rule, regulation or law change that affects commercial operations.	**STRATEGY 2** **INDUSTRY TRAINING** Working with the NMTA, AGC and allied agencies, develop and promote a construction industry training program for carrier safety.
Activity 1-1 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. **Activity Measure** Annual meeting to review legislative changes to Command Lieutenants or CVSPP designee.	**Activity 2-1** Outreach to the trucking and construction industry through established trade groups for their participation in training and educational events. **Activity Measure** Number of training requests completed.

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

NHP has and will continue to emphasize to the Commands the need to meet with and respond to local judges, prosecutors and District Attorneys to ensure understanding of the regulations and laws applicable to commercial motor vehicles. The response from local jurisdictions has always been positive, as they rely on the NHP to provide them with updates of regulations and laws.

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	44	25		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	Aug**		CVSPP Coordinator
Activity 2-1	**Number of industry training events completed**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	29	27	47		CVSPP Coordinator

* - Year to date.
** - Tentative

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 **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 1-3 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 1,314 Level 1, 2 and 3 inspections on vehicles transporting hazardous materials.
- Conducting a minimum of 217 Level 1, 2 and 3 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	STRATEGY 2 HAZMAT AND MOTOR COACH ENFORCEMENT	STRATEGY 3 TRAINING
Enforcement personnel to conduct roadside commercial vehicle inspections at check sites or roadside.	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.	NHP personnel to offer allied agency training to perform Level 3 inspections.
Activity 1-1 Inspection Goals Level 1: 1,575 Level 2/3: 20,475 **Activity Measure** Number of stipulated inspections. **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. **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 in and around Las Vegas.	**Activity 2-1** Inspection Goals Hazmat Level 1: 101 Hazmat Level 2/3: 1,213 Motorcoach Level 1/2/3: 217 **Activity Measure** Number of inspections of Hazmat and motor carrier vehicles reported through SAFETYNET.	**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.

Nevada Roadside Inspections by Inspection Level

Inspection Level	FY 2006			FY 2007			FY 2008			FY 2009			FY 2010		
	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total
I. Full	35	3,268	3,303	55	3,032	3,087	59	3,387	3,446	137	4,162	4,299	40	2,696	2,736
With OOS Viol (Level 1)	7	1,113	1,120	19	1,006	1,025	24	1,004	1,028	37	1,090	1,127	5	618	623
II. Walk-Around	0	15,725	15,725	22	16,253	16,275	27	15,751	15,778	11	19,508	19,519	5	14,975	14,980
With OOS Viol (Level 2)	0	3,572	3,572	8	3,745	3,753	7	3,248	3,255	2	3,994	3,996	1	2,453	2,454
III. Driver Only	0	9,786	9,786	11	11,348	11,359	6	10,571	10,577	0	8,248	8,248	6	5,272	5,278
With OOS Viol (Level 3)	0	810	810	0	752	752	0	602	602	0	380	380	1	255	256
IV. Special Study	0	172	172	0	272	272	0	131	131	0	11	11	0	2	2
With OOS Viol (Level 4)	0	27	27	0	33	33	0	14	14	0	2	2	0	0	0
V. Terminal	93	101	194	74	58	132	60	148	208	55	146	201	3	42	45
With OOS Viol (Level 5)	10	20	30	8	10	18	9	19	28	4	10	14	0	5	5
VI. Radioactive Materials	0	7	7	0	0	0	0	0	0	0	20	20	0	0	0
With OOS Viol (Level 6)	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0
Total	**128**	**29,059**	**29,187**	**162**	**30,963**	**31,125**	**152**	**29,988**	**30,140**	**203**	**32,095**	**32,298**	**54**	**22,987**	**23,041**

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of **6/25/2010**, including current year-to-date information for 2010.

Driver/Vehicle Inspection Output Performance Target

Inspection Level	Truck	HM Truck	Motor Coach	Passenger Carrier	Total	Percent
Level 1	1,575	101	109		1,785	**7.57%**
Level 2	13,800	813	33		14,646	**62.11%**
Level 3	6,675	400	75		7,150	**30.32%**
Level 4	TBD	TBD	TBD			
Level 5					**< 5 percent of Total Goal**	
Level 6	N/A	As Required	N/A			
Total	**22,050**	**1,314**	**217**		**23,581**	**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

NHP continues to meet or exceed driver and vehicle inspection goals, supported by quarterly review of performance status and coordination with Commanders in the regions. Commanders are given broad latitude and discretion for when inspections are conducted based on regional needs and available manpower.

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	26,104	26,683	20,301		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	1641	1098		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	455	113		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
	21,399	23,563	26,104	26,683	20,301		NHP Goal Achieve Report
Activity 1-2	**Number of Inspections during Special Operations (CVSA)**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	395	484	414		NHP - Op Roadcheck
	NA	205	142	207	187		NHP - Op Airbrake - Unannc'd
	NA	284	186	162			NHP - Op Airbrake - Annc'd
	NA	NA	156	187			NHP - Op Safe Driver
Activity 1-3	**Number of NYE Inspections**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	1008	1304	1279	1223	1412		NHP
Activity 2-1	**HM Level 1 - 101; MC Level 1, 2 & 3 – 1,314; HM Level 2/3 - 1,213 Total=1,521**						
	2006	*2007*	*2008*	*2009*	*2010**	*2011*	FFY
	2536	1478	1868	2096	1,398		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	900		NHP SafetyNet Coordinator

* - Partial year to date.

TRAFFIC ENFORCEMENT WITH INSPECTION

YEAR INITIATED: 2002 **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.

- 2,190 (approximately 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 2011.

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.

Activity by Type (Nevada)	FY 2009	
	Total	OOS Rate
Reviews		
Total Reviews	162	
Total Security Contact Reviews	10	
Safety Audits		
Number of Safety Audits	189	
Roadside Inspections		
Driver Inspections*	32,086	7.88%
Vehicle Inspections**	24,039	14.55%
Hazmat Inspections***	1,823	4.33%
Traffic Enforcement Inspections		
Driver Inspections*	8,573	11.70%
Vehicle Inspections**	6,017	15.74%
Hazmat Inspections***	245	10.61%

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

Nevada Traffic Enforcement, Violation Summary

Traffic Enforcement Violation	CY 2006			CY 2007			CY 2008			CY 2009			CY 2010		
	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total	Fed	State	Total
Moving Violations	0	6,134	6,134	0	4,981	4,981	0	4,807	4,807	0	4,571	4,571	0	2,045	2,045
392.2C -- Failure to obey traffic control device	0	2,260	2,260	0	1,955	1,955	0	2,330	2,330	0	2,295	2,295	0	1,065	1,065
392.2FC -- Following too close	0	189	189	0	188	188	0	119	119	0	138	138	0	58	58
3922LC -- Improper lane change	0	263	263	0	204	204	0	189	189	0	153	153	0	69	69
392.2P -- Improper passing	0	72	72	0	60	60	0	26	26	0	20	20	0	6	6
392.2R -- Reckless driving	0	12	12	0	33	33	0	5	5	0	0	0	0	4	4
392.2S -- Speeding	0	3,009	3,009	0	2,251	2,251	0	1,952	1,952	0	1,779	1,779	0	775	775
392.2T -- Improper turns	0	101	101	0	92	92	0	71	71	0	47	47	0	7	7
392.2Y -- Failure to yield right of way	0	203	203	0	186	186	0	106	106	0	127	127	0	58	58
392.3 -- Operating a CMV while ill or fatigued	0	25	25	0	12	12	0	9	9	0	12	12	0	3	3
Drug & Alcohol Violations	0	31	31	0	23	23	0	29	29	0	27	27	0	8	8
392.4 & 392.4A -- Driver uses or is in possession of drugs	0	13	13	0	4	4	0	7	7	0	9	9	0	5	5
392.5 & 392.5A -- Driver uses or is in possession of alcohol	0	18	18	0	19	19	0	22	22	0	18	18	0	3	3
Railroad Crossing Violations	0	4	4	0	2	2	1	2	3	0	6	6	0	0	0
392.10A1 -- Failing to stop at railroad grade (RR) crossing-bus	0	1	1	0	1	1	0	0	0	0	1	1	0	0	0
392.10A2 -- Failing to stop at (RR) crossing-chlorine	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
392.10A3 -- Failing to stop at (RR) crossing-placard	0	3	3	0	1	1	1	0	1	0	3	3	0	0	0
392.10A4 -- Failing to stop at (RR) crossing-HM cargo	0	0	0	0	0	0	0	2	2	0	2	2	0	0	0
Miscellaneous Violations	2	5,478	5,480	7	5,514	5,521	9	4,771	4,780	12	6,697	6,709	3	4,510	4,513
392.14 -- Failing to use caution for hazardous conditions	0	1	1	0	4	4	0	0	0	0	0	0	0	0	0
392.16 -- Failing to use seat belt while operating CMV	0	567	567	0	370	370	0	300	300	0	316	316	0	146	146
392.71A -- Using/equipping CMV with a radar detector	0	125	125	0	229	229	0	178	178	0	168	168	0	80	80
392.2 -- Local laws (general)	2	4,785	4,787	7	4,911	4,918	9	4,293	4,302	12	6,213	6,225	3	4,284	4,287
Total	**2**	**11,647**	**11,649**	**7**	**10,520**	**10,527**	**10**	**9,609**	**9,619**	**12**	**11,301**	**11,313**	**3**	**6,563**	**6,566**

Data Source: FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of **6/25/2010**, including current year-to-date information for 2010.

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

Overtime Strike activities were down somewhat from the prior year due in part to the large amount of overtime needed to conduct Badge On Board operations. Strike activities vary by Command, so they have been authorized to conduct overtime Strike activities as they see necessary given their Command situation.

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	22,232	16,886		NHP Goal Achive Report	Total Enforcement
	2,219	4,661	3,748	3,706	3,003		NHP Goal Achive Report	Total Inspections
	35%	22%	18%	17%	18%		Percent	
Activity 1-1	**Number of Overtime Strike Force Hours in High Crash Corridors**							
	2006	*2007*	*2008*	*2009*	*2010**	*2011*	FFY	
	NA	NA	NA	479	152		NHP Goal Achieve Report	

*** - Partial year to date**

TRAFFIC ENFORCEMENT WITHOUT INSPECTION

YEAR INITIATED: 2008 **YEAR OF PLANNED COMPLETION: 2011**

PERFORMANCE OBJECTIVE

NHP will continue Nevada's Ticketing Aggressive Cars and Trucks (TACT) program *Badge On Board* targeting enforcement for non-CMV drivers who commit hazardous, crash causing violations in the direct vicinity of CMV operations. Badge on Board includes positioning a sworn officer in a CMV cab or overhead in an airplane, observing moving violations near CMVs, and radioing information to chase cars that will stop the violators and take enforcement action. To continue the driver behavior evaluation begun under the High Priority grant program for FFY 09, NHP will conduct an annual driver behavior survey in or around June 2011.

- Conduct TACT operations in the Reno and Las Vegas areas.
- Conduct annual driver behavior survey in Reno and Las Vegas.
- A Badge On Board media and public education campaign (See Education and Outreach Objective).

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 **ENFORCEMENT** NHP will conduct Badge On Board TACT operations to target non-commercial vehicles committing violations in the vicinity of CMVs.	**STRATEGY 2** **EVALUATION** Conduct annual driver behavior study to assess changes in driver behavior around CMVs.
Activity 1-1 Conduct Badge On Board enforcement operations in Northern and Southern Command, each operation being 2-3 days in length. **Activity Measure** Number of Badge On Board enforcement operations in Northern and Southern commands.	**Activity 3-1** Conduct annual driver behavior study in Reno and Las Vegas. **Activity Measure** Completion of annual driver behavior study.

Non-Inspection Traffic Enforcement Staff Hours and Activity Projections (estimates)

Type of Traffic Enforcement	Staff Hours	Number of Penalty Citations	Number of Written Warnings
CMV TE	200	200	0
Non CMV TE	550	2,000	200
Total	750	2,200	200

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
Over the course of the Badge On Board program, NHP conducted 16 3-day enforcement operations in the Elko, Reno and Las Vegas areas. The enforcement resulted in approximately 2,679 citations, and at least 13 arrests for various reasons. 1,728 of the citations issued were for speeding around a CMV. A total of 2,023 non-CMV and 123 CMV drivers were stopped. A more detailed description of the number of citations by violation type, by Command, is included in the Data Analysis and Trends section of the Grant Certifications and Supporting Documentation chapter.

The University of Nevada, Reno, Department of Civil and Environmental Engineering conducted a baseline driver behavior survey, and have completed a follow-up assessment of driver behavior after the media and enforcement period. UNR has until the end of September 2010 to prepare the final report.

STATUS UPDATE
Including this Objective in the FFY 10 CVSP while at the same time implementing a separate High Priority grant for TACT operations was confusing, as this objective was primarily funded with the High Priority grant. For FFY 11, this Objective relies on the use of MCSAP funds for the Badge On Board project. Any High Priority grants that may be received during the course of the 2011 CVSP will be tracked and evaluated separately, but coordinated with the these efforts.

Badge On Board in Central Command was less effective in the number of non-CMV citations per hour than those in Northern and Southern Commands due to lower traffic volumes and less congestion than that found in Reno or Las Vegas. Therefore Central Command will not be involved in future Badge On Board events at this time.

The strategies for this Objective were modified for this year, deleting Activity 1-1, Conducting Operational Evaluations (program is effective, driver behavior and media awareness conducted separately), Activity 1-2, Number of grants applied for, and Activity 4-1, Involvement (NHP uses rental trucks for the operations). The Badge On Board public education campaign is described in the Education and Outreach Objective.

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*	FFY
	NA	NA	81	0	2,679		NHP Goal Achieve Report
Activity 1-1	**Number of TACT enforcement operations in Reno, Las Vegas & Elko**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	2	0	16		NHP
Activity 2-1	**Conduct annual driver behavior study in Las Vegas and Reno**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	
	NA	NA	NA	Yes	Yes		

COMPLIANCE REVIEWS

YEAR INITIATED: 2002 **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 2011.
- Monitor the implementation of CSA 2010.

PERFORMANCE MEASURE

- Number of Compliance Reviews conducted during FFY 2011 (NHP data).
- Quarterly assessments of CSA 2010 implementation impacts on NHP operations.

PROGRAM STRATEGIES

STRATEGY 1 **ENFORCEMENT** Southern, Northern and Central Command personnel to conduct compliance reviews of high risk carriers identified.	**STRATEGY 2** **TRAINING** Provide industry training to prepare for compliance reviews and subsequent operations.	**STRATEGY 3** **CSA 2010** **IMPLEMENTATION** Monitor implementation of CSA 2010.
Activity 1-1 Southern Command will conduct twenty-six (26) compliance reviews. **Activity Measure** Number of compliance reviews conducted. **Activity 1-2** Northern Command will conduct eighteen (18) CRs. **Activity Measure** Number of compliance reviews conducted. **Activity 1-3** Central Command will conduct six (6) compliance reviews. **Activity Measure** Number of compliance reviews conducted.	**Activity 2-1** Provide training on the elements of a compliance review when requested by industry. **Activity Measure** Number of industry training requests supported.	**Activity 3-1** Quarterly assessments of CSA 2010 implementation for its impact on the NHP program. **Activity Measure** Changes to NHP processes and procedures.

Compliance Reviews (FY)	2004	2005	2006	2007	2008	2009	2010*
Goal	18	18	50	50	50	50	50
Accomplished	22	42	65	72	62	66	35
Exceeded By	4	24	15	22	12	16	<15>

* - Partial year to date

Reviews Activity Projections FFY 2011

Type of Review	Type of Operation		
	Interstate	Intrastate	Cargo tank facility, shipper
Motor Carrier Safety Compliance Review Total	**50**	**5**	
Passenger CRs			
HM CRs	5	5	
Non-Rated Reviews (excluding CSA Investigations & Security Contact Reviews)	0	0	
CSA Offsite Investigation Total			
HM CSA Offsite			
CSA Onsite Focused Investigations Total			
HM CSA Onsite Focused			
CSA Onsite Comprehensive Investigation Total			
Passenger CSA Onsite Comprehensive			
HM CSA Onsite Comprehensive			
CSA Investigations Total	0	0	
Security Contact Reveiws (SCRs)	0	0	
Cargo Tank Facility Reviews			0
Shipper Reviews			0
Reviews Subtotal			
Reviews Total	**50**	**5**	

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

NHP Officers are receiving training on CSA 2010, but Nevada is not implementing the program until later in FFY 11.

Strategy 2 from the 2009 CVSP incorporated into Strategy 1 for the 2010 CVSP. Central Command identified for conducting Compliance Reviews. Strategy 3, CSA 2010 Implementation, added for FFY 11.

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	66	35		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	48	29		NHP Goal Achieve Report
Activity 1-2	**Number of NC CRs conducted to be 18**						
	2006	*2007*	*2008*	*2009*	*2010**	*2011*	FFY
	28	23	18	12	1		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	6	5		
Activity 2-1	**Number of Industry Training Requests Supported**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	5	2			NHP Training Coordinator

* - Partial year to date

EDUCATION & OUTREACH

YEAR INITIATED: 2002 **YEAR OF PLANNED COMPLETION: 2011**

PERFORMANCE OBJECTIVE

Increase NHP's annual level of effort in conducting CMV driver education and outreach by:

- Creating media campaigns designed to educate both CMV and non-CMV drivers about safe driving around large trucks. Media campaigns will be developed for trucker seat belt use, Badge on Board, and safe driving in work zones or rural areas.

PERFORMANCE MEASURE

- Development of 3 specific media campaign strategies designed for CMV drivers related to seat belt use, Badge On Board, and work zone or rural driving safety.

PROGRAM STRATEGIES

STRATEGY 1 **TRUCKER SEAT BELT** Use various media to educate commercial drivers about wearing seat belts for safety.	**STRATEGY 2** **BADGE ON BOARD** Use various media to educate non-CMV drivers regarding safe driving around large trucks.	**STRATEGY 3** **WORK ZONE/RURAL HIGHWAYS** Use various media to educate commercial drivers about safe driving in Nevada's work zones or rural highways.
Activity 1-1 A trucker seat belt safety campaign will be developed to educate truckers about the need to buckle-up. **Activity Measure** Approval of trucker seat belt media campaign.	**Activity 2-1** A Badge On Board campaign will be developed to educate non-CMV drivers about safe driving around large trucks. **Activity Measure** Approval of Badge On Board media campaign.	**Activity 3-1** A work zone or rural highways safety campaign will be developed to educate truckers about safe driving on rural highways. **Activity Measure** Approval of work zone or rural highways media campaign.

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

The FFY 2010 trucker seat belt safety media efforts resulted in having 18 different gas stations throughout the state provide space for pump topper messages with trucker seat belt messages. These messages offer "tips" such as:
Tip #5 – If You Think Seat Belts Suck, Try Life Support. Buckle Up.
Tip #48 – Dead Guys Don't Honk Air Horns. Buckle Up.
Tip #33 – Pulling Reefers Beats Pushing Daisies. Buckle Up.

Tip #19 – Want Your New Handle To Be “Roadkill”? Buckle Up.
Tip #73 – Dead Ain’t A Good Look For You. Buckle Up.
Tip #50 – Would You Rather Take Exit Ramps or Wheelchair Ramps? Buckle Up.
Tip #21 – The “Big Sleep” Ain’t Something You Do At A Rest Stop. Buckle Up.

In addition to the pump toppers, these messages were used with hand-outs such as pencils, re-useable grocery bags, seat belt covers and picture frames. NHP staff and media support representatives attended truck shows and other events to hand these items out. NHP has not yet conducted an evaluation of how well these messages are increasing awareness of seat belt safety by truck drivers, however, NHP will consider doing so in the future.

Due to the various media options that exist (newspaper, radio, billboards, internet, etc), basing an evaluation on the number of “spots” is difficult at best. Instead of targeting a certain number of spots, or billboards or signs, NHP will instead develop an overall media plan that involves any number or type of methods to educate the public regarding safe driving around CMVs. The activity measure will be the implementation of a media plan for that specific issue (i.e. rural road, work zones, etc). Each plan will have a twelve month period of performance.

A significant public education campaign for Badge On Board was also conducted during the previous FFY. Specific messages such as “No Zones Around Big Rigs Are Now Ticket Zones”, and “Give Big Rigs Rooms or You’ll Get A Ticket” were developed and placed on billboards, changeable message signs operated by NDOT, US Postal Service trucks, bumper stickers and gas pump toppers. Radio spots were also developed.

While the results from a follow-up telephone survey to asses the change in awareness of the Badge On Board program and safe driving around CMVs are not yet available, preliminary indications are that the 32 percent of respondents have definitely or possibly heard of the program, up from 9 percent prior to the public education and enforcement campaigns. Results of the telephone survey should be available in August 2010.

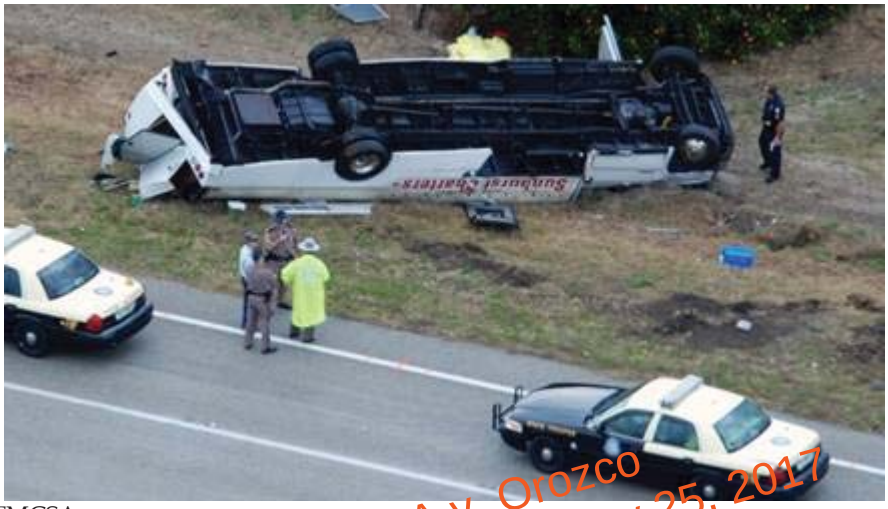
STATUS UPDATE

NHP’s public education media approach has changed over the past several years, to an approach targeting more specific issues, such as trucker seat belt use, Badge On Board, work zones, rural driving and distracted driving. As such, the Activity regarding Share the Road has been removed, and instead NHP will focus on these safety areas.

In addition, NHP has and will continue to coordinate with the Nevada Motor Transport Association (NMTA) on issues regarding CMV safety. Use of the NMTA truck by NHP, however, has not been occurring as there are few public schools that have driver education programs for which NHP could make a presentation. Subsequently, this Activity has been removed from the 2011 CVSP.

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	1			NHP Annual Media Work Program
Activity 1-1	**Implementation of Trucker Seat Belt media campaign**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	Yes	Yes	No	Yes		NHP Annual Media Work Plan
Activity 2-1	**Implementation of Badge On Board media campaign**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	NA	NA	No		NHP Annual Media Work Plan
Activity 3-1	**Implementation of Work Zone or Rural Highways media campaign**						
	2006	*2007*	*2008*	*2009*	*2010*	*2011*	FFY
	NA	NA	NA	NA	No		NHP Annual Media Work Plan

FINANCIAL MANAGEMENT



FMCSA

"I believe that the U.S. DOT is going to a new paradigm - they are rethinking their old single-mode concept, they are thinking intermodal now. They're thinking about how do we move a ton of freight or a passenger the smoothest, most seamless way through the transportation system." Carmichael believes the Highway Trust Fund is an outmoded way of funding transportation, based on cheap fuel and increasing fuel consumption. He predicts a move to a ton-mile tax that will reward the railroads' ability to move a ton of freight 400 miles on a single gallon of fuel. The former FRA administrator envisions trucks and buses working out of intermodal hubs that combine truck, rail, air and water. "We're not talking about a shrinking trucking industry," he says; "we're talking about a changing trucking industry." Heavy Duty Trucking article, Gil Carmichael, Chairman of the Intermodal Transportation Institute, June 2010.

FINANCIAL MANAGEMENT

FINANCIAL SUMMARY

Nevada continues to meet the 20 percent match requirement through state-funded NHP Officer time spent on commercial vehicle enforcement, inspection and other MCSAP eligible activities.

MCSAP Awards to Nevada	
Federal FY	MCSAP Award
2011*	$1,587,839
2010	$1,587,839
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 Estimate

Table 1. MCSAP Basic and Incentive Expenditures – Trend Analysis (FY 2008-2010)
As of: ***July 23, 2010***

	FY 2008 Grant	FY 2009 Grant	FY 2010 Grant
Obligated Grant Funding	**$1,536,904**	**$1,629,114**	**$1,587,839**
Expended Grant Funding	**$1,536,904**	**$1,324,055**	**$0.00**

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 (July 1, 2009 – June 30, 2011). Budget Account 4721, from which the FMCSA grant programs are administered, was included in this budget.

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. Funds to support MCSAP, as well as the state match, are provided from the Nevada's Highway fund.

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.

NEVADA FFY 2011 CVSP BUDGET – PROPOSED

	FFY 2011 MCSAP FUNDS	FFY 2011 TOTAL MCSAP ELIGIBLE
PERSONNEL RESOURCES		
No. of Employees Who Perform MCSAP-Eligible Activities	8	60
Number of Full Time Equivalent MCSAP-Eligible Workyears[1]	8	60
[2]**MCSAP-ELIGIBLE EXPENSES**		
Personnel (Payroll Costs)		
NHP Commercial Troops (Salary)	0	$ 3,309,500
NHP Commercial Troops (Fringe Benefits)	0	$ 686,700
NHP Commercial Troops (Overtime)	0	$ 204,700
MCSAP Staff (Salary, Fringe, OT)	$ 537,934	$ 537,934
MCSAP Reimbursed Overtime (Commercial Strike, NYEf)	$ 314,000	$ 314,000
Personnel/Payroll Assessments	$ 4,495	$ 4,495
Subtotal for Payroll Costs	**$ 856,429**	**$ 5,057,329**
Program Travel (Routine MCSAP-related activities)		
(Exclude Training and Conference Travel included below)		
Travel (Lodging/Meal Allowance)	$ 51,000	$ 51,000
Subtotal for Program Travel	**$ 51,000**	**$ 51,000**
Training & Conferences		
Training (Include travel costs, tuition)	$ 60,000	$ 60,000
Conferences (Include travel costs, registration fees)	$ 68,450	$ 68,450
Subtotal for Training & Conferences	**$ 128,450**	**$ 128,450**
Supplies		
Office Supplies	$ 43,156	$ 37,666
Instructional Materials and Supplies	$ 31,350	$ 31,350
Public Safety Campaign Supplies	$ 12,000	$ 12,000
Other (Printing, Copier Leases)	$ 10,660	$ 10,660
Subtotal for Supplies	**$ 97,166**	**$ 91,676**
Vehicles and Related Vehicle Equipment		
NHP Commercial Enforce Vehicles (64 trucks and SUVs)	0	$ 130,000
NHP Comm. Enforce Vehicles (Repair and Maintenance)	0	$ 92,808
NHP Commercial Enforce Vehicles (Fuel cost)	0	$ 259,500
NHP Comm. Enforce Vehicle Equipment (Radios, printers, etc.)	0	$ 102,000
MCSAP (Fuel and repairs)	$ 15,500	$ 15,500
Subtotal for Vehicles and Equipment	**$ 15,500**	**$ 599,808**
Equipment (Non-Vehicle)		
Computer Hard & Software (30 Laptops w/ Software&Printers)	$ 100,750	$ 100,750
Non-Computer Equipment	$ 65,195	$ 65,195
Other	$ 0	$ -
Subtotal for Equipment	**$ 165,945**	**$ 165,945**
Miscellaneous Expenses		
Rents	$ 42,390	$ 42,390
Contracts	$ 465,950	$ 400,950
Communications	$ 75,068	$ 75,068
Dues (CVSA, Hazmat Alliance)	$ 10,300	$ 10,300
State Assessments, Costs & Fees	$ 22,807	$ 22,807
Other - Traffic Troop CMV Inspections	$ 0	$ 70,490
Subtotal for Misc. Expenses	**$ 616,515**	**$ 622,004**

Subtotal for Direct Costs	**$ 1,931,005**	**$ 6,716,703**
Indirect Costs (10 Percent of Salary Costs)	**$ 53,794**	**$ 453,413**
Total Eligible Costs Budgeted	**$ 1,984,799**	**$ 7,170,116**
[4]**Federal Funds Budgeted** ***(80%)***	$ 1,587,839	$ 1,587,839
[5]**State Matching Funds Budgeted** ***(20%)***	$ 396,960	$ 396,960
Net CMV Safety Annual MOE		**$ 5,185,317**
SAFETEA-LU Documented CMV/Non-CMV Traffic Enforcement (TE) w/o Safety Inspection		
# of Citations		
Average Hourly Salary		
Average Hours Per Citation(i.e., 0.25 or 0.5, etc)		

The 2011 CVSP budget reflects the recommendation from the MCSAP Review that the budget format for the CVSP and MOE be consistent, and to remove unnecessary budget information. Traffic troop inspection activity has been included in the budget data.

2011 EQUIPMENT BUDGET DETAIL

	DESCRIPTION	UNITS REQUESTED	UNIT PRICE	TOTAL AMOUNT
Computer				
	Laptops	30	$ 1,500	$ 45,000
	Laptop Software (MS Office, Adobe, virus, etc)	30	$ 325	$ 9,750
	Laptop Printers	30	$ 100	$ 3,000
	Software Updates	1	$ 8,000	$ 8,000
	Heavy Vehicle Accident Reconstruction Software	1	$ 35,000	$ 35,000
Non-Computer				
	Janam Handheld Citation Writers	65	$ 1,003	$ 65,195
TOTAL				**$ 165,195**

The 2011 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.

MCSAP PERSONNEL BUDGET DETAIL

No.	Title	Name and Job Location	Annual Salary	Benefits	Total Personnel Costs
1	Grants & Projects Analyst	Richard Wiggins, HQ	54,025	16,280	70,305
4	Administrative Assistant	Terry Shaw, HQ Lisa Angelone, SC Suzana Ayala, CC Auriel Kjeldse - NC	146,601	65,972	212,573
1	Computer Technician	Leslie Smith, HQ	57,662	22,704	80,366
2	CVSI	Tom Redican, HQ Frank Heimbach, SC	116,947	47,743	164,690
	OT Non-Holiday				10,000
TOTAL MCSAP PERSONNEL COSTS					$537,934

All positions salaries and benefits are based on the legislatively approved SFY 11 budget.

TRAVEL AND TRAINING BUDGET DETAIL

TITLE	PARTICIPANTS	PLANNED	EST. COST *
OUT OF STATE (Includes Registration Fees)			
FMCSA - Grant Workshops/Training - CVSP Technical Review Panel - IT Training	HQ Staff	Annually and As Necessary	$ 5,700
Comm. Vehicle Safety Alliance (CVSA) - Conference with FMCSA - Annual Meeting - Committee Meetings/Workshops	Comm. Commanders HQ Staff	Annually and As Necessary	$ 25,400
Multi-Hwy Transportation Authority - Summer Conference - Meetings	Comm. Commanders Hazmat HQ Staff	Annually and As Necessary	$ 5,300
Uniform Hazmat Alliance - Spring/Fall Conferences	HQ Staff	Semi - annually	$ 5,100
No. Amer. Inspectors Championships - Competitions	Commercial Troops CVSI Staff	Annually	$ 7,200
Coop. Hazmat Enforcement (COHMED) - Conference	Comm. Commanders	Annually	$ 8,100
DIAP - Conference	Comm. Troops	Annually	$ 4,500
SafetyNet - Training	HQ and Regional SafetyNet Coordinators	Annually	$ 6,000
OUT OF STATE TOTAL			**$ 67,300**
IN STATE			
Truck Shows - Conferences/Competitions	Commercial Troops CVSI Staff	Annually	$ 3,500
Administrative - Commanders Meetings, Site Visits - JOP - TACT Evaluations	Comm. Commanders HQ Staff	Quarterly and As Necess.	$ 7,350
Mobile Roving Enforcement - Rural locations - Checksites/Operations	Commercial Troops	As Necess.	$ 10,000
Annual Driver Behavior Study - Las Vegas with UNR	HQ Staff	Annually	$ 1,150
IN STATE TOTAL			**$ 22,150**
NEW YEAR'S EVE			**$ 30,000**
COMMERCIAL TRAINING PLAN (See Appendix)			**$ 60,000**
TOTAL TRAVEL AND TRAINING COSTS			**$ 179,450**

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

2011 MOE 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

NHP utilizes actual expenditure data used to prepare reimbursement request to develop the MOE verification table. For the FFY 2011 verification, NHP had to revise the entire table to utilize the format provided by FMCSA, and in doing so some line items do not compare with the FFY 2010 MOE verification table. In addition, based on the 2010 MCSAP Findings and Recommendations, NHP included Traffic Troop inspection costs by assuming each enforcement stop takes approximately 30 minutes, and the average cost of the Troop is $25.26 (assuming Step 5 DPS Officer II), plus fringe and other for a total per inspection cost of $16.90. NHP included a 10% Indirect cost number, although we do not have an indirect cost recovery plan approved and will not be requesting reimbursement for this line item. Trooper, Sergeant and CVSI personnel related MCSAP costs are based on monthly activity reports submitted by all Officers and CVSI to document where time was spent. Only MCSAP eligible time was accounted for in the MOE verification.

Supporting documentation is available from the NHP Fiscal Unit.

NEVADA FY 2011 MCSAP MOE CALCULATION TEMPLATE

[1]MCSAP-ELIGIBLE EXPENSES	FY 2006	FY 2007	FY 2008
Personnel (Payroll Costs)			
NHP Commercial Enforce Troops (Salary)	$1,861,036.00	$2,261,208.00	$3,575,661.00
NHP Commercial Enforce Troops (Fringe Benefits)	$622,014.00	$711,948.00	$665,184.00
NHP Commercial Enforce Troops (Overtime)	$165,565.00	$149,521.00	$259,625.00
MCSAP Staff (Salary, Fringe, OT)	$429,089.00	$428,673.00	$440,701.00
MCSAP Reimbursed Overtime (Commercial Strike, NYE, etc.)	$56,312.00	$268,785.00	$131,037.00
Personnel/Payroll Assessments	$3,723.00	$4,955.00	$5,061.00
Subtotal for Payroll Costs	**$3,137,739.00**	**$3,825,090.00**	**$5,077,269.00**
Program Travel (Routine MCSAP related activities)			
(Exclude Training and Conference Travel included below)			
Travel (Lodging/Meal Allowance)	$131,413.00	$87,189.00	$57,596.00
Subtotal for Program Travel	**$131,413.00**	**$87,189.00**	**$57,596.00**
Training & Conferences			
Training (Include travel costs, tuition)	Incl. in Travel	Incl. in Travel	$31,307.00
Conferences (Include travel costs, registration fees)	Incl. in Travel	Incl. in Travel	$42,437.00
Subtotal for Training & Conferences	**$0.00**	**$0.00**	**$73,744.00**
Supplies			
Office Supplies	$44,745.00	$25,351.00	$30,136.00
Instructional Materials and Supplies	Incl. in Dues	Incl. in Dues	Incl. in Dues
Public Safety Campaign Supplies	Incl. in Rent	Incl. in Rent	$1,559.00
Other (Printing, copier leases)	$7,542.00	$8,336.00	$7,959.00
Subtotal for Supplies	**$52,287.00**	**$33,687.00**	**$39,654.00**
Vehicles and Related Vehicle Equipment			
NHP Commercial Enforce Vehicles (60-64 trucks and SUVs)	$401,800.00	$452,600.00	$372,960.00
NHP Comm. Enforce Vehicles (Repair and maintenance)	$78,570.00	$91,341.00	$97,448.00
NHP Commercial Enforce Vehicles (Fuel cost)	$213,408.00	$238,999.00	$344,088.00
NHP Comm. Enforce Vehicle Equipment (Radios, printers, etc.)	$77,000.00	$93,000.00	$81,900.00
MCSAP (Fuel & vehicle ops)	$3,230.00	$9,986.00	$22,905.00
Subtotal for Vehicles and Equipment	**$774,008.00**	**$885,926.00**	**$919,301.00**
Equipment (Non-Vehicle)			
Computers (laptops, desktops w/ software, printers & accessor)	Incl. in Other Equip	$130,609.00	$153,077.00
Non-Computer Equipment	Incl. in Other	Incl. in Other	Incl. in Other
Other	$151,499.00	$208,829.00	$31,570.00
Subtotal for Equipment	**$151,499.00**	**$339,438.00**	**$184,647.00**
Miscellaneous Expenses		-	-
Rent	$36,078.00	$34,694.00	$30,137.00
Contracts	$388,104.00	$255,279.00	$28,557.00
Communications & Postage	$90,020.00	$72,080.00	$61,728.00
Dues (CVSA, Hazmat Alliance)	$10,760.00	$28,028.00	$20,422.00
State Assessments, Costs and Fees	$10,786.00	$3,729.00	$13,170.00

Other - Traffic Troop CMV Inspections	$0.00	$64,743.90	$60,028.80
Subtotal for Misc. Expenses	**$535,748.00**	**$458,553.90**	**$214,042.80**
Subtotal for Direct Costs	**$4,782,694.00**	**$5,629,883.90**	**$6,566,253.80**
Indirect Costs (Insert each year's approved rate in this cell) 2006-10%; 2007-10%; 2008-10%	**$30,777.04**	**$35,513.50**	**$49,411.71**
SAFETEA-LU Documented CMV/Non-CMV Traffic Enforcement (if applicable, as documented below)	**$0.00**	**$0.00**	**$0.00**
Total MCSAP Eligible Costs Expended	**$4,813,471.04**	**$5,665,397.40**	**$6,615,665.51**
Federal Grant Funds Expended for the Fiscal Year	$1,297,109.00	$1,459,879.00	$1,028,056.00
Associated State Grant Matching Funds Expended	$362,790.00	$364,970.00	$241,774.00
Total Grant Funds Expended[3]	**$1,659,899.00**	**$1,824,849.00**	**$1,269,830.00**
MOE Funds Expended	**$3,153,572.04**	**$3,840,548.40**	**$5,345,835.51**
Aggregate Average Maintenance of Effort for 2011	**$4,113,318.65**		

SAFETEA-LU Documented CMV/Non-CMV Traffic Enforcement (TE) w/o Safety Inspection Calculation: *For use in calculating documented TE expenses not included in Personnel Costs above.*

CMV Driver Citations/Warnings Issued or Non-CMV Driver Citations/Warnings Issued to Improve CMV Safety (See State Programs Policy Reference Guideline SP-06-003-GE dated April 27, 2006)

	FY 2006	FY 2007	FY 2008
# of Citations	1	-	-
Average Hourly Salary	**$0.00**	**$0.00**	**$0.00**
Average Hours Per Citation (i.e., 0.25 or 0.5 etc)	-	-	-
Documented TE Expenditures	**$0.00**	**$0.00**	**$0.00**

MOTOR CARRIER RESEARCH AND INITITATIVES

A recent Federal Motor Carrier Safety Administration (FMCSA) report estimates that the cost of a police-reported crash involving trucks with a gross weight rating of more than 10,000 pounds averaged $91,112; a crash with trucks with two or three trailers involved were the rarest, but their cost was $289,549. The cost per nonfatal injury crash averaged $195,258 and fatal crashes cost an estimated $3,604,518 per crash. May 6, 2010 Press Release, American Society of Engineers.

SELECT MOTOR CARRIER INDUSTRY, GOVERNMENT AND ENFORCEMENT RESEARCH, INITITATIVES 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.

Full implementation of CSA 2010 is scheduled for all states beginning in FFY 2011, with all CVSPs required to address the impacts of the program in the FFY 2012 CVSP.

Predictive Crash Likelihood

An American Transportation Research Institute (AMTI) 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)

According to a July 20, 2010 Fleet Owner article, truck collisions and near-collisions are low from January through June, but more than triple at points between July and November.

Also, collisions and near collisions peak on Tuesdays and Fridays in the long-haul trucking segment, peaking between 3 p.m. and 4 p.m. as well as 8 p.m. and 9 p.m., with crash levels dropping to their lowest levels between 11 p.m. and 9 a.m.

These are the findings of California-based DriveCam Inc., which analyzed its video event recorder database of over 18-million driving events across two-billion driving miles accumulated during 2009 to examine the frequency of collisions and near collisions by month, day, and time of day.

DriveCam's research found that collisions and near collisions in long-haul trucking are very low from January to June (between 1% and 5%), but start to spike in July, peaking at 18% and remaining above 14% through November.

On average, DriveCam found the collision/near collision rate in long-haul trucking is, on average, over 5% higher than other Industries – specifically construction, distribution, energy, waste, telecommunications, local distribution and transit – from June to November.

Collisions/near collisions peak on Tuesdays and Fridays in long-haul trucking (21% and 20%, respectively), with the long-haul sector's crash rate comes in slightly lower than the other industries noted above on Wednesday and Thursday, as well as on Saturday and Sunday.

By hour of the day, the collision/near collision rate in long-haul trucking remains below 4% from 11 p.m. until 9 a.m. Beginning at 9 a.m., however, the collision rate begins to climb, taking a small dip between 1 p.m. and 2 p.m. before increasingly sharply to peak at 9% between the 3 p.m. and 4 p.m. The crash rate then takes a sharp nosedive before rising to 6.5% between 8 p.m. and 9 p.m. before starting a decline to around 4%, DriveCam noted.

2) LAWS AND REGULATIONS

Focusing Resources, Economic Investment, and Guidance to Help Transportation Act of 2010 (FREIGHT Act)

There may finally be a national freight policy enacted if a newly proposed bill makes its way through Congress. The legislation would direct the Dept. of Transportation (DOT) to develop and implement a "National Freight Transportation Strategic Plan" that would guide infrastructure investments for the movement of goods.

The legislation also seeks to establish an Office of Freight Planning and Development, to be led by an Assistant Secretary. In addition, the bill calls for creating a "National Freight Infrastructure Grants" initiative. This was described as being a competitive, merit-based program with broad eligibility for multimodal freight investment designed to focus funds where they will provide the most public benefit. The measure would also instruct DOT to develop baselines, tools and methods for the new Office within two years to measure the progress of freight planning and development efforts.

Dubbed the "Focusing Resources, Economic Investment, and Guidance to Help Transportation Act of 2010 (FREIGHT Act), the bill has been introduced by Sen. Frank Lautenberg (D-NJ) with co-sponsors Sen. Patty Murray (D-WA) and Sen. Maria Cantwell (D-WA).

"Poor planning and underinvestment in our transportation infrastructure has led to increased congestion at our ports, highways, airports, and railways, and increases the cost of doing business," said Sen. Lautenberg in a statement.

The American Trucking Associations has announced its opposition to the FREIGHT Act of 2010. The ATA points out that under the bill, highways would not be eligible for funding beyond limited connectors to freight terminals, said Spokesman Brandon Borgna. "What we need is a comprehensive approach to improving freight transportation for all modes that will move our economy forward," Borgna said. "This bill does not meet that need."

National Surface Transportation Policy and Revenue Study Commission Report
The current federal transportation legislation, SAFETY- LU for short, was enacted in 2005, and expired 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 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 2009 to Present (as of June 25, 2010)

Final

6/10/2010	Regulatory Guidance Concerning the Preparation of Drivers' Record of Duty Status To Document Compliance With the Hours-of-Service Requirements	390, 395
4/5/2010	Electronic On-Board Recorders for Hours-of-Service Compliance	350, 385, 395, 396
2/17/2010	Safety Requirements for Operators of Small Passenger-Carrying Commercial Motor Vehicles Used in Interstate	390

	Commerce	
12/29/2009	Requirements for Intermodal Equipment Providers and for Motor Carriers and Drivers Operating Intermodal Equipment	386, 390, 392, 396
9/17/2009	Elimination of Route Designation Requirement for Motor Carriers Transporting Passengers Over Regular Routes	356
4/6/2009	General Jurisdiction Over Freight Forwarder Service	373
3/17/2009	Elimination of Route Designation Requirement for Motor Carriers Transporting Passengers Over Regular Routes	356, 365, 374
1/16/2009	Elimination of Route Designation Requirement for Motor Carriers Transporting Passengers Over Regular Routes	356, 365, 374

Interim Final
None Listed

Proposed

4/1/2010	Limiting the Use of Wireless Communication Devices Notice of proposed rulemaking; request for comments.	383, 384, 390, 391, 392
3/17/2010	Direct Final Rulemaking Procedures Notice of proposed rulemaking.	389
1/28/2010	Uniform Carrier Registration Plan Board of Directors; Request for Nominations Notice Requesting Public Comment on Motor Carrier Industry Nominations to the Board of Directors.	367
9/21/2009	Fees for the Unified Carrier Registration Plan and Agreement Notice of Proposed Rulemaking; extension of comment period.	367
9/3/2009	Fees for the Unified Carrier Registration Plan and Agreement Notice of Proposed Rulemaking.	367
8/25/2009	New Entrant Safety Assurance Process: Implementation of Section 210(b) of the Motor Carrier Safety Improvement Act of 1999 Advance notice of proposed rulemaking (ANPRM); request for comments.	385
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

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

Beginning this year (2010) and continuing into 2012, there will be a shortage of truck drivers, the result of a modestly growing economy and tighter government regulation of drivers. In turn, the shortage will create trucking capacity problems in the years ahead.

That's the forecast of Noel Perry, managing director and senior consultant at FTR Associates, presented April 8 at an FTR online freight outlook seminar. Perry noted carriers have cut overhead by removing trucks from service and laying off drivers, and have been slow to reverse the trend. "It's almost certain that as the marketplace expands, even slowly as we're forecasting, there will be a driver shortage," Perry said. "If there's a driver shortage, that means there's a truck shortage."

Perry estimated the driver shortage could be close to 200,000 this year and could grow to about 400,000 in 2011 and 2012. The trucking economist forecast trucking growth of 4 to 6 percent over the next three years, a good growth rate compared with average figures for the last 30 years but conservative measured against previous upturns, during which growth in some quarters reached 10 percent or better.

"Despite conservative growth estimates, we are explicitly forecasting capacity problems," Perry said. He said the capacity shortage will result because the demand for drivers will exceed the system's ability to provide drivers. "We're not talking about availability of candidates but the industry's ability to process candidates," Perry said, including training, drug testing and processing.

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.

Diesel Prices

The price of diesel fuel has declined from the peak in 2008, but has risen recently over 2009 costs.

Historical Price of Diesel (#2)	
June 2010	$2.948
June 2009	$2.529
June 2008	$4.677
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.ntsb.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 1,357drowsiness-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.ntsb.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."

From an article in Fleet Owner, dated May 17, 2010, a new research project aims to integrate a motor vehicle's multiple microprocessors to create a "cognitive car" that can predict vehicle failures before they happen, help re-direct drivers to less congested routes, and help reduce traffic accidents.

These same capabilities could also be applied to commercial trucks as well, said Alan Wassyng, Ph.D., acting director of the software quality research laboratory at Canada's McMaster University. The lab is heading up the project as part of a shared university research award from IBM.

"I see no reason why trucks should be different from cars in this regard," he told FleetOwner. "There may even be more functionality that would be of benefit in truck."

Engineers at McMaster will study how to link a vehicle's entire electronic system through a single multi-core or "super" microprocessor that's designed to perform many complex calculations simultaneously. IBM originally developed this "super" microprocessor for the video game industry, but is now using them in much wider applications within the financial services, energy exploration, medicine, and digital animation industries.

"To date, our research has focused on safety-critical software in industries such as nuclear energy and medical devices, but increasingly the automotive industry is adding functionality to vehicles that is safety-critical," said Wassyng. "Investigating how a powerful multi-core processor could be applied to manage that functionality will go a long way in helping build smarter vehicles that help drivers operate more safely and efficiently."

McMaster's research team will focus on integrating data from sensors and microprocessors installed in both vehicles and roadways to give drivers more "real-time" visual information and alerts to avoid road congestion, helping improve safety while reducing emissions related to stop-and-go traffic.

The program will also study how the increased computing power can better integrate vehicles into regional and global transportation systems, including roadside service, traffic management, air quality management, and emergency services.

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

Taken together, the recommendations outlined in this report with regard to federal goals, accountability measures, programmatic restructuring, funding approach, and revenue strategies constitute a far-reaching and bold reform agenda. We do not underestimate the difficulty of implementing this agenda. Yet we are equally convinced that the effort to bring about fundamental changes in U.S. transportation policy is not only well-justified by the large benefits that could be achieved—but is in fact necessary given the scale and urgency of the multiple transportation-related challenges the nation faces in the coming decades. National Transportation Policy Project, Executive Summary, June 9, 2009.

JIM GIBBONS
GOVERNOR

One Hundred One North Carson Street
Carson City, Nevada 89701
Office: (775) 684-5670
Fax No.: (775) 684-5683

Office of the Governor

June 22, 2010

Jerald 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,

Jim Gibbons
Governor

/dl

STATE CERTIFICATION - Fiscal Year 2011

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 fiscal years 2006, 2007, and 2008. 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 _____

Date June 21, 2010

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 21, 2010

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	Donna Lewis	CDL Program Coordinator	Dept. Of Motor Vehicles 555 Wright Way Carson City, NV 89711	775-684-4767	775-684-4563	dlewis@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	tredican@dps.state.nv.us

Data Analysis Tables & Charts

Active Carriers and SafeStat Summary

	Nevada		National	
	Number	Percent	Number	Percent
ntrastate Carriers	4,599	N/A	755,244	N/A
	19,202	N/A	4,732,029	N/A
s (Cat A, B, and C)	64	1.39%	11,327	1.50%
and C)	380	1.98%	174,524	3.69%

esults as of **06/25/2010**. Updated Monthly. For more information, please visit SafeStat Online

State Safety Data Quality (SSDQ)

June 25, 2010)	Rating
	N/A

For more information, please visit State Safety Data Quality.

Poor Insufficient Data Overriding Indicator

CVARS and SaDIP Grant Funding

CVARS Grants		Safety Data Improvement Program			
FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
	$350,000	$0	$0	$8,640	$0

esearch and Analysis

Summary of Large Truck and Bus Crash Involvements

uses Involved	CY 2005		CY 2006		CY 2007		CY 2008		CY 2009	
	NV	% of Nat	NV	% of Nat	NV	% of Nat	NV	% of Nat	NV	% of Nat
S & MCMIS)	682	0.43%	622	0.39%	592	0.37%	639	0.43%	N/A	N/A
	51	0.97%	46	0.91%	30	0.61%	23	0.53%	N/A	N/A
	51	0.93%	47	0.90%	29	0.57%	21	0.47%	13	0.39%
	631	0.41%	576	0.37%	562	0.36%	616	0.43%	438	0.37%
	300	0.44%	194	0.29%	195	0.30%	197	0.33%	131	0.27%
	331	0.39%	382	0.44%	367	0.40%	419	0.50%	307	0.45%
	4	0.15%	3	0.13%	4	0.17%	8	0.30%	7	0.29%
	56	1%	55	1.03%	34	0.66%	24	0.53%	N/A	N/A
	471	0.47%	268	0.27%	278	0.29%	318	0.36%	183	0.25%

IS data snapshot as of **03/26/2010**. For more information, please visit Crash Statistics.

State Safety Programs Summary Data

Reviews									
	FY 2008			FY 2009			FY 2010*		
	NV	National	% of Nat	NV	National	% of Nat	NV	National	% of Nat
	191	**18,112**	**1.05%**	**162**	**20,300**	**0.80%**	**89**	**13,957**	**0.64%**
Reviews	161	15,613	1.03%	141	16,508	0.85%	66	10,577	0.62%
	1	94	1.06%	1	106	0.94%	0	100	0.00%
	2	343	0.58%	0	379	0.00%	3	221	1.36%
&	27	1,511	1.79%	20	2,060	0.97%	20	1,267	1.58%
	0	475	0.00%	0	342	0.00%	0	442	0.00%
	0	65	0.00%	0	519	0.00%	0	837	0.00%
	0	11	0.00%	0	386	0.00%	0	511	0.00%
	10	1,797	0.56%	10	1,959	0.51%	5	1,165	0.43%

Roadside Inspections									
	FY 2008			FY 2009			FY 2010*		
	NV	National	% of Nat	NV	National	% of Nat	NV	National	% of Nat
	30,140	3,487,073	0.86%	32,298	3,529,918	0.91%	23,041	2,484,877	0.93%
	29,801	3,339,659	0.89%	32,086	3,429,419	0.94%	22,994	2,426,604	0.95%
tion	2,501	218,934	1.14%	2,529	196,617	1.29%	1,844	126,903	1.45%
	8.39%	6.56%	N/A	7.88%	5.73%	N/A	8.02%	5.23%	N/A

	19,432	2,401,514	0.81%	24,039	2,348,624	1.02%	17,761	1,680,759	1.06%
ation	2,841	536,091	0.53%	3,497	506,810	0.69%	1,779	319,893	0.56%
	14.62%	22.32%	N/A	14.55%	21.58%	N/A	10.02%	19.03%	N/A
	1,665	200,188	0.83%	1,823	222,566	0.82%	1,380	150,496	0.92%
ation	74	10,050	0.74%	79	10,326	0.77%	64	6,521	0.98%
	4.44%	5.02%	N/A	4.33%	4.64%	N/A	4.64%	4.33%	N/A

Traffic Enforcement (TE)									
	FY 2008			FY 2009			FY 2010*		
	NV	National	% of Nat	NV	National	% of Nat	NV	National	% of Nat
ns	**7,934**	**757,719**	**1.05%**	**8,573**	**733,584**	**1.17%**	**7,634**	**487,892**	**1.56%**
	4,604	271,070	1.70%	4,477	257,529	1.74%	3,001	159,183	1.89%
	19	1,921	0.99%	17	1,624	1.05%	11	981	1.12%
	2	436	0.46%	7	370	1.89%	0	312	0.00%
	3,899	525,650	0.74%	4,626	514,558	0.90%	5,218	352,312	1.48%
s	**9,707**	**958,233**	**1.01%**	**10,377**	**919,401**	**1.13%**	**9,792**	**612,800**	**1.60%**
	4,796	280,921	1.71%	4,643	266,857	1.74%	3,123	164,908	1.89%
	26	2,325	1.12%	26	1,946	1.34%	15	1,179	1.27%
	2	445	0.45%	7	374	1.87%	0	313	0.00%
	4,883	674,542	0.72%	5,701	650,224	0.88%	6,654	446,400	1.49%

visit Safety Programs.

Carrier Management Information System (MCMIS) data snapshot as of **06/25/2010**, including current year-to-date a presented above are accurate as of this date, but are subject to update as new or additional information may be g the snapshot date.

puted based on inspections level I, II, III, and VI.
puted based on inspections level I, II, V, and VI.
puted based on inspections level I, II, III, IV, V, and VI when HM is present.
ry is based on the number of inspections which resulted in one or more Out-Of-Service (OOS) violations.

EMENT REPORT
TS, ALL COMMANDS

No Insurance 485.187	Failure to Follow Traffic Control Device 484.283	Failure to Maintain Lane 484.305	Following Too Closely 484.307	Restr Access, Unsafe Merge 484.311	Failure to Yield 484.322	Unsafe Lane Change 484.343	Failure to Signal 484.345	Speeding 484.361	Impeding Traffic 484.373	Aggressive Driving 484.3765
		36	17		1		5	117		3
		36	6				1	161		
		22	10				9	7		
		2	2					100		
								153		
		14	9				3	44		
0	**0**	**110**	**44**	**0**	**1**	**0**	**18**	**582**	**0**	**3**
		1						89		
1		4						137		
		3						90		
6		3	8					62		
7	**0**	**7**	**12**	**0**	**0**	**0**	**0**	**378**	**0**	**0**
12	7	59	33	51	1	26	8	149	3	2
15	3	88	20	43	14	18	9	65	3	4
42		28	26	51	5	11	30	194		
39		41	20	51	5	20	25	185		1
31		57	49		71		50	175		6
139	**10**	**273**	**148**	**196**	**96**	**75**	**122**	**768**	**6**	**13**
146	**10**	**390**	**204**	**196**	**97**	**75**	**140**	**1728**	**6**	**16**

UI 34.379	Unregis'd Vehicle, Expired Tag 482.545	No Valid Driver License 483.550	Mud Flaps Req'd >26K lbs 484.612	Seat Belt Required 484.641	Other	Totals	Arrests	CMV OOS Vehicle and/or Driver	No. PV	No. CVMs
						0				
					42	221	1			
				3	60	267				
2				5	14	69				
					17	121				
					18	171				
				1	21	92				
2	**0**	**0**	**0**	**9**	**172**	**941**	**1**	**0**	**0**	**0**
						0				
		1	1	3	14	109		1	114	8
	1	5		3		151	1	1	187	5
	7	4		9	5	118		3	159	16
1	5	5		2	13	105			144	43
1	**13**	**15**	**1**	**17**	**32**	**483**	**1**	**5**	**604**	**72**
						0				
		20		9		382			298	11
		22		6		312			206	3
		23		15	4	429			290	7
		17		9	87	500			273	7
	29	24		27	23	542	11		352	23
0	**29**	**106**	**0**	**66**	**114**	**2165**	**11**	**0**	**1419**	**51**
3	**42**	**121**	**1**	**92**	**318**	**3589**	**13**	**5**	**2023**	**123**

FY 2011 STATE TRAINING PLAN

State of NEVADA **Date: FFY11**

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
120	In State	Yes		$24,000		$24,000
60	In State	No		$18,000		$18,000
40	In State	No		$6,000		$6,000

				$48,000		**$48,000**

FY 2011 STATE TRAINING PLAN

State of NEVADA **Date: FFY11**

O. OF RAINEES	**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**
40	In State	Yes		$4,000		$4,000
40	In State	Yes		$4,000		$4,000
				$8,000		**$8,000**

FY 2011 STATE TRAINING PLAN

State of NEVADA Date: FFY11

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

FY 2011 STATE TRAINING PLAN

State of NEVADA **Date: FFY11**

	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**
	20	In State	Yes		$4,000		$4,000
nts							
the rier							
					$4,000		**$4,000**

OTHER STATE TRAINING COURSES

y any other planned training not sponsored by the FMCSA National Training Center, but funded by MCSAP.

Materials Memorandum of Understanding between the Research and Innovative Technology Administration (RITA), e (TSI) and FMCSA National Training Center, specialized hazardous materials training is available through TSI. For CSAP officers/inspectors whose responsibilities require more specialized and advanced hazardous materials training, SI courses are MCSAP eligible expenses. At this time, TSI's specialized hazardous materials training includes rials, Cylinders, Hazardous Waste/Substances, International Maritime Dangerous Goods (IMDG), Infectious Oriented Packaging (POP) training courses. The need for this specialized hazardous materials training should be below and justified in the CVSP.

FY 2011 STATE TRAINING PLAN
State of NEVADA Date: FFY11

	3	4	5	6	7	8
OF NEES	**DESIRED LOCATION**	**TSI ASSOCIATE STAFF NEEDED YES /NO**	**ESTIMATED TRAVEL COST**	**ESTIMATED PER DIEM COSTS**	**OTHER COSTS**	**TOTAL COSTS**

ed.)

STATE TRAINING FORM

OF NEES	3 DESIRED LOCATION	4 TSI ASSOCIATE STAFF NEEDED YES /NO	5 ESTIMATED TRAVEL COST	6 ESTIMATED PER DIEM COSTS	7 OTHER COSTS	8 TOTAL COSTS

CSAP GRAND TOTAL OF TOTAL COSTS: $60,000