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Kenny C. Guinn  
Governor

APR 09 2003



Richard Kirkland  
Director

Colonel David S. Hosmer  
Chief  
Nevada Highway Patrol

## Nevada Highway Patrol

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April 9, 2003

Assemblywoman Vonne Chowning  
Chairperson of Transportation Committee  
c/o Nevada Assembly  
401 South Carson Street  
Carson City, Nevada 89701

Dear Assemblywoman Chowning:

In response to your inquiry during our testimony at the hearing for Assembly Bill 521, the information that follows will serve as a guide to give you more clarification on some of the programs and statistics of the Nevada Highway Patrol Commercial Enforcement Division.

### Dyed Fuel Enforcement

The program began in October of 1999. Troopers were trained at this time and continue to receive refresher training and updates on the practices of the commercial industry as it relates to the use of off road fuel (dyed fuel).

In the first three years and three months of the program there were nine thousand, one hundred (9100) vehicles checked for dyed fuel, of those one hundred and seventy (170) violations were detected. In the months of January through March of 2003 there were approximately 4451 vehicles checked for dyed fuel. In those three (3) months, seven (7) violations were detected. Beginning January of 2003, all regions were directed to conduct a dyed fuel check on every truck inspected. At this rate by the first six months of this year the number of dyed fuel checks will meet or exceed the number of checks conducted over the first three years of the program. It is important to note that these checks are conducted throughout the state wherever a commercial vehicle may be stopped. This would include the interstate, secondary highways and within the cities and towns of our state.

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ASSEMBLY TRANSPORTATION H1-38  
DATE: 4/10/03 ROOM: 3143 EXHIBIT H  
SUBMITTED BY: Daryl Capurro

The following table will give you a brief overview of where these checks have been conducted over the last three months(Jan - Mar 2003).

Month	Checksite	Roadside	Citations
January	387	878	4
February	294	1205	0
March	407	1280	3
Totals	1088	3363	7

There were seven citations issued during this period, and of the seven, four of them were issued on the interstate.

Although the number of checks has increased, the number of violations has decreased. The rate of trucks checked to those found in violation was 1.87% in the first three (3) years and three (3) months. This rate is less than 1%(.16) from January through March of this year. One possible explanation for this is that the compliance for the use of dyed fuel has increased in many areas. The fine for this violation is \$1000.00. Many companies understand that the citation is just the beginning of the process. All information on these violations is forwarded to the Compliance Enforcement Division of Motor Carrier where an audit is then conducted.

With the way the program is being conducted now, there is less chance of evasion. All vehicles that the Commercial Enforcement Division inspects throughout the state will be checked for dyed fuel. Although a driver has the right to refuse to have his/her vehicle checked for dyed fuel, a citation is still issued for the refusal and an audit is still initiated through the Compliance Division. The enforcement of dyed fuel is a hit or miss situation, the vehicle either has it or it doesn't. Our officers are out there checking every vehicle they come in contact with. The word is out in the industry that the fines are high for violating the dyed fuel laws and that enforcement action will definitely be taken, which only begins the audit process. In almost all cases, when a violation is found, enforcement action is taken immediately.

The use of dyed fuel on our roadways has definitely decreased but suffice it to say there are still companies out there that use dyed fuel illegally. Given this, the Nevada Highway Patrol maintains a close relationship with the surrounding states and we share information that would be helpful in combating the problems of the illegal use of dyed fuel.

### **Inspection Activity**

Inspection activity has continued to increase over the last three years in the area of level one (1) (driver and vehicle inspection), level two (2) (vehicle walk around inspection), and level three (3) (driver only inspection). We conducted 8768 in 2001, 12,435 in 2002, and our goal for 2003 is 14,000 inspections. These numbers are based on the federal fiscal year (Sept - Oct) Level 5 inspections which are terminal/place of business inspections have decreased over that same time period. This would explain the decrease in inspection activity in the 2002 annual report.

The level five (5) inspections are only suppose to account for 5% of our total inspection goals. At this point we have been directed by the Federal Motor Carrier Safety Administration State Director, Bill Bensmiller, that our level five (5) inspections only count when conducted in conjunction with a compliance review audit. The level five (5) inspection activity was subsequently removed from our annual goals and other goals were increased.

Our inspection activity goal for this year (FFY 03) is 14,000 inspections. If we continue at the pace we are currently at, this goal will be exceeded. This would also translate into more dyed fuel checks statewide for the number of inspections conducted.

### **Weight Enforcement Activity**

Although the annual report for 2002 indicates that there was a decrease in the number of trucks weighed from 2001 to 2002, there was an increase in citations issued and fines assessed. The decrease in trucks weighed can be mostly attributed to the process in which truck weights were counted in 2001. During the truck screening process there are a number of factors taken into consideration. Some of those factors are, the type of load, how the truck is loaded, the stress on the suspension, the bulge on the tires, and statements made by the driver during the driver interview. Also if the driver produced a weight slip from another weighing facility the truck was counted as weighed. In 2001, if there was no indication of an overweight violation during the screening process, the truck was counted the same as a truck actually weighed on scales. The process for counting trucks weighed is different now in that only trucks that are actually weighed on our portable or semi-portable scales are counted as a truck weighed. In other words the truck must go across our scales to be counted. Our goal for trucks weighed on the interstate for FFY 2003 is 6301. This does not include the trucks weighed on the secondary highways, which in addition to the interstate weights, would put the number of trucks weighed above what we accomplished in the year 2002.

**Assemblywoman Vonne Chowning**

**April 9, 2003**

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My apology for not meeting the noon deadline, as I wanted to include in this package our latest SafeStat Report from each Region for you and your Committee members.

If you have any questions regarding this information, please contact my office.

Sincerely,

A handwritten signature in black ink, appearing to read "David S. Hosmer", with a long horizontal flourish extending to the right.

Colonel David S. Hosmer, Chief  
Nevada Highway Patrol

DSH:CLJ:lsg

cc: File

Attachments

NHPL03-016

## INSPECTIONS LEVELS

### LEVEL I

North American Standard Inspection - An inspection that includes examination of driver's license, medical examiner's certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses and HM requirements, as applicable.

### LEVEL II

Walk-Around Driver/Vehicle Inspection - An examination that includes each of the items specified under the North American Standard Inspection. As a minimum, Level II inspections must include examination of: driver's license, medical examinees certificate and waiver, if applicable, alcohol and drugs, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, brake system, coupling devices, exhaust system, frame, fuel system, turn signals, brake lamps, tail lamps, head lamps, lamps on projecting loads, safe loading, steering mechanism, suspension, tires, van and open-top trailer bodies, wheels and rims, windshield wipers, emergency exits on buses, and HM requirements, as applicable. It is contemplated that the walk-around driver/vehicle inspection will include only those items which can be inspected without physically getting under the vehicle.

### LEVEL III

Driver-Only Inspection- A roadside examination of the driver's license, medical certification and waiver, if applicable, driver's record of duty status as required, hours of service, seat belt, vehicle inspection report, and HM requirements, as applicable.

### LEVEL IV

Special Inspections - Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.

#### LEVEL V

Vehicle-Only Inspection - An inspection that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present, conducted at any location.

#### LEVEL VI

Enhanced NAS Inspection for Radioactive Shipments - an inspection for select radiological shipments, which include inspection procedures, enhancements to the Level I inspection, radiological requirements, and the enhanced out-of-service criteria.

Select radiological shipments include only highway route controlled quantities as defined by title 49 section 173.403 and all transuranics.

# SAFESTAT REPORT

*Nevada Highway Patrol*  
Major Robert Wideman

## Overview

March, 2003 has been a watershed event in the evolution of the SafeStat program in the Northern Command. Since the inception in December, 2002 there have been many bumps along the road, but substantial progress has been made.

During the entire course, we have emphasized that the primary mission of the Highway Patrol is traffic safety and the best measure of the relative safety of the highways is in the number of accidents we investigate. We have emphasized that the reason we take enforcement action, in what ever form, is to modify the behavior of drivers and to bring about a reduction in accidents.

I am very proud to announce that the consolidated efforts of the men and women of the Northern Command have resulted in a **reduction** of traffic accidents of **25.1%** for March as compared to March, 2002. The tremendous reduction, and the resultant benefit to the citizens of our communities, speaks volumes about the commitment of our employees and their dedication to service.

Great results like this don't happen without an underlying effort. Since the beginning of SafeStat, the Troopers of the Northern Command have **increased** their individual productivity and activity by over **105%!** Clearly, enforcement action has a positive effect on traffic accident reduction.

The members of the Northern Command can take great pride in their accomplishments. As the Commander, I extend my personal thanks to one and all, and I am very proud to be associated with such a group of committed professionals.

### Content:

Crash Analysis  
Field Enforcement  
Staffing Hours  
Ratios  
FY03 Performance  
Admin Report  
Communications  
Personnel  
Public Information  
Accomplishments  
Projects  
Upcoming Events



**CRASH ANALYSIS AND OVERVIEW**

	March 2003	March 2002	% Change	February 2003	% Change
Total Crashes	293	392	-25.3%	277	5.8%
Property Crashes [including commercial vehicles]	197	269	-26.8%	197	0.0%
Injury Crashes [including commercial vehicles]	92	119	-22.7%	77	19.5%
Fatal Crashes [including commercial vehicles]	4	4	0.0%	3	33.3%
DUI Crashes [DUI charged]	24	25	-4.0%	11	118.2%
Total persons killed in fatal crashes	4			3	33.3%
Total drivers killed without seatbelts	2			0	200%
Total passengers killed without seatbelts	0			3	-300%
Total drivers killed with seatbelts	1			1	0.0%
Total passengers killed with seatbelts	1			1	0.0%
Total number of commercial vehicle crashes	6	9	-33.3%	6	0.0%
Property crashes involving commercial vehicle	4	6	-33.3%	4	0.0%
Injury crashes involving commercial vehicle	2	2	0.0%	2	0.0%
Fatal crashes involving commercial vehicle	0	1	-100%	0	0.0%

Percentage of fatal crashes to total crashes 1.4%

Percentage of DUI crashes to total crashes 8.2%

Percentage of persons killed *without* seatbelts to total persons killed 50.0%

Percentage of commercial vehicle crashes to total crashes 2.0%

**NARRATIVE ANALYSIS**

*[Narrative analysis to include trends or other applicable issues]*

The number of property damage crashes is unchanged over the previous month and down 26.8% from the same month last year. Injury crashes are up 19.5% over the previous month and down 26.8% from same month last year. Fatal crashes are up 33.3% (3 last month, 4 this month) but are equal to this month last year.

Overall crashes are up 5.8% when you compare March 2003 to February 2003. When the percentage of increase is viewed by itself, it appears that the accident rate increased. In analysis of the numbers it should be noted that February is 9% shorter when you count the number of days the two months have, 28 days versus 31 days. With an equivalent number of days we may have shown a 1.55% drop in crashes.

**FIELD ENFORCEMENT ACTIVITY***[Analysis and review of current reporting period, versus same period in previous fiscal year, versus previous reporting period]*

	March 2003		March 2002	% Change		February 2003	% Change
DUI arrests from crashes	24		25	-4.0%		11	118.2%
DUI arrests <i>prior</i> to crashes	127		124	2.4%		113	12.4%
Other Arrests (charges)	654		589	11.0%		442	48.0%
Other Arrests (people)	126		95	32.6%		84	50.0%
Speed violations	2656		2207	20.3%		2265	17.3%
Hazardous moving violations	1092		868	25.8%		897	21.7%
Occupant restraint violations *	519		251	106.8%		405	28.1%
Total violations** [above violations included]	6646		5166	28.6%		5895	12.7%
<b>Hazardous moving violations -- citation/arrests</b>							
Hazardous moving violations -- citation/arrests	9					3	200%
<b>Other traffic violations -- citations/arrests</b>							
Other traffic violations -- citations/arrests	73					48	52.1%
<b>Total safety inspections [Lvl 1,2,3&amp;6]</b>							
Total safety inspections [Lvl 1,2,3&6]	478		380	25.8%		501	-4.6%
<b>Terminal inspections TIP (Lvl 5)</b>							
Terminal inspections TIP (Lvl 5)	3		76	-96.1%		9	-66.7%
<b>Total safety violations -- citation</b>							
Total safety violations -- citation	271		267	1.5%		233	16.3%
<b>Total safety violations -- repair order</b>							
Total safety violations -- repair order	353		281	25.6%		276	27.9%
<b>Total vehicles placed "Out of Service"</b>							
Total vehicles placed "Out of Service"	42		72	-41.7%		33	27.3%
<b>Total drivers placed "Out of Service"</b>							
Total drivers placed "Out of Service"	17		31	-45.2%		11	54.5%
<b>Total school buses inspected</b>							
Total school buses inspected	80		63	27.0%		122	-34.4%
<b>Total school buses placed "Out of Service"</b>							
Total school buses placed "Out of Service"	10		na	na		15	-33.3%
<b>Total trucks weighed</b>							
Total trucks weighed	411		241	70.5%		431	-4.6%
<b>Total overweight citations</b>							
Total overweight citations	31		17	82.4%		31	0.0%
<b>Total dyed fuel inspections</b>							
Total dyed fuel inspections	478		56	753.6%		501	-4.6%
<b>Total dyed fuel citations</b>							
Total dyed fuel citations	0		1	-100%		0	0.0%

\* *Seat belt and child restraint*\*\**Total violations includes Speed, Hazardous, Occupant restraint, Registration, Drivers License, Insurance and Other Categories.***NARRATIVE ANALYSIS**

*The speed enforcement increased 17.3 % over the previous reporting period, while the hazardous moving enforcement increased 21.7%. Total violations increased 12.7% over the previous reporting period. This is the third month of double digit increases. NHP personnel committed themselves to ensuring a safe highway system to the citizens and visitors of the State and deserve credit for their efforts and the overall outcome for this month and the recent months.*

*All arrest categories are up. This is a logical result of the increased activity being produced by Command personnel. The more contacts made, the higher the possibilities we have to identify additional arrest able charges as well as arrests on the original charges.*

**STAFFING AND WORK HOURS**

STAFFING	Authorized positions		Current positions staffed		Percentage of authorized	
	March 2003	March 2002	March 2003	March 2002	March 2003	March 2002
Traffic [Tpr. & Sgt.]	78	98	78	100	100%	102.0%
Commercial [Tpr. & Sgt.]	19	22	12	18	63.2%	81.8%
Commercial CVSI	3	3	3	3	100%	100%
<b>WORK HOURS LOST</b>	March 2003		March 2002	% Change	February 2003	% Change
Annual leave	714.5		940	-24.0%	603	18.5%
Compensatory leave	510.85		596.5	-14.4%	431	18.5%
Sick Leave [personal and family]	986.55		1158.55	-14.8%	919	7.4%
Military leave	30		180	-83.3%	53	-43.4%
Holiday off	0		0	0.0%	126	-100.0%
Training	636.78		620.17	2.7%	857	-25.7%
Administrative leave	0		628	-100.0%	160	-100.0%
Leave without pay	0		0	0.0%	80	-100.0%
Vacancy [173 hours per position*]	1211		346	250.0%	1211	-0.0%
<b>Total work hours lost</b>	<b>4435.68</b>		<b>4469.22</b>	<b>-8.5%</b>	<b>4440</b>	<b>-7.9%</b>
<b>OVERTIME</b>	March 2003		March 2002	% Change	February 2003	% Change
Paid overtime claimed	1126.8		1274.0	-11.6	1260	-10.6
Compensatory overtime claimed	194.17		172.9	12.2	264	-26.5
<b>Total overtime hours</b>	<b>1320.9</b>		<b>1447.0</b>	<b>-8.7</b>	<b>1524</b>	<b>-13.3</b>

**NARRATIVE ANALYSIS**

[Narrative analysis to include trends or other applicable issues]

Numerical staffing numbers shown above reflect only those Sergeant and Troopers who's primary responsibilities include enforcement activity and crash investigation. Command staff and sworn personnel assigned full time to administrative duties are not included as they have no direct impact on the enforcement or accident reduction efforts.

Total current traffic staff (Sergeants and Troopers)	101	
Court Warrants	3	
SIRT (Reconstruction Team)	5	
MCI (Major Crime Interdiction Team)	5	
Administrative Sergeant	1	
Pilot / Sergeant	1	
Sergeant temporarily assigned to Backgrounds	1	
Vacancies in Lovelock	2	
Command Trooper	1	
Troopers on extended Military Assignment	4	(Troopers Bittick, Figueiredo, DelSoldato, Hutchings)
<b>Total Current Traffic staff working the road</b>	<b>78</b>	

**STAFFING AND WORK HOURS CONT'D**

The Commercial Section of Northern Commands proposed manpower:

- 3 Sergeants
- 16 Troopers
- 3 Commercial Vehicle Safety Inspector (C.V.S.I.)

Present manpower:

- 2 Sergeants
- 10 Troopers
- 3 C.V.S.I.

Manpower not performing commercial functions

- 1 Vacancy
- 1 Dignitary
- 2 Carson City Headquarters
- 1 M.C.I.
- 1 Extended Sick Leave
- 1 Sergeant Carson City Headquarters

TOTAL HOURS WORKED	March 2003		March 2002	% Change	February 2003	% Change
Number of authorized positions x 173 hours*	17300		21279	-18.7%	19203	-9.9%
Work hours lost	4089.68		4469.2	-8.5%	1093	-7.9%
Overtime	1320.9		1447.0	-8.7%	1524	-13.3%
<b>Total hours worked</b>	14531.29		18256.8	-20.4%	19634	-10.8%

\* 173 hours based upon 2080 work hours per year divided by 12 months

**RATIOS – ACCIDENT AND ENFORCEMENT**

ACCIDENT RATIOS	March 2003	February 2003
Ratio of crashes per Traffic position		
Total	3.6:1	3.42:1
Property	2.5:1	2.43:1
Injury	1.2:1	0.95:1
Fatal	0.05:1	0.04:1
DUI	0.3:1	0.14:1
Commercial vehicle	0.1:1	0.07:1
Ratio of deaths per fatal crash	1.0:1	1:1
without seatbelts	0.5:1	0.33:1
with seatbelts	0.5:1	0.33:1

**FIELD ENFORCEMENT**

Ratio of enforcement per Traffic position		
DUI arrests from crashes	0.3:1	0.14:1
DUI arrests <i>prior</i> to crashes	1.6:1	1.40:1
Other Arrests	8.4:1	5.46:1
Speed violations	34.1:1	27.96:1
Hazardous moving violations	14.0:1	11.07:1
Occupant restraint violations	6.7:1	5.0:1
Total violations	85.2:1	72.78:1

**Narrative:** Over the last four months the Northern Command personnel have been challenged to rise to a higher level of performance. Some of the Troopers grasped the new vision immediately and some resisited for a period of time. With the results from the March 2003 stats listed above it is apparent that we are acquiring a "buy in" from the Troopers. This is the 3<sup>rd</sup> month in a row that we have shown percentages of improvement in activity in the double digits. The Command has risen from an average of 60 total violations per Trooper to a level of 81 violations per Trooper. This shows an average increase of over 35% in total violations issued. In the same time period the overall accidents has fallen. A correlation can easily be made that the level of enforcement increases and the level of crashes decreases.

**RATIOS - ACCIDENT AND ENFORCEMENT CONT'D**

INSPECTION / ENFORCEMENT RATIOS	March 2003	February 2003
Ratio of inspections and enforcement per Commercial position		
Hazardous moving violations - citations	0.8:1	0.2:1
Other traffic violations - citations	6.1:1	3.43:1
Total safety inspections [all levels]	31.9:1	31.3:1
Terminal inspections TIP	0.2:1	0.6:1
Total safety violations -- citation*	22.6:1	17.9:1
Average safety violations per inspection -- citation	0.6:1	0.5:1
Total safety violations -- repair order	23.5:1	17.3:1
Average safety violations per inspection -- repair order	0.7:1	0.6:1
Total vehicles placed "Out of Service"	2.8:1	2.1:1
Average vehicles placed OOS per inspection	0.1:1	0.1:1
Total drivers placed "Out of Service"	1.1:1	0.7:1
Average drivers placed OOS per inspection	0.04:1	0:1
Total school buses inspected	5.3:1	7.6:1
Total school buses placed "Out of Service"	0.7:1	0.9:1
Total trucks weighed *	34.3:1	33.2:1
Total overweight citations*	2.6:1	2.4:1
Total dyed fuel inspections*	39.8:1	38.5:1
Total dyed fuel citations*	0.0:1	0:1

\*Commercial Sworn Only

Considering last months 10% greater vacancy rate over February, the commercial section exceeded the activity in the areas of total number of inspections, total safety violations (citations), total safety violations (repair order), total trucks weighed and total overweight (citations).

This was due to the fact that on the 13<sup>th</sup> of March we established a monthly expectation for each Trooper. I think we will see the activity numbers grow in April with a full month under the new guide lines. Also, a new plan will be implemented April 14<sup>th</sup>, which will divide the commercial section into two (2) squads. Each squad will have 1 Sergeant and 5 Troopers. Each squad will be responsible for operating two (2) inspection sites per week and obtaining 15 level 1 inspections at each site. Depending on weather, required training, or other needs of the Nevada Highway Patrol this plan will obtain the average of eighteen level 1 inspections per Trooper.

We showed a decrease in "Terminal inspections", this activity has been reduced in the priority of the over all Commercial goals established by the Commercial Coordinator in Head Quarters. I think there is a need to eliminate this field in the reporting of our activity.

The "Total school buses inspected" is also down 34.4%. The school bus program is a semi annual inspection program that requires every school bus in our area to be inspected twice a year. By July 1, 2003, we will have 100% of the school buses inspected.

<b>FY03 Performance Indicators</b>	<b>PROJECTED</b>	<b>ACTUALS March FY 03</b>
Achieve and maintain the goal of response time to highway emergencies; <b>Northern Command</b>	9.48 min	8.13 min.
Provide deterrent effect by consistent visible patrol (on-view patrol, un-obligated time) <b>Urban Northern Command</b>	34%	27%
Provide deterrent effect by consistent visible patrol (on-view patrol, un-obligated time); <b>Rural Northern Command</b>	40%	27%
Increase monthly enforcement of 30 day non-resident registration violations; <b>Statewide</b>	370.25	Not Collected
Lower monthly percentage of crashes involving intoxicated drivers; <b>Northern Command</b>	4.2%	8.2%
Increase the ratio of injury to fatal crashes; <b>Northern Command</b>	26.36 : 1	23.0 : 1
Increase the ration of property damage to injury crashes; <b>Statewide</b>	2.29 : 1	2.14 : 1
Monthly crash rate increase no more than 5% higher than population growth; <b>Statewide</b>	1,141	
Ratio of commercial vehicles inspected to the number placed "out of service;" <b>Northern Command</b>	4.22 : 1	11.45 : 1
Ratio of commercial drivers inspected to the number placed "out of service;" <b>Northern Command</b>	6.18 : 1	28.29 : 1
Ratio of number of commercial vehicles weighed to citations issued; <b>Northern Command</b>	70.51 : 1	13.26 : 1
Number of school buses inspected; <b>Northern Command</b>	1052	80
Number of school buses inspected placed "out of service;" <b>Northern Command</b>	n/a	10
Ratio of all crashes to number of crashes involving a commercial vehicle; <b>Statewide</b>	33.25 : 1	25.91 : 1

## Nevada Highway Patrol

Northern Command

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## SUPPLEMENTAL INFORMATION

### March Weather

High pressure kept the month of March a bit dry and above normal temperatures. The average monthly temperature for March was 46.5 degrees and that was 3.2 degrees above normal. There were a few days with highs in the 60s and 70s in March. The highest reading was 75 degrees on the 30th but on the other end of the scale we started March 1st with a high of 45 degrees. The average minimum temperature was 33.1 degrees and that was 3.8 degrees warmer than normal. The average high temperature was 59.9 degrees and that was 2.7 degrees warmer than normal. The coldest morning low was 21 degrees on the 2nd. Overall, we started March on the cold side but towards end of the month we warmed to above normal temperatures.

Weather systems made appeared in March, but produced light amounts of precipitation. Total precipitation in March was 0.31 and that was 0.55 below normal. Most of these weather systems were dry, however winds were common as pacific cold fronts and the jet stream teamed up to produce strong winds in the area. The peak wind at the Reno airport measured at 53 miles an hour on the 13th. Other high wind events occurred on the 22nd...26th and the 31st. On the 13th...peak wind gust were 75 miles an hour at Gardnerville and along the Sierra crest winds were clocked to 85 miles an hour. Most of the valley reporting stations ranged from 59 to 70 miles an hour from Doyle, California to Gardnerville, Nevada. The other dates on the 22nd...26th and 31st peak winds were averaging from the 50 miles an hour to 70 miles an hour in the Reno and Carson City areas.

### February Weather

With a split jet stream over Nevada much of the time...significant storms moved either north or south of the area during February 2003. The result was another dry month across the region with a total of just 0.23 inches of precipitation recorded at the Reno Tahoe airport. This is well below the normal amount of 1.06 inches. With 0.07 inches...the 16th was the wettest day of the month. Even though five other days had measurable precipitation this month...all of these recorded light amounts.

The monthly average temperature was 37.6 degrees...slightly below the normal of 38.5. This is the first month with a below average monthly temperature since March 2002. The average maximum temperature of 49.7 was 2.0 degrees below normal...while the average minimum of 25.4 degrees was exactly normal. No daily temperature records were tied or set during the month.

Overall...winds were fairly light during February 2003 with an average speed of 4.9 mph. Only a few days experienced gusty winds with the 16th being the windiest day...recording the peak gust for the month at 53 mph from the south.

Source: National Weather Service



# SAFESTAT REPORT

*Nevada Highway Patrol*  
Major Rick Bradley

## Overview

The end of March marked the end of the third quarter for FY03 and the third month the "SafeStat" program has been in effect. The Central Command has continued to make strides in improving the overall productivity and activity of the Command during this time period. The improvement is a direct result of the "SafeStat" program and the efforts of the supervisors readily identifying problems within their sections and taking immediate corrective actions.

During the month of March, the Central Command handled 64 total crashes up from 60 total crashes in February which is a 6.7% increase. There were no fatal crashes or DUI related crashes handled during this time period. Accidents involving commercial vehicles did increase by 6.7% (15 to 16) during the month of March. This area continues to be an area of major concern for the Command. The percentage of commercial vehicle crashes to total crashes remains high at 25.5%.

The overall total activity is up throughout the Command by 20.9%, however, total arrests were down by 32.9% and moving violations were down 7.3%. Although the Commercial Enforcement Section is meeting or exceeding all its goals, activity dropped off during the month of March. Specific issues directed towards Commercial Enforcement activity will be addressed during the monthly supervisor "SafeStat" meeting scheduled for April 11<sup>th</sup> and 14<sup>th</sup>. Improvement continues to be made in most areas of enforcement activity despite the dramatic increase in training hours. Training hours increased a total of 1,067 hours or 175% during this reporting period do to a Command goal to complete all required training or re-certification for 2003 by July.

The Commands efficiency Team has completed a second morale audit of the Command that included the Communication Center. They have reported progress is being made in all areas of the Command including communications.

Included in this report is the data that compares all statistical information for the month of March to February. A substantial improvement in all has been accomplished by Command personnel since the Central Command was created.

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Crash Analysis  
Field Enforcement  
Staffing Hours  
Ratios  
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Admin Report  
Communications  
Personnel  
Public Information  
Accomplishments  
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Upcoming Events

April 8, 2003

CENTRAL COMMAND

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**CRASH ANALYSIS AND OVERVIEW**

	Current period	Same period previous year	% Change	Previous reporting period	% Change
Total Crashes	64	0	0.0%	60	6.7%
Property Crashes [including commercial vehicles]	43		0.0%	41	4.9%
Injury Crashes [including commercial vehicles]	21		0.0%	18	16.7%
Fatal Crashes [including commercial vehicles]	0		0.0%	1	-100.0%
DUI Crashes [DUI charged]	0		0.0%	2	-200.0%
Total persons killed in fatal crashes	0		0.0%	1	-100.0%
Total drivers killed without seatbelts	0		0.0%	1	-100.0%
Total passengers killed without seatbelts	0		0.0%	0	0.0%
Total drivers killed with seatbelts	0		0.0%	0	0.0%
Total passengers killed with seatbelts	0		0.0%	0	0.0%
Total number of commercial vehicle crashes	16	0	0.0%	15	6.7%
Property crashes involving commercial vehicle	12		0.0%	10	20.0%
Injury crashes involving commercial vehicle	4		0.0%	4	0.0%
Fatal crashes involving commercial vehicle	0		0.0%	1	-100.0%

Percentage of fatal crashes to total crashes 0.0%

Percentage of DUI crashes to total crashes 0.0%

Percentage of persons killed *without* seatbelts to total persons killed #DIV/0!

Percentage of commercial vehicle crashes to total crashes 25.0 %

**NARRATIVE ANALYSIS**

*[Narrative analysis to include trends or other applicable issues]*

During March, crashes increased by 6.7% over February; an increase of 4. This slight increase can be attributed to weather related causes as winter storms returned to rural Nevada.

There were no fatal crashes within the Central Command during March. Enforcement efforts are continuing to be directed toward accident causing and occupant restraint violations.

Commercial vehicle crashes increased by 6.7%, from 15 to 16. This accounted for 25% of the total crashes for the month. Ongoing emphasis and an increase in Commercial Troopers sent to rural areas is being made to target these crashes. Statistical information as to the cause will be provided to the Troopers in the various Districts.

**FIELD ENFORCEMENT ACTIVITY***[Narrative analysis to include trends or other applicable issues]*

	Current period	Same period previous year	% Change	Previous reporting period	% Change
DUI arrests from crashes	0		0.0%	2	-200.0%
DUI arrests <i>prior</i> to crashes	22		0.0%	22	0.0%
Other Arrests	100		0.0%	123	-18.7%
Total persons arrested (DUI included)	49		0.0%	73	-32.9%
Speed violations	2015		0.0%	1591	26.6%
Hazardous moving violations	241		0.0%	260	-7.3%
Occupant restraint violations *	257		0.0%	234	9.8%
Total violations [above violations included]	3406		0.0%	2821	20.7%
<b>Commercial Enforcement</b>					
Hazardous moving violations - citations/arrests	28		0.0%	35	-20.0%
Other traffic violations - citations/arrests	12		0.0%	13	-7.7%
Total safety inspections [level 1, 2, 3, 4, & 6]	451		0.0%	422	6.9%
Terminal inspections [level 5]	12		0.0%	27	-55.6%
Total safety violations -- citation	178		0.0%	179	-0.6%
Total safety violations -- repair order	1242		0.0%	1121	10.8%
Total vehicles placed "Out of Service"	49		0.0%	65	-24.6%
Total drivers placed "Out of Service"	19		0.0%	33	-42.4%
Total school buses inspected	0		0.0%	0	0.0%
Total school buses placed "Out of Service"	0		0.0%	0	0.0%
Total trucks weighed	364		0.0%	369	-1.4%
Total overweight citations	8		0.0%	6	33.3%
Total dyed fuel inspections	451		0.0%	410	10.0%
Total dyed fuel citations	2		0.0%	0	200.0%

**NARRATIVE ANALYSIS***[Narrative analysis to include trends or other applicable issues]*

No alcohol related crashes occurred during March. DUI arrests prior to crashes were the same as in February. Total hazardous moving violations decreased by 7.3%, while speed violations increased by 26.6%. Occupant restraint violations increased by 9.8%. Overall activity increased by 20.7%. More traffic stops were made which shows motorists more flashing red and blue lights as they travel on the roadways. Hopefully this will make the driver more aware of their surroundings and their driving habits.

Commercial Operations was in excess of their MCSAP goals for this time of year; excess of 50% attainment. This was in all areas except school bus inspections, which are not scheduled until the next quarter. There was an increase in level 1, 2, 3 inspections over February. Level 5 inspections decreased as expected. Level 5 inspections are now only accomplished in conjunction with Compliance Reviews.

Commercial personnel were provided with weight enforcement and dyed fuel training during March.

**STAFFING AND WORK HOURS**

STAFFING	Authorized positions		Current positions staffed		Percentage of authorized	
	March-03	Same period previous year	March-03	Same period previous year	March-03	Same period previous year
Traffic [Tpr. & Sgt.]	66		52		78.8%	#DIV/0!
Commercial [Tpr. & Sgt.]	16		14		87.5%	#DIV/0!
Commercial CVSI	2		2		100.0%	#DIV/0!
<b>WORK HOURS LOST</b>						
	March-03		Same period previous year	% Change	February-03	% Change
Annual leave	168			0.0%	346.25	-51.5%
Compensatory leave	226			0.0%	425.75	-46.9%
Sick Leave [personal and family]	698.5			0.0%	566	23.4%
Military leave	168			0.0%	160	5.0%
Holiday off	0			0.0%	132	-13200.0%
Training	1676.3			0.0%	608.67	175.4%
Administrative leave	184			0.0%	152	21.1%
Leave without pay	0			0.0%	0	0.0%
Vacancy [173 hours per position*]	2768		0	0.0%	3200.5	-13.5%
<b>Total work hours lost</b>	<b>5888.8</b>		<b>0</b>	<b>0.0%</b>	<b>5591.17</b>	<b>5.3%</b>
<b>OVERTIME</b>						
	March-03		Same period previous year	% Change	February-03	% Change
Paid overtime claimed	880.6			0.0%	1238.3	-28.9%
Compensatory overtime claimed	122.25			0.0%	187.9	-34.9%
<b>Total overtime hours</b>	<b>1002.85</b>		<b>0</b>	<b>0.0%</b>	<b>1426.2</b>	<b>-29.7%</b>
<b>TOTAL HOURS WORKED</b>						
	March-03		Same period previous year	% Change	February-03	% Change
Number of authorized positions x 173 hours*	15051		0	0.0%	15051	0.0%
Work hours lost	5888.8		0	0.0%	5591.17	5.3%
Overtime	1002.85		0	0.0%	1426.2	-29.7%
<b>Total hours worked</b>	<b>9646.05</b>		<b>0</b>	<b>0.0%</b>	<b>10886.03</b>	<b>-11.4%</b>

\* 173 hours based upon 2080 work hours per year divided by 12 months

There were no contract services performed in March. Therefore, no contract service overtime worked.

**STAFFING AND WORK HOURS CONT'D****NARRATIVE ANALYSIS***[Narrative analysis to include trends or other applicable issues]*

During March, the Command was advised that a Sergeant position in Wells was no longer in existence. This was a result of no upgrading of Trooper positions to Sergeant from the restructuring that was approved last year. However, Reno has two Trooper positions upgraded and Las Vegas one from Trooper to Sergeant.

One Traffic Trooper position was on military leave and one Commercial Trooper was on FMLA the entire month. One Sergeant was also on administrative / sick leave the entire month. Annual and Compensatory leave declined. Sick leave increased. This is primarily due to one Trooper being hospitalized.

Overtime was down significantly. This can be attributed to no contract service overtime for March.

The number of traffic positions decreased by two as the Beatty duty station is temporarily working for Southern Command.

**RATIOS - ACCIDENT AND ENFORCEMENT****ACCIDENT RATIOS**

Ratio of crashes per Traffic position	
Total	1.2
Property	0.8
Injury	0.4
Fatal	0.0
DUI	0.0
Commercial vehicle	0.3
Ratio of deaths per fatal crash	#DIV/0!
without seatbelts	#DIV/0!
with seatbelts	#DIV/0!

**FIELD ENFORCEMENT**

Ratio of enforcement per Traffic position	
DUI arrests from crashes	0.0
DUI arrests <i>prior</i> to crashes	0.4
Other Arrests	1.9
Total persons arrested (DUI included)	0.9
Speed violations	38.8
Hazardous moving violations	4.6
Occupant restraint violations	4.9
Total violations	65.6

**RATIOS – ACCIDENT AND ENFORCEMENT CONT'D****INSPECTION / ENFORCEMENT RATIOS**

Ratio of inspections and enforcement per Commercial position

Hazardous moving violations - citations	2.0
Other traffic violations - citations	0.9
Total safety inspections [all levels]	28.2
Terminal inspections TIP	0.8
Total safety violations -- citation *	12.7
Average safety violations per inspection -- citation	0.4
Total safety violations -- repair order	77.6
Average safety violations per inspection -- repair order	2.8
Total vehicles placed "Out of Service"	3.1
Average vehicles placed OOS per inspection	0.1
Total drivers placed "Out of Service"	1.2
Average drivers placed OOS per inspection	0.04
Total school buses inspected	0.0
Total school buses placed "Out of Service"	0.0
Total trucks weighed *	26.0
Total overweight citations *	0.6
Total dyed fuel inspections *	32.2
Total dyed fuel citations *	0.1

\* Commercial sworn only

**NARRATIVE ANALYSIS***[Narrative analysis to include trends or other applicable issues]*

Ratios of enforcement for each traffic operations position remained fairly constant. There was an increase in the overall enforcement activity. This is mostly attributed to the increase in speed enforcement.

Commercial personnel increased an average of over 3 inspections per month versus February.

<b>FY03 Performance Indicators</b>	<b>PROJECTED</b>	<b>ACTUALS March FY 03</b>
Achieve and maintain the goal of response time to highway emergencies; <b>Central Command</b>	20.09 min	19.6 min
Provide deterrent effect by consistent visible patrol (on-view patrol, un-obligated time); <b>Central Command</b>	40%	26.0%
Increase monthly enforcement of 30 day non-resident registration violations; <b>Statewide</b>	370.25	N/A
Lower monthly percentage of crashes involving intoxicated drivers; <b>Central Command</b>	4.2%	0.0%
Increase the ratio of injury to fatal crashes; <b>Central Command</b>	22.13 : 1	0 : 1
Increase the ration of property damage to injury crashes; <b>Central Command</b>	2.32 : 1	2.05 : 1
Monthly crash rate increase no more than 5% higher than population growth; <b>Central Command</b>	85.5	64
Ratio of commercial vehicles inspected to the number placed "out of service;" <b>Central Command</b>	4.11 : 1	9.45 : 1
Ratio of commercial drivers inspected to the number placed "out of service;" <b>Central Command</b>	10.38 : 1	23.7 : 1
Ratio of number of commercial vehicles weighed to citations issued; <b>Central Command</b>	138.33 : 1	45.5 : 1
Number of school buses inspected; <b>Central Command</b>	334	0
Number of school buses inspected placed "out of service;" <b>Central Command</b>	N/A	N/A
Ratio of all crashes to number of crashes involving a commercial vehicle; <b>Central Command</b>	33.25 : 1	4 : 1

**NARRATIVE ANALYSIS**

*[Narrative analysis to include trends or other applicable issues]*

During March, there were no fatal crashes or any crashes involving an intoxicated driver.

Roughly one-third of the 64 crashes (21) were injury crashes. Commercial vehicles were involved in 25% of all crashes.

The ratios of commercial vehicles and drivers placed out of service has increased indicating that the compliance with the regulations has improved and the number of vehicles and drivers with out of service violations has decreased.

***ADMINISTRATIVE SERVICES***

During March there has been RADAR, Sexual Harassment, Defensive Tactics, Terrorism Awareness and Interview and Interrogation training.

A Chaplain program for Central Command has been established. The Chaplain is from Elko and has agreed to travel as needed within the Central Command. Additional chaplains are being sought to lessen the amount of travel needed.

An emergency response truck with supplies was established in the event that a large number of Central Command personnel needed to respond to an event or incident for lengthy periods of time.

Cross training of front office employees has begun.

***COMMUNICATION CENTER***

Within the Communications Center there were two PSD I positions and one PSD IV position vacant. One PSD I candidate is in the background investigation phase. The PSD IV position was filled on March 31<sup>st</sup>.

One additional PSD I is still in the training phase.

The Central Command continued to handle Las Vegas allied agency radio traffic. This was for the second consecutive month. The overtime cost to maintain adequate staffing for this was approximately \$2,900.

***PERSONNEL***

Trooper Crisp transferred from Tonopah to Elko.

Sgt. Walker of Hawthorne was on leave the entire month. He utilized sick leave due to stress. Prior to this he was on administrative leave. This is a result of an internal affairs investigation.

The following certificates were issued:

AA II Lujan	10 years of service
Tpr. R. Jackson	participation in the PSTO Program
Tpr. J. Peoples	participation in the PSTO Program

The Ely Lieutenant position closed. There was no action during the month to complete the promotional process. The PSD IV position closed with a promotion on March 31.

Trooper Naylor, Wells District, sustained a minor neck injury while instructing defensive tactics.

Trooper Burt, Wells District, injured his thumb in an off duty accident.

Captain Malloy injured his knee in an off duty incident.



**PUBLIC INFORMATION**

PIEO Trooper Gonzalez performed the following during March:

Elko Junior High School driver safety and occupant protection program  
Sage Elementary School occupant protection program.  
KT Bus Services driver safety and road rage programs  
Driver safety program for Elko EMS

Child safety seat clinic and checkpoints in Battle Mountain  
Child safety seat inspector training -- instructor for other agency personnel

Instruct RADAR recertification

**ACCOMPLISHMENTS****ADAPT**

The ADAPT vehicle was deployed in Elko and Winnemucca during March. It was deployed for 137.5 hours with 28 hazardous moving violations cited.

**RADAR Trailer**

The trailer was deployed on 2 occasions for a total of 14 hours in Ely.

**Big Horn Sheep Plates**

No mechanical repair orders were issued in March.

**PROJECTS / ACTION PLANS****Expansion of Central Command office**

No changes from February

**Tactical Manual**

The manual is in the process of being completed with a tentative completion date in April.

**Command Risk Management Team**

A preliminary organizational meeting was held with representatives of P&P and NDI. Selection of team members is in process with a team meeting scheduled for the middle of April.

**AMBER Alert**

A work group has been formed and is in the process of identifying and organizing resources across the Command. A meeting was held with local NDOT supervisory personnel to discuss the use of message boards, highway advisory radio and other resources. It is anticipated that a basic plan will be in place within 45 days.

**UPCOMING EVENTS**

**Newmont Gold**

Due to labor relation issues between Newmont and the Operating Engineers union, a strike against the company is a possibility. A meeting was held with representatives of local law enforcement agencies and Newmont Gold security. A peaceful 2 day walkout occurred earlier in the month. An operations plan was established to address a strike.

**Elko Motorcycle Jamboree**

The Jamboree is scheduled June 20<sup>th</sup> through 22<sup>nd</sup>. An operational plan is under development.

**Rainbow Family Coalition**

There is the possibility of the Rainbow Family Coalition group holding its annual gathering in the Jarbidge area in July. This is one of the potential locations. There are other potential locations in Utah and Idaho. The Rainbow Family Coalition held this gathering in Jarbidge in 1989.

**Nevada Highway  
Patrol**

Central Command

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# SAFESTAT REPORT

*Nevada Highway Patrol*  
Major Phil Tilt

## Overview

The Safestat process is being used at all levels within the Southern Command. The Lieutenants are meeting monthly with the Sergeants who present a complete report on their respective areas. I am seeing positive results in many areas.

Southern Command handled 954 total crashes in the month of March 2003. Total crashes were up 9.3 % from the same reporting period last year and crashes were up 10.7 % from last month. Injury crashes were up 23.4 % over last year. Fatal crashes increased 25 % which was one additional fatal crash. DUI related crashes decreased by 9.3 %. Crashes involving commercial vehicles dropped 50 %. Only one fatal crash involved a commercial vehicle.

DUI arrests as a result of a crash are down 9.3%. DUI arrests *prior* to a crash are up 52.9 %. Hazardous moving violations are down 2.5 % from last year but up 5.9 % from last month. Occupant restraint violations are up 24.9 % from last year and up 1.2 % from last month. Both categories continue to be addressed by supervisors on a regular basis. Commercial activity has continued to increase dramatically. Commercial hazardous moving violations are up 40 %. Total safety inspections are up 57.6 %. Drivers placed out of service are up 166.7 %. Dyed fuel inspections have increased 952.8 %.

Southern Command continues to struggle with the high number of vacancies currently being carried by this command, with little or no relief in sight. The promotion of four sergeants has greatly improved the supervisory span of control. There is currently a 28 % vacancy rate in the authorized number of urban traffic trooper positions, a 42 % vacancy rate in the authorized number of commercial trooper positions, and a 28 % vacancy rate in the authorized number of rural traffic trooper positions. Southern Command has 165 total authorized trooper positions. There are currently 50 vacancies constituting a 30 % vacancy rate command wide. There are as many as 11 sworn personnel who have applied to other agencies or are planning to retire within the next six months. There are currently three troopers on extended military leave and one on temporary total disability. The committee of troopers and sergeants, after several weeks of review, and the supervisory and command staff have all concluded that urban traffic staffing has reached a critical level. Those conclusions also identified the current 4/10 schedule as no longer viable for urban traffic operations until such time as vacancies start being filled. A decision on urban traffic scheduling changes will be made this month and implemented on May 1, 2003. If the current attrition rate continues it will, within the next several months, require drastic measures to be implemented to maintain basic services. These measures may include mandatory overtime, property damage office reports, withdrawing from all task forces, and negotiating jurisdiction changes with allied agencies, all of which reduce the effectiveness of the Southern Command. The number one problem within Southern Command is our vacancy rate.

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**CRASH ANALYSIS AND OVERVIEW**

	March 2003	March 2002	% Change	February 2003	% Change
Total Crashes	954	873	9.3%	862	10.7%
Property Crashes [including commercial vehicles]	680	651	4.5%	620	9.7%
Injury Crashes [including commercial vehicles]	269	218	23.4%	237	13.5%
Fatal Crashes [including commercial vehicles]	5	4	25.0%	5	0.0%
DUI Crashes [DUI charged]	39	43	-9.3%	41	-4.9%
Total persons killed in fatal crashes	5	4	25.0%	5	0.0%
Total drivers killed without seatbelts	2	2	0.0%	0	200.0%
Total passengers killed without seatbelts	1	0	100.0%	0	100.0%
Total drivers killed with seatbelts	1	0	100.0%	2	-50.0%
Total passengers killed with seatbelts	0	2	-200.0%	1	-100.0%
Total number of commercial vehicle crashes	25	57	-56.1%	54	-53.7%
Property crashes involving commercial vehicle	22	35	-37.1%	41	-46.3%
Injury crashes involving commercial vehicle	2	22	-90.9%	12	-83.3%
Fatal crashes involving commercial vehicle	1	0	100.0%	1	0.0%

Percentage of fatal crashes to total crashes	0.5%
Percentage of DUI crashes to total crashes	4.1%
Percentage of persons killed <i>without</i> seatbelts to total persons killed	60.0%
Percentage of commercial vehicle crashes to total crashes	2.6%

**NARRATIVE ANALYSIS**

Analysis of the crash data table this month reveals a 9.3 percent increase in total crashes over the same period last year, and a 10.7 percent increase over the previous month. Our single largest increase occurred in the category of injury accidents. This was true for both the previous reporting year as well as last month. This has been a trend for a number of months and came as no surprise. The region continues to experience increased congestion along major arterials due to extensive roadway construction, which will increase over the next three years and presumably continue to effect the overall crash rate.

Fatal crashes experienced an increase of 25 percent over the same period last year, however this only equates to a raw number increase of 1 crash and is the same number reported for last month. For a longer term comparison a fiscal year analysis shows an increase of fatal crashes of 7%. The region DUI crash percentage decreased approximately 9 percent over the previous reporting period, and was decreased 4.9 percent over the previous month.

While the month the month comparison of crash data shows considerable fluctuation, a review of the data in a longer term context shows a more stable picture. By examining data and comparing it to last fiscal year we find that total crashes are up only 5%. The property damage crash increase mirrors this comparison. The increase in injury crashes is only 4.6% and is below the average crash increase. The low seatbelt compliance of passengers in fatal crashes which was identified earlier this quarter has a correlation to the increase severity of these crashes. This failure to wear seatbelts pulls these crashes from the injury classification and results in a fatality. This places the increase in fatality crashes at 7% over last year. The overall crash increase remains consistent with the estimated Southern Command population increase of 4.87%.

**FIELD ENFORCEMENT ACTIVITY***[Analysis and review of current reporting period, versus same period in previous fiscal year, versus previous reporting period]*

	March 2003	March 2002	% Change	February 2003	% Change
DUI arrests from crashes	39	43	-9.3%	41	-4.9%
DUI arrests <i>prior</i> to crashes	156	102	52.9%	93	67.7%
Other Arrests	873	871	0.2%	704	24.0%
Total persons arrested (DUI included)	369	376	-1.9%	309	19.4%
Speed violations	3763	3104	21.2%	3356	12.1%
Hazardous moving violations	2092	2146	-2.5%	1976	5.9%
Occupant restraint violations *	611	489	24.9%	604	1.2%
Total violations [above violations included]	10506	9319	12.7%	9505	10.5%
<b>Commercial Enforcement</b>					
Hazardous moving violatons - citations/arrests	42	30	40.0%	51	-17.6%
Other traffic violations - citations/arrests	367	192	91.1%	241	52.3%
Total safety inspections [level 1, 2, 3, 4, & 6]	758	481	57.6%	723	4.8%
Terminal inspections [level 5]	17	141	-87.9%	99	-82.8%
Total safety violations -- citation	383	448	-14.5%	385	-0.5%
Total safety violations -- repair order	3237	2617	23.7%	2864	13.0%
Total vehicles placed "Out of Service"	137	142	-3.5%	111	23.4%
Total drivers placed "Out of Service"	120	45	166.7%	121	-0.8%
Total school buses inspected	198	218	-9.2%	125	58.4%
Total school buses placed "Out of Service"	35	DNA	#VALUE!	27	29.6%
Total trucks weighed	392	681	-42.4%	320	22.5%
Total overweight citations	31	26	19.2%	40	-22.5%
Total dyed fuel inspections	758	72	952.8%	723	4.8%
Total dyed fuel citations	1	1	0.0%	0	100.0%

\* *Seat belt and child restraint***NARRATIVE ANALYSIS**

As was mentioned in last month's analysis, our region goal was to increase the number of DUI arrests prior to crashes. We were successful in increasing this enforcement activity by 52.9 percent over the same period of the previous year. While this is a start, we will continue to concentrate on this directed enforcement in an effort to improve our crash rates.

Citations issued for speeding increased 21.2 percent, while hazardous moving violations were off 2.5 percent. Occupant restraint violations increased 24.9 percent over the previous year. As mentioned last month, our personnel would direct enforcement efforts toward hazardous moving and occupant restraint violations. I am pleased with the effort, and commit our resources to improve in both of these areas over the coming months.

**STAFFING AND WORK HOURS**

STAFFING	Authorized positions		Current positions staffed		Percentage of authorized	
	Current period	Same period previous year	Current period	Same period previous year	Current period	Same period previous year
Traffic [Tpr. & Sgt.]	156	158	94	114	60.3%	72.2%
Commercial [Tpr. & Sgt.]	30	26	14	18	46.7%	69.2%
Commercial CVSI	5	5	4	5	80.0%	100.0%
<b>WORK HOURS LOST</b>						
	Current period		Same period previous year	% Change	Previous reporting period	% Change
Annual leave	736.5		1136.5	-35.2%	812	-9.3%
Compensatory leave	239.5		675.65	-64.6%	321	-25.4%
Sick Leave [personal and family]	1117.75		1072.65	4.2%	1158	-3.5%
Military leave	320		320	0.0%	750	-57.3%
Holiday off	0		0	0.0%	32	-3200.0%
Training	1326.5		3235.5	-59.0%	919	44.3%
Administrative leave	229.5		488	-53.0%	9	2450.0%
Leave without pay	0		0	0.0%	0	0.0%
Vacancy [173 hours per position*]	13667		8996	51.9%	13148	3.9%
<b>Total work hours lost</b>	<b>17636.75</b>		<b>15924.3</b>	<b>10.8%</b>	<b>17149</b>	<b>2.8%</b>
<b>OVERTIME</b>						
	Current period		Same period previous year	% Change	Previous reporting period	% Change
Paid overtime claimed	1218		2987.8	-59.2%	1729.5	-29.6%
Compensatory overtime claimed	142.5		234.5	-39.2%	158	-9.8%
<b>Total overtime hours</b>	<b>1360.5</b>		<b>3222.3</b>	<b>-57.8%</b>	<b>1887.5</b>	<b>-27.9%</b>
<b>TOTAL HOURS WORKED</b>						
	Current period		Same period previous year	% Change	Previous reporting period	% Change
Number of authorized positions x 173 hours*	33043		32697	1.1%	32524	1.6%
Work hours lost	17636.75		15924.3	10.8%	17149	2.8%
Overtime	1360.5		3222.3	-57.8%	1887.5	-27.9%
<b>Total hours worked</b>	<b>16766.75</b>		<b>19995</b>	<b>-16.1%</b>	<b>17262.5</b>	<b>-2.9%</b>

\* 173 hours based upon 2080 work hours per year divided by 12 months

**STAFFING AND WORK HOURS CONT'D****STAFFING**

The manpower / staffing levels reflect the field enforcement units. There are a total of 22 other positions that are assigned to administrative and/or special operations positions. There are also two trooper positions waiting for available POST and Specific training. There are now three troopers deployed full time to the military. This leaves the Southern Command at a 30% vacancy rate.

**OVERTIME**

The amount of paid overtime declined by 59% from the same period last year. It also declined by 30% from last month.

**CONTRACT SERVICES**

Administrative Services initiated 10 new Contract Service agreements during the month of March 2003. Two previous contracts bridge February and March. A total of 1,297 actual contract hours were billed during this month. The largest of these bridge events, was the Las Vegas Motor Speedway. The LVMS contract resulted in 928 hours worked during the March portion of the event. This brings the total Contract Service overtime accrued during this fiscal year to 3873 hours which has been reimbursed to the Highway Patrol for a total of \$174,692.10.

**COMMERCIAL ENFORCEMENT**

Commercial enforcement personnel met all recently established MCSAP inspection goals, as well as State goals regarding Interstate and secondary weight efforts. The Southern Command discontinued Level 5 (Terminal) inspections during this reporting period. The State FMCSA coordinator recently began disallowing credit for accomplishing Level 5 inspections because of the concern that only intrastate carriers benefit from the TIP Program. The two CVSI's previously assigned to the TIP program are now assigned to other MCSAP related duties exclusively.

With our goal set at integrating the Commercial function with the Division's mission of traffic safety, we are emphasizing increased hazardous moving violation enforcement in and around traffic areas that commonly have commercial vehicle related crashes. We are also implementing the requirement that each Commercial Officer investigate at least one crash per month. Our goal is twofold; to maintain the investigative proficiency of individual officers, and to assist the traffic function

Current Positions Staffed represents the number of operational employees that worked in the month of March 2003; not to include administrative assignments such as Sergeant Weatherford, Trooper Ken Roll, and Trooper Rick Lattin.

**RATIOS - ACCIDENT AND ENFORCEMENT**

## ACCIDENT RATIOS

Ratio of crashes per Traffic position	
Total	10.1
Property	7.2
Injury	2.9
Fatal	0.1
DUI	0.4
Commercial vehicle	0.3
Ratio of deaths per fatal crash	1.0
without seatbelts	0.6
with seatbelts	0.2

## FIELD ENFORCEMENT

Ratio of crashes per Traffic position	
DUI arrests from crashes	0.4
DUI arrests <i>prior</i> to crashes	1.7
Other Arrests	9.3
Total persons arested (DUI included)	3.9
Speed violations	40.0
Hazardous moving violations	22.3
Occupant restraint violations	6.5
Total violations	111.8

The current ratios have been further broken down in order to separate the averages for rural and urban personnel.

- Rural Operations personnel averaged 3 crashes per month and 117 citations/arrests for the month of March.
- Urban personnel handled an average of 17 crashes per month based on current positions assigned less the lost man-hours for breaks, leave and training. The Las Vegas Urban personnel also averaged 109 citations/arrests per Trooper.

**RATIOS - ACCIDENT AND ENFORCEMENT CONT'D**



## INSPECTION / ENFORCEMENT RATIOS

Ratio of inspections and enforcement per Commercial position

Hazardous moving violatons - citations	*	3.0
Other traffic violations - citations	*	26.2
Total safety inspections [all levels]		42.1
Terminal inspections TIP		0.9
Total safety violations -- citation	*	27.4
Average safety violations per inspection -- citation		0.5
Total safety violations -- repair order		179.8
Average safety violations per inspection -- repair order		4.3
Total vehicles placed "Out of Service"		7.6
Average vehicles placed OOS per inspection		0.2
Total drivers placed "Out of Service"		6.7
Average drivers placed OOS per inspection		0.2
Total school buses inspected		11.0
Total school buses placed "Out of Service"		1.9
Total trucks weighed	*	28.0
Total overweight citations	*	2.2
Total dyed fuel inspections	*	54.1
Total dyed fuel citations	*	0.1

\* Commercial sworn only

March showed significant improvements to the overall Commercial Operations performance. There were significant increases to the number of violations cited and the inspections performed.

The overall crashes involving commercial vehicles were down over 50% from this same time last year. Crashes involving commercial vehicles also declined by half compared to last month.

The Nevada Highway Patrol's mandated school busses inspections program is ongoing with a new cycle having just begun. The inspections program has found approximately 17% of school busses are operating with Out of Service violations. An Out of Service violation is so dangerous that the Highway Patrol will not allow its continued operations.

<b>FY03 Performance Indicators</b>	<b>PROJECTED</b>	<b>ACTUALS March FY 03</b>
Achieve and maintain the goal of response time to highway emergencies; <b>Southern Command</b>	8.48 min	11.64 min
Provide deterrent effect by consistent visible patrol (on-view patrol, un-obligated time); <b>Urban Southern Command</b>	34%	15 %
Provide deterrent effect by consistent visible patrol (on-view patrol, un-obligated time); <b>Rural Southern Command</b>	40%	34%
Increase monthly enforcement of 30 day non-resident registration violations; <b>Statewide</b>	370.25	868
Lower monthly percentage of crashes involving intoxicated drivers; <b>Statewide</b>	4.2%	4%
Increase the ratio of injury to fatal crashes; <b>Statewide</b>	22.13 : 1	53.8 : 1
Increase the ratio of property damage to injury crashes; <b>Statewide</b>	2.32 : 1	2.52 : 1
Monthly crash rate increase no more than 5% higher than population growth; <b>Statewide</b>	1,141	954
Ratio of commercial vehicles inspected to the number placed "out of service;" <b>Southern Command</b>	4.11 : 1	5.53 : 1
Ratio of commercial drivers inspected to the number placed "out of service;" <b>Southern Command</b>	6.71 : 1	6.31 : 1
Ratio of number of commercial vehicles weighed to citations issued; <b>Southern Command</b>	55.18 : 1	12.64 : 1
Number of school buses inspected; <b>Southern Command</b>	2070 / yr	198
Number of school buses inspected placed "out of service;" <b>Southern Command</b>	----	35

*Note:* The above performance indicators are from the FY 02/03 budget.

**OPTIMISM IS A  
"FORCE MULTIPLIER"**

*"Don't let adverse facts stand  
in the way of a good decision...  
Never step on enthusiasm."*

*Colin Powell*

## **ADMINISTRATIVE OPERATIONS**

### **Administrative Services**

Southern Command Administrative Services has continued to operate with a 27% vacancy rate. These vacancies are spread among the front office records staff, the court service staff and evidence. During March 2003, Colonel Hosmer authorized the hiring of four Administrative Assistants to fill current vacancies.

The hiring process for two Administrative Assistant I (AA I) positions had progressed through the background investigation stage before the Division's self-imposed hiring freeze. These positions are now scheduled for Hiring Board Review in April.

Two additional Administrative Assistant positions were approved and will be resuming the hiring process. The current Department of Personnel AA II list will be used to fill the Court Services vacancy and will be surveyed by the DPS Personnel Officer to identify candidates willing to consider a position in the Department of Public Safety Evidence Vault. This Evidence position is currently supervised by the Nevada Highway Patrol and due to the sensitive nature of the position will require an extensive background investigation.

### **Armory**

The Southern Command Armory continued with its ongoing firearms inspection and repair program. A total of 15 Division owned weapons were inspected during March. In addition, 25 optional weapons (secondary, back-up and off-duty) were inspected and certified for duty use.

Annual patrol rifle certification and re-certification occurred during March. This course is required for sworn personnel to demonstrate proficiency in the manipulation and use of .223 caliber patrol rifles. Eighteen Troopers successfully completed the course and are currently qualified under Department policy.

During March, the Southern Command was notified that fifteen Peace Officer Standards and Training (P.O.S.T.) certified personnel were deficient in annual firearms training. Nine of these personnel were correctable with records research to verify annual range training. Of the remaining six officers, five completed mandatory firearms make-up training (in compliance with P.O.S.T. requirements) and one officer is currently deployed on active duty in the United States Military.

**ADMINISTRATIVE OPERATIONS CONT'D**

### Communication Center

The recently hired Public Safety Dispatcher I's (PSD I) are currently in the "hands-on" portion of the Dispatch training program. Each PSD is now using the Department radio system, the Computer Aided Dispatch (CAD) system and other criminal justice computer systems.

Of the ten prospective PSD candidates which were in the background investigation portion of the hiring process last month only 4 were approved for conditional offers of employment by the Hiring Board. We anticipate that these PSD candidates will be hired during the April.

The modest gains in Communications Center staffing were eliminated with the retirement of a second senior dispatcher during the past two months. Patrick "Mac" McDonald, a Public Safety Dispatcher in Las Vegas for 18 years, retired in March 2003. This returns the vacancy rate for the Communications Center staffing to 48%. Staffing deficiencies continue to be covered by shifting workload to the Elko Communications Center and staffing the Las Vegas Communications Center using overtime.

The Southern Command Communications Center has been designated as an authorized control point for the Las Vegas area Digital Message Signs (DMS). This system allows PSD's to post advisories on a series of programmable signs. The signs can be used to warn motorists of traffic problems or crashes along the highway. The system has been on-line since late December 2002. The DMS warnings were posted by the Communications Center 29 times during March 2003 and a total of 66 times since obtaining access. Aside from assisting with traffic congestion, the DMS signs may have had the secondary effect of reducing telephone calls from motorists reporting traffic delays to the Communications Center.

### New Programs

Due to the reduced manpower available in Field Operations, Administrative Services has initiated two new programs to improve the Highway Patrol's overall service to the public. These are the Hit and Run follow-up program and Administrative Services Transport Program.

Each month, Administrative Services accepts approximately 30 Office Reports from drivers who do not remain at the scene of traffic crashes. Of these crashes, about one-third involve a Hit and Run driver where the victim obtains a vehicle license plate number. Administrative Services formerly forwarded these crashes to Field Operations personnel for additional investigation. Due to a lack of resources in Field Operations, the new Hit and Run Follow-up program was started in mid-February. The basis of the program is a form letter sent to all know addresses of the Hit and Run suspect. This letter directs the suspect to contact the Highway Patrol office or face serious consequences. In the last six weeks, Administrative Services has received 13 Office Reports which meet the program criteria. Nine of these investigations have been completed, establishing a Hit and Run clearance rate of 70%.

The second new program was instituted during March. The Administrative Services Transport Program utilizes sworn Administrative personnel to accomplish warrant transports within the local area and for extraditions. The use of Administrative personnel allows for a great deal of flexibility in scheduling transports. In most cases, transports can be scheduled several days in advance and therefore coincide with the un-obligated time of Administrative personnel.

**PERSONNEL****RETIREMENTS**

Ronald Williams – 16 years of service, Civilian Inspector, Las Vegas  
Patrick McDonald – 18 years of service, Public Safety Dispatcher, Las Vegas

**COMMENDATIONS**

- 1 from the public
- 4 from allied agencies
- 14 from Southern Command

**PUBLIC INFORMATION**

- **2 March - NASCAR (KKLZ Radio)**  
Broadcasted traffic updates every 15 minutes to NASCAR fans before and after the race
- **6 March – Doris French Elementary School (Reading Week)**  
Read two stories to the 5<sup>th</sup> grade class, answered questions pertaining to Law Enforcement (40 kids)
- **11 March & 25 March – NAFB Incoming Airman's Brief**  
Briefed DUI, local area traffic and laws to newly assigned Airmen (45 Airman)
- **13 March – Raul Elinzo Elementary School with Trooper E. Johnson**  
Participated in open house and ceremonies; Displaced PIEO truck and 1 motorcycle.
- **14 March – Sunset Station DUI Meeting**  
Met and briefed NTSA members on DUI rate, checkpoints, plans for HEAT, NHP stats, and methods to stop drunk drivers.
- **15 March – St. Patrick's Day Parade with Special Olympics**  
Used 3 assigned marked units to transport members and athletes of the Special Olympics
- **19 March – STOP DUI Office Teen Drivers Forum**  
Discussed plans to present our findings and requests to the school board on Teen Driving
- **26 March – Vegas Verdes Elementary School Career Day**  
Participated in Careers on Wheels (500 students)
- **30 March – LVMPD South Central Command, - Honor Guard**

**Nevada Highway  
Patrol**

Southern Command

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**UPCOMING EVENTS**

Laughlin River Run

April 24<sup>th</sup> - 27<sup>th</sup>

*Sergeant's Promotions & Service Awards Ceremony  
~ April 2003 ~*



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