

ADOT ENFORCEMENT AND COMPLIANCE DIVISION

Chief Tim Lane
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AGENDA

- Strategic Plan Review
- ECD Organizational Structure
- Enforcement Services Bureau Overview
- Infrastructure Protection
- Impacts on the Economy
- Threats to the System
- Foreign Trade
- Questions

Strategic Plan

Safety – Improve safety throughout the transportation system

Workforce Development – Support, engage and empower our employees as fundamental to achieving a high-performing organization

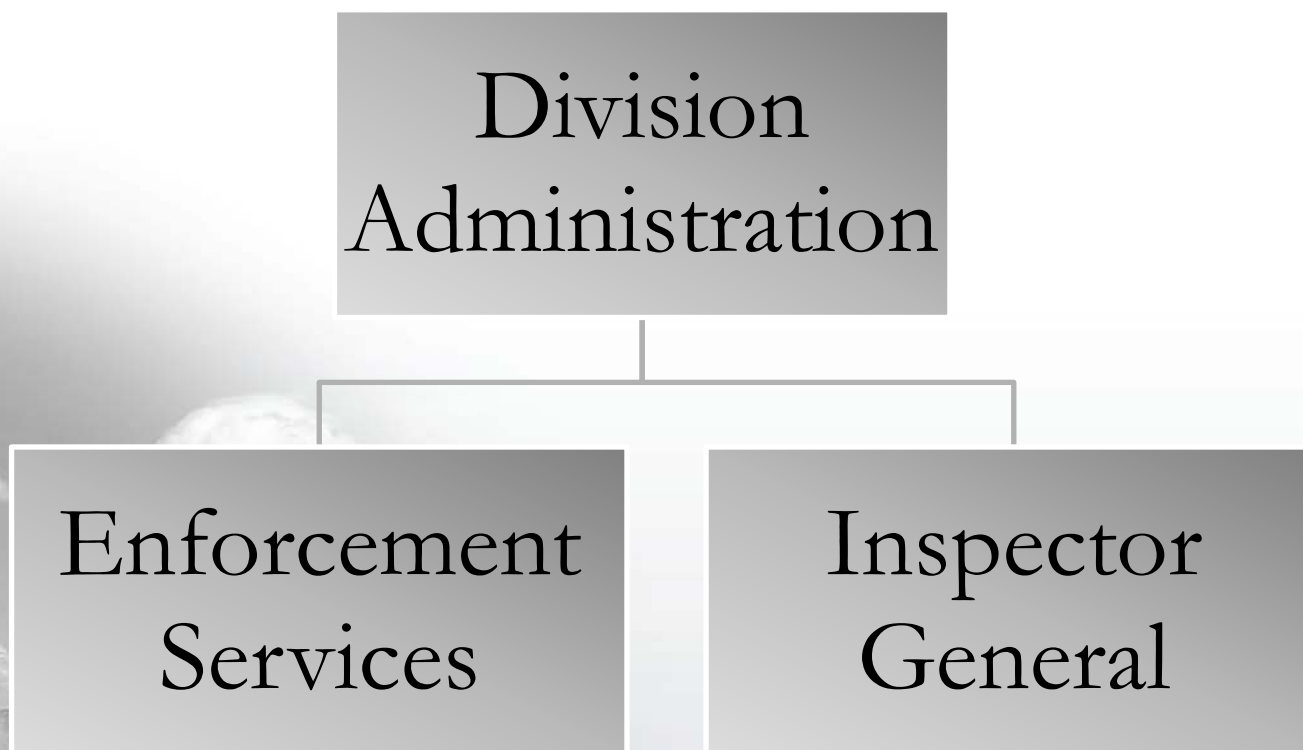
Infrastructure Health – Target resource support and allocation to ensure organization and system efficiency

Strategic Plan (cont.)

Innovation – Challenge the organization to yield more efficient, effective and transformational change

Financial Resources - Department wide focus on prioritizing funding allocations; pursue cost savings when possible; explore innovative revenue sources

Organizational Structure



Office of the Inspector General

- ✦ Prevents and investigate cases of fraud, abuse and misconduct in ADOT programs
- ✦ Investigates title, license, identity and dealer fraud
- ✦ Uses Facial Recognition technology to detect fraud
- ✦ Participates on the ACTIC Board of Directors
- ✦ Coordinates with LEO on investigations
- ✦ Coordinate with the Governor's Office of Homeland Security to ensure procedures meet homeland security requirements



Enforcement Services Bureau

- ✦ Motor carrier safety education and enforcement
- ✦ CMV weight enforcement – fixed and mobile
- ✦ 21 statewide ports, including international facilities
- ✦ 3 virtual ports – McGuireville, Canoa, Sacaton
- ✦ Issue Permits, Fee Collections, Generate Revenue
- ✦ Vehicle registration compliance
- ✦ Fuel Tax Evasion Program
- ✦ New Entrant Program



Enforcement Services Bureau Statistical Summary

CY 2015 Statistics

- ✧ \$18.5 million in permit revenue
 - ✧ \$6.9 million in weight enforcement to the counties (citation revenue)
 - ✧ Weighed 5.1 Million CMV's (WIM)
 - ✧ Weighed 2.0 Million CMV's
- **206,000 overweight CMV's identified through WIMs at 6 interstate ports**
 - **250,000 overweight CMV's identified through virtual ports**
 - **12,233 overweight CMV loads adjusted**



Enforcement Services Bureau Statistical Summary (Cont.)

CY 2015 Statistics

- ✧ 20,717 CMV Inspections
- ✧ 7,229 Level 1 Inspections
- ✧ 4,087 Vehicles/Drivers OOS
- ✧ 91 Arrests
- ✧ Apprehended 3,007 POE Evaders



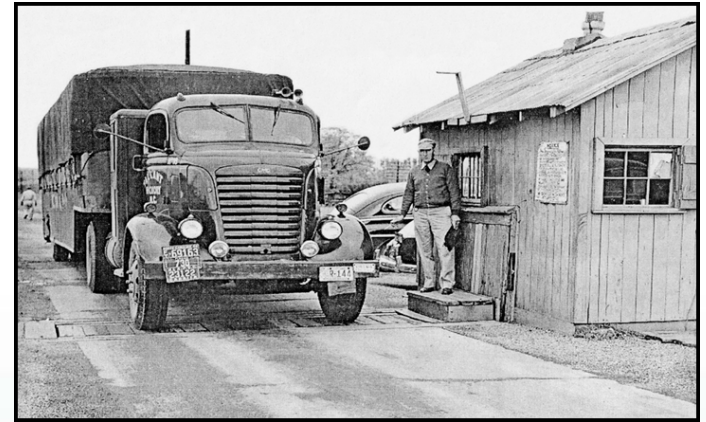
Enforcement Services Bureau Planned Initiatives

- ✧ Deploy state of the art screening technologies
- ✧ Conduct outbound details
- ✧ Increase emphasis intrastate enforcement
- ✧ Enhance statewide WIM capabilities



Port Infrastructure Investments

- Much of our existing port infrastructure was developed in the 1960's
- Our ports struggle to meet current demands
 - Expected 30% increase in CMV traffic in next five years
- Request improved facilities in San Simon, Sanders, Yuma and Topock
- Phase I in Ehrenberg nearing completion



Infrastructure Protection Impacts of Ports of Entry

Threats include:

- ✧ Heavy trucks
- ✧ Over-dimensional trucks
- ✧ Premature pavement degradation and bridge strikes



Safety

Impacts of Ports of Entry

- ✧ Detect fatigued or impaired drivers
- ✧ Identify high risk drivers
 - CVSA scores, proven track record of violations
 - Unqualified drivers
- ✧ Protect other users of the system
 - Making sure dangerous drivers and equipment are off the road
 - Ensuring the system is open to facilitate the smooth and expeditious movement of goods and services

Impacting the Economy

- ✧ Ensuring Arizona is a destination state vs. pass through state
- ✧ High quality interstate and highway infrastructure facilitates economic and job growth
- ✧ An excellent surface transportation system connects us to global markets and facilitates quality job creation and growth

Impacting the Economy

- ✧ Nogales is one of Arizona's gateways for trade and tourism with Mexico
- ✧ US Customs and Border Protection estimates that the Nogales port of entry processes close to \$22 billion in merchandise exports
- ✧ The Center for North American Studies (12/15) reports 35% of all produce from Mexico enters through Arizona ports



Threats on the System

Interstate Ports of Entry

Approximately 7 million trucks enter Arizona each year through six (6) Interstate Ports

20% OOS – vehicle and driver

Threat by Port Evasion - Approximately **50,000** trucks purposely evade Arizona POE's each month due to OOS vehicle and driver



Demand on the System

International Ports of Entry

Annually approximately 300,000 trucks enter Arizona through the Nogales Commercial Port of Entry/Mariposa POE

- ✧ Stress on existing infrastructure
- ✧ Recurring and non-recurring congestion
- ✧ Strain on local and county resources

Foreign Trade

- Improving infrastructure and technology reduces border wait times for carriers
- Advancing electronic permitting allows carriers to pre-purchase permits
- Outreach efforts focused towards international carriers

Questions?