PORTS OF ENTRY
Joint SPAR Report

Program Background

Program Description – The Ports-of-Entry (POE) operations are primarily focused to ensure commercial vehicles are in compliance with federal and state mandates related to vehicle size and weight, credentials and collection of fees from those using the Arizona highway system, vehicle and highway safety, agriculture inspections and enforcement of quarantines.

Arizona Department of Transportation

Although there is no *specific* statutory reference in the Arizona Revised Statutes (A.R.S.) that requires the establishment of ports of entry, there are several sections in the statutes that make reference to the ports and require or authorize certain enforcement activities to take place at them. Title 23 of the United States Code requires that the state's size and weight laws (Arizona Revised Statutes, Title 28, Article 18) must be enforced on all Arizona roads that are built or maintained with federal aid. As an enforcement action, the United States Government could reduce federal highway funds to the state if the Federal Highway Administration (FHWA) deems that adequate truck size and weight enforcement is not occurring. The Arizona Department of Transportation (ADOT) must annually submit compliance reports to the FHWA in meeting the federal mandates.

The Arizona Department of Transportation (ADOT) has jurisdiction for implementing and enforcing federal and state laws related to motor vehicle size and weight, and for collecting highway users revenues. These responsibilities fall within the Department's Motor Vehicle Division (MVD) and are carried out through various MVD organizational units, including one that operates the ports-of-entry system. The POEs are part of an integrated motor vehicle enforcement activity that is administered by the Motor Vehicle Division and consisting of fixed ports-of-entry and mobile enforcement units. The ports-of-entry personnel perform inspections of commercial vehicles. Additionally, all trucks are subject to being stopped to check for registration credentials, tax compliance, size and weight, and special permits. The MVD present network consists of 22 fixed stations (see attached map), approximately 12 mobile stations, and 203 positions (appropriated and non-appropriated). Activities at the ports resulted in the collection of $15.2 million in revenues and the processing of 7.5 million commercial vehicles in FY 2004-2005.

ADOT has cooperative agreements with the Arizona Department of Public Safety (DPS) and the Arizona Department of Agriculture (ADA) to share its fixed ports-of-entry facilities and enforce the provisions of ARS Title 3, Chapter 2, Article 1, regarding dangerous plants and diseases and Title 28, Chapter 14, Article 1 relating motor carrier safety. DPS is the lead agency for performing commercial vehicle safety enforcement in the state. The Department of Agriculture is charged with inspecting incoming vehicles for plant infestations, livestock identification and conducting Arizona enforcement of quarantine laws.

Arizona Department of Public Safety

A.R.S. §28-5204 requires DPS to enforce motor carrier safety regulations and A.R.S. §28-369 allows the DPS to stop commercial vehicles at the entry in order to enforce motor vehicle laws. DPS also receives federal funding, which requires the enforcement of federal motor carrier safety regulations throughout the state; however, DPS is not required to conduct inspections at the port-of-entries. There is no specific mandate that explicitly requires a DPS presence at the ports of entry.

The DPS maintains a force of 17 DPS officers and two DPS Sergeants working in areas near the state ports of entry. Four of these employees maintain a permanent presence at the Nogales port of entry. The DPS leases some offices from ADOT at the following locations: Topock, Kingman, Window Rock, Sanders, San Simon, Yuma, Ehrenberg, Parker, and Nogales. The presence of the patrol officers at the fixed facilities provides support to MVD's port of entry operations, mostly in the form of enforcing criminal matters and occasional joint agency inspection and enforcement efforts.

Arizona Department of Agriculture

A.R.S. §3-107 authorizes the Department of Agriculture to operate inspection stations or other necessary facilities within Arizona boundaries or ports of entry into the State. Additionally, A.R.S. §3-216 requires that ADOT and ADA cooperate at the ports-of-entry to enforce the provisions of ARS Title 3, Chapter 2, Article 1, regarding dangerous plants and diseases. The FHWA also encourages local agencies to coordinate efforts when enforcing motor carrier laws.

The inspections conducted at the ports of entry serve to assure compliance with Arizona's entry requirements for regulated commodities and animals, as well as general inspections of commercial vehicles for the presence of pests of concern to the State that may be "hitchhiking" in or on those vehicles. These inspections safeguard the agricultural and horticultural industries as well as the State's food supply and quality of life, including protection of the environment.

The Motor Vehicle Division (MVD) shares facilities with the ADA at Sanders, San Simon, Yuma, Ehrenberg and Duncun ports-of entry. MVD employees have been cross-trained to conduct some agricultural inspections, and ADA inspectors have been cross-trained to provide commercial vehicle screening functions for the MVD. The initiatives of these departments to share resources have enhanced their respective enforcement efforts and have benefited their customers as well.

Program Funding – The ADOT POE activities are funded through legislative appropriations from the State Highway Fund, the Safety Enforcement and Transportation Infrastructure Fund (SETIF), and non-appropriated Federal Funds. ADA services are paid from the State General Fund and other funds. DPS supports its enforcement through appropriations from the State Highway Fund, SETIF, and Federal Funds.

Although the ports' funding is not specifically identified in the appropriation format, their operating budget is usually part of the appropriations for the ADOT, DPS, and the Department of Agriculture. Each department uses an internal budget allocation to determine the adequate funding level to support the operations of each individual port. Direct costs attributed to each

Port of Entry include expenditures for personal services, employee related expenditures, in-state travel, professional and outside services and other operating expenditures. Of the funding and 41 FTE positions reported for the Department of Agriculture, 31 FTE positions are supported by the General Fund and 10 FTE positions are funded through a contract with the State of California. ADA receives $350,000 per year through a contract with the State of California to support the program's inspections at the Duncan POE and enables the Department to maintain 24/7 operations at San Simon and Sanders. The work performed under this contract benefits the two states in stopping infested commodities at border before getting into the state.

Program Revenues and Expenditures

	FY 2005	FY 2006
MVD's Revenue Collected:		
Highway User Revenue	$15,190,522	$16,137,400
MVD's Expenditures:		
FTE Positions	177.0	203.0
Personal Services	$5,067,300	$5,733,400
ERE	1,971,000	2,260,300
All Other Operating	940,600	1,296,200
Total	$7,978,900	$9,289,900
ADA's Expenditures:		
FTE Positions	41.0	41.0
Personal Services	$1,037,000	$1,037,000
ERE	384,000	384,000
All Other Operating	89,000	89,000
Total	$1,510,000	$1,510,000
DPS's Expenditures:		
FTE Positions	4.5	4.5
Personal Services	$243,500	$262,900
ERE	78,400	84,700
All Other Operating	254,700	266,800
Total	$576,600	$614,400
Total Expenditures:		
FTE Positions	222.5	248.5
Personal Services	$6,347,800	$7,366,800
ERE	2,433,400	2,895,400
All Other Operating	1,284,300	1,350,200
TOTAL	$10,065,500	$11,414,300

Findings and Recommendations - OSPB

The ports-of-entry system performs a useful role in the enforcement of the State's commercial vehicle size, weight and safety regulations, agricultural cargo inspections and pest exclusions, and in the collection of tax revenues due from highway users. Collaborative

involvements and joint operations at the port-of-entry involving the ADOT, DPS, and the Department of Agriculture have enabled these agencies to share resources and to enhance their enforcement capabilities. The consolidation of these agencies is not feasible, since they are charged with different missions. The Arizona Department of Transportation (ADOT) has jurisdiction for implementing and enforcing Federal and State laws related to motor vehicle size and weight, and for collecting highway users revenues. The Department of Public Safety (DPS) is the lead agency for enforcing commercial vehicle safety, and the Department of Agriculture has jurisdiction over the transportation and regulation of plants and livestock. While the three agencies carry out responsibilities, when practical they have used cross-training to allow employees to perform different type of inspections. Limited agency-specific functions are being performed by each of these partnering agencies to help to inspect and process all commercial vehicles in a timely manner. The vast majority of trucks entering Arizona are checked at ports of entry for regulatory compliance. In FY 2005, approximately 7.4 million vehicles passed through the POE and 8.9 million are projected for FY 2008.

Commercial Vehicle Traffic Processed at Fixed POE				
	FY 2003	FY 2004	FY 2005	FY 2006
Vehicles Processed	6,768,335	7,124,696	7,378,516	7,821,200
Revenue collected	$14,025,374	$14,173,743	$15,190,522	$16,137,400
Approximate receipt per transaction	$2.07	$1.99	$2.05	$2.06

There is no specific provision in the Arizona Revised Statutes that requires the establishment of Ports-of- Entry (ports), but there are several sections in the statutes that make reference to the ports and require and/or authorize certain enforcement activities to take place at them. Additionally, Title 23 of the United States Code requires that all Arizona roads built with or receiving Federal Aid be subject to the state's size and weight laws and that enforcement of those laws take place. A loss of federal highway funds could result if the United States Government determines that adequate enforcement is not occurring.

The program continues to meet federal mandates, comparing actual enforcement data to planned activities and evaluating its enforcement activities. The ADOT is required to submit annually two compliance reports to the Federal Highway Administration (FHWA). The first report is the *"The Enforcement Plan"* which is a planning document by which the FHWA reviews and evaluates the state's operation as to its acceptability in either the plan itself or its implementation. The second document submitted to FHWA is *"The Certification Report"* (USC 23-141) which includes a certification by the Department of Transportation Director ensuring that the state is enforcing laws regarding maximum vehicle size and weights permitted on federal aid highways and the Interstate System. These enforcement activities of weights and size regulations within the State deter overloads and reduce infrastructure damage to pavements and structures due to illegal weights.

A.R.S. § 28-5204 requires that DPS enforce motor carrier regulations. DPS also receives federal Motor Carrier Safety Assistance Program Funds, which require that they enforce vehicle safety standards statewide. To both the trucking industry and DPS, the port facilities offer a safe and convenient location to conduct vehicle inspections. Motorists have the opportunity to make a

single stop at the port of entry and ensure compliance with Arizona laws as administered by ADOT, DPS, and ADA.

DPS estimates that about 900 man-hours per year are spent on operations at ports other than the Nogales port. DPS has de-emphasized its role at the ports because MVD personnel is now able to adequately conduct safety inspections at the ports and because DPS has determined it can better serve by conducting roadside enforcement (inspecting trucks on the road). The roadside enforcement program is preferred by DPS because it enables the state to inspect trucks that never enter the port area, observe driver behavior and make stops, and provide ancillary services to the motoring public. In 2004 DPS conducted 29,497 inspections. These inspections yielded traffic violations 47% of the time as opposed to a national average of 27%. About 5% (or 1,568) of these inspections were conducted at ports-of-entry around the state.

The efforts of ADA are designed to exclude and prevent the establishment of hazardous pests in Arizona, minimize delays to motorists, and carry out the mandate of A.R.S. § 3-216, which requires that ADOT and ADA cooperate by "interagency agreement" at ports of entry to enforce the provisions of A.R.S. Title 3, Chapter 2, Article 1, related to agricultural pests.

> **Recommendation -** The interagency agreements covering the collaborative efforts and joint operations between ADOT, DPS, and ADA should be continued. This will allow these agencies to further share resources while retaining their specialized enforcement roles and ensure the program's effectiveness. The program should also step up its statewide efforts to extend operational coverage at the ports and use weigh-in-motion mainline screening systems. These efforts will enable port clearance of safe and compliant carriers and improve customer service at the fixed POE.

Although mobile units have been used to complement MVD enforcement activities, the fixed POE inspection stations continue to be the dominant compliance mechanism. The current enforcement system is susceptible to avoidance, as the ports can easily be bypassed through routes that do not have established POE. Such situation hinders ADOT's ability to maintain an effective enforcement program, which adds to the fact that most of the fixed POE do not maintain a 24-hour operation.

Several states and jurisdictions (Oregon, Alberta) would provide positive evidence of the effect of mobile enforcement on motor carrier compliance. Although it is not suggested that the fixed stations be eliminated, increased mobile units would be designed to complement the fixed port-of-entry enforcement activity and will allow ADOT to improve the program's overall effectiveness and protect the State's infrastructure. Mobile enforcement strategies within the State appear to be best suited to addressing several compliance situations. The Self Assessment completed by ADOT reports that mobile enforcement activities tend to lead to a much higher violation rate for commercial drivers (about 4% to 9 %).

There are about 33 roads leading into the state, of which only 22 have fixed ports of entry, 17 of which are non-border ports. The 11 remaining roads are commonly used by commercial vehicles entering and operating illegally and/or in violation of size and weight laws. The severity of the situation is also increased since only 3 of the 22 ports are open on a 24-hour basis. A significant amount of commercial traffic travels through Arizona without having to pass through a port-of-entry compliance inspection. The number of vehicles circumventing/bypassing the ports can be estimated at more than 7%. Based on the 7.4 million vehicles passing through Arizona ports in

FY 2005 that would mean 518,000 vehicles circumventing/bypassing the ports. The limited number of mobile enforcement activities and few fixed POE maintaining a 24-hour operation are likely to cause the state to lose a minimum of $ 4.0 million per year in revenues.

The Agency's Self Assessment indicates that the lack of resources has compelled a managerial emphasis on addressing meeting staffing requirements at the fixed ports, where most vehicle traffic passes and is processed. Consequently, the program's targets for processing commercial vehicles were reduced from 19,159 vehicles in FY 2002 to 11,066 in FY 2005.

Commercial Vehicle Traffic Processed by Mobile Enforcement				
	FY 2002		FY 2005	
	Target	Actual	Target	Actual
Baseline	27,000	19,159	13,000	11,066

Recommendation - MVD mobile inspection levels should be increased to complement the existing fixed POE network and to ensure a rigorous enforcement system. To meet state and federal expectations in preserving the highway infrastructure, the program should include an effective combination of fixed ports and mobile unit enforcement. There is presently potential risk of losing substantial revenues, as motor carrier traveling within the State will likely to go unchecked and receipts uncollected.

It remains important for MVD and ADA in particular to continue to sustain vigilant enforcement efforts at the fixed ports-of-entry. These inspection systems are primarily designed to ensure compliance with Arizona entry requirements at the borders and to safeguard the agricultural industries and protect the environment by preventing non-compliant cargos from entering the state in the first place.

The agencies should also jointly examine efficient ways to further realign the POE structure. As mentioned, the effective use of mobile enforcement by MVD has complemented the fixed port-of-entry enforcement activity. MVD should continue to process commercial vehicles through its mobile enforcement efforts to improve the program's overall effectiveness and protect the State's infrastructure.

The implementation and use of emerging technologies and automation at the POEs should be increased and pursued as a statewide measure. Although the Agency's Self-Assessment agrees that the use of technology is important to improve the program's efficiency, ADOT needs to step up its automation efforts in order to improve customer and enhance efficiencies at the ports-of-entry. These types of technologies and systems, such as the PrePass™, should be designed to process traffic more efficiently by reducing the number of trucks that the port staff would otherwise have to handle manually. This streamlining will free up resources to focus on motorists with problem accounts and vehicles.

An electronic clearance system, called PrePass™, has been proven effective pre-screening commercial vehicles with a satisfactory compliance rate. ADOT, ADA and DPS have jointly and share in use of PrePass at selected locations. It is a voluntary, multi-state service that enables state motor carrier enforcement agencies to electronically validate participant vehicles for safety and credential compliance. This system allows vehicles to get electronic clearance in exchange for higher level of compliance. ADOT has successfully implemented this electronic clearance

method but so far only 7 ports are using this system: Saint George, Kingman, Topock, Ehenberg, Yuma, San Simon, and Sanders.

Similarly, in 2001 the Department of Agriculture installed a digital imaging system at the laboratory coupled with a digital imaging photography at the fixed ports of entry. This technology allows digital photo imaging of certain organisms at the inspections sites to be electronically transmitted to the laboratory for analysis. The inspectors can then obtain the real-time results from the laboratory as a result of upgrading the technology to digital imaging.

Furthering the implementation of innovative technology applications may require initial resource investment in order to foster efficiencies, increase productivity and enable the program to increase its processing capacity.

> **Recommendation -** The program should step up its automation efforts and invest in innovative methods and proven infrastructure technologies to improve processing efficiencies.

Except for the port in Nogales, DPS does not maintain a regular presence at the other international ports. On-going presence and enforcement of DPS officers at the Nogales port-of-entry have helped to enhance safety standards for commercial vehicles coming into Arizona. The out-of-service rate for trucks coming into the U.S. through Nogales has dropped from 80% to 25% since enforcement efforts began in 1994. Except for the port in Nogales, DPS does not maintain a regular presence at any of the other international ports (Douglas, Lukeville, Naco, Sasabe or San Luis).

> **Recommendation -** DPS should, in collaboration with MVD, examine reasonable options to establish practical safety inspection coverage at all international ports to strengthen its enforcement activities.

Findings and Recommendations - JLBC Staff

ADOT should fill their existing approved port FTE Positions, before requesting any more port staff. If ADOT believes that they need any additional port staff they should provide an analysis of how additional revenue would offset additional costs. It is unclear what constitutes an optimal level of staffing at the ports. ADOT's operating budget was increased by $495,200 and 12 new FTE Positions in FY 2005 for increased staff at the ports of entry. This amount included $381,800 and 10 FTE Positions from the State Highway Fund and $113,400 and 2 FTE Positions from the Safety Enforcement and Transportation Infrastructure Fund. Despite this budget increase, ADOT reports that they have 20 fewer filled port State Highway Fund FTE Positions in FY 2006 than they did in FY 2004 as shown in the following table. Nevertheless, the number of vehicles at ports open for business has steadily increased each year from 6.7 million in FY 2001 to 7.5 million in FY 2005, while the percent of vehicles waived through due to traffic back-ups has decreased from 7.1% in FY 2001 to 1.2% in FY 2005. ADOT is requesting additional resources in FY 2007 for its ports staffing.

MVD State Highway Fund Port Staffing and Expenditures [1/]

	FY 04	FY 05	FY 06
Approved FTE Positions	152	162	162
Actual FTE Positions	148	138	128
Expenditures	**Actual**	**Actual**	**Approved**
Personal Services	$3,585,800	$4,064,800	$4,799,800
Employee Related Expenditures	1,686,500	1,504,000	1,775,900
Other Operating Expenditures	518,300	579,000	579,000
Total	$5,790,600	$6,147,800	$7,154,700

1/ Based on State Highway Fund information submitted by ADOT. Does not match information in the facts section due to data discrepancies.

ADOT and ADA could do more to foster a spirit of cooperation to increase the efficiency of the ports. ADOT and ADA should formalize written high-level interagency agreements on procedures for insuring interagency cooperation. ADOT, ADA and DPS should co-write a 5-Year Strategic Plan for the Ports and annually jointly update the plan to help facilitate communication.

The level of interagency cooperation seems to be good at some ports, but not so good at other ports, and may largely depend on the MVD and ADA port supervisors. JLBC Staff observed some discontent about interagency relationships during its site visits. This is similar to the JLBC Staff finding in the 2000 POE SPAR, that levels of interagency cooperation and conflict had varied at different ports and at different times. Some limited cross training has occurred between MVD and ADA staff, given the agencies' different missions and areas of expertise. ADA has staff at only 5 fixed ports, where they have the opportunity to directly interact with MVD personnel *(See Appendix A)*. ADA is not present at Mexican border ports, where federal personnel handle agricultural inspections. There seems to be a good level of cooperation between MVD and federal personnel at Mexican border ports.

ADOT reports that they rely on verbal agreements for sharing port facilities and responsibilities, and have no written port interagency agreements. The JLBC Staff recommended in the 2000 POE SPAR, that ADOT and ADA put more specificity into their existing interagency agreement to foster more cooperation.

DPS' use of fixed ports is essentially independent of ADOT and ADA operations at the ports. DPS has not cross-trained with MVD and ADA, since the three agencies have different responsibilities and authorities (with the exception of MVD's truck safety inspection function at the ports). DPS has office space available for their use at 9 fixed ports *(See Appendix A)*. However, some DPS officers may spend a minimum or varying amount of time at the ports, preferring to do on-the-road enforcement of selected trucks that may have by-passed the ports or be in obviously poor repair. Although the DPS officers assigned to certain areas may frequently be on patrol away from the port, MVD can call them for assistance if an enforcement issue arises. Only 1,568 (or 5.3%) of the 27,929 total motor carrier inspections conducted by DPS in FY 2004 occurred at fixed ports. DPS provides commercial vehicle safety (CVSA) inspection

training and Level 1 certification to MVD officers, and has trained and certified 6 MVD officers in Level VI CVSA inspections for radioactive shipments.

ADOT has not regularly updated their Port's of Entry 5-Year Plan, which limits the usefulness of the plan. ADOT just recently updated their Port's of Entry 5-Year Plan in September 2005, during the current POE SPAR. The 5-Year Plan for the ports was previously updated in August 2000 by ADOT, in response to a recommendation in the 2000 POE SPAR. Prior to the 2000 POE SPAR, ADOT had last updated their 5-Year Plan for the ports in 1989.

ADOT's collection of performance measurement data has improved since the 2000 POE SPAR. The 2000 POE SPAR had recommended that ADOT improve the program's data tracking system and performance measurements. Specifically, it had recommended that ADOT collect data on the number of trucks weighed, number overweight, revenue generated, and operating budget expenditures separately for both its fixed ports and for its mobile units. The current data presents a clearer picture of port operations, such as reporting the unduplicated number of vehicles weighed at fixed ports, in addition to the previously reported duplicated total number of weighings which includes multiple weighings of the same truck to check the results of a load shift or off-loading. ADOT also now reports separate data for fixed ports and for mobile units, which facilitates better comparison of the results for the 2 enforcement methods.

This facilitates comparing the relative merits, shortcomings and costs of fixed ports versus mobile units. Fixed ports provide the basis for checking the vast majority of trucks for the lowest cost, but they cannot check trucks that solely operate intrastate or that bypass the fixed ports. Mobile units supplement the fixed ports, by checking a relatively small number of intrastate trucks and some that might or might not have bypassed the fixed ports, but at a higher cost than at the fixed ports. For instance, the measurements show that fixed ports processed the vast majority of vehicles (98.5%) with 0.6% being over weight/size in FY 2005. Although mobile units only processed 1.5% of the vehicles, 4.9% were over weight/size in FY 2005. ADOT reports $2.22 of revenue collected per $1 expended at fixed ports in FY 2005. Most of the total revenue attributed to fixed ports ($13.3 million out of $15.5 million in FY 2005) is due to port permit sales which goes to the Highway User Revenue Fund (HURF). The remaining $2.2 million is assessed fines. It is unknown how much of the assessed fines are actually collected, and most of the revenue from fines goes to local jurisdictions. The revenue results are reversed for mobile units. ADOT reports $1.38 of revenue collected per $1 expended at mobile units. Only $1,225 out of $142,065 total revenue attributed to mobile units (less than 1%) came from permit sales in FY 2005. The remaining $140,840 (over 99%) is assessed fines. Please see *Appendix B* for a list of selected performance measures for the fixed ports and mobile units.

APPENDIX A

Agencies, Hours and Services Available at the Fixed Ports

		MVD						ADA	DPS
Port	**Open**	**Issue Permits**	**Weigh Vehicles**	**Inspect Vehicles**	**CVSA** [1/]	**T&R** [2/]	**DL** [3/]		
7 Interstate									
St. George	20 hr/7 day	X	X	X	X				X
Topock	16 hr/7 day	X	X	X	X				X
Kingman	8 hr/6 day	X	X	X	X				X
Sanders	24 hr/5 day & 16/2	X	X	X	X			24 hr/7 day	X
Ehrenberg	24 hr/7 day	X	X	X	X			8 hr/5 day	X
Yuma I-8	24 hr/7 day	X	X	X	X			24 hr/6 day	X
San Simon	20 hr/7 day	X	X	X	X			24 hr/7 day	X
8 Non-International									
Parker	8 hr/5 day	X	X						X
Yuma B-8	15 hr/7 day	X	X	X					
Douglas State	10 hr/5 day	X	X	X	X				
Duncan	19 hr/3 day & 10/2	X	X	X				16 hr/7 day	
Springerville	11 hr/5 day	X		X	X		X		
Teec Nos Pos	16 hr/6 day	X		X	X		X		
Page	18 hr/5 day	X	X	X	X	X	X		
Fredonia	10 hr/4 day	X		X	X	X	X		
6 International									
San Luis	9 hr/5 day & 5/1	X	X	X	X				
Lukeville	8 hr/5 day	X		X	X				
Sasabe	9 hr/5 day	X		X	X				
Nogales	10.5 hr/5 day & 8.5/1	X	X	X	X				X
Naco	8 hr/5 day	X		X	X				
Douglas Federal	9 hr/3 day & 10/2	X		X	X				
1 Internal									
Phoenix	10 hr/5 day	X							

1/ Commercial Vehicle Safety Inspections.
2/ Title and registration.
3/ Driver license.

APPENDIX B

Performance Measure for Fixed Ports and Mobile Units

Fixed Ports	**FY 2001**	**FY 2002**	**FY 2003**	**FY 2004**	**FY 2005**
Vehicles at ports open for business (millions)	6.7	6.8	6.9	7.2	7.5
% of vehicles waved through due to traffic back-ups	7.1%	6.2%	2.2%	1.0%	1.2%
Vehicles document checked (millions)	NA	NA	3.5	3.7	3.4
Pre-cleared vehicles that do not stop (millions)	NA	NA	3.2	3.5	4.0
Vehicles weighed (millions)	3.7	3.4	4.4	4.5	4.5
% of over weight/size vehicles	0.6%	0.6%	0.6%	0.6%	0.6%
Revenue collected (millions)	NA	$14.2	$14.0	$14.2	$15.5
Operating budget expenditures (millions)	$6.2	$7.0	$7.5	$8.2	$7.0
Revenue collected/$1 expended	NA	$2.03	$1.87	$1.73	$2.22
Cost/vehicle processed	$1.00	$1.10	$1.10	$1.15	$0.95
Mobile Units					
Number of mobile details	70	83	69	62	100
Vehicles at mobile units	24,361	19,159	8,246	10,434	11,066
Vehicles document checked	21,686	14,524	6,089	6,041	6,491
Vehicles weighed	20,667	14,616	5,455	6,652	8,234
% of over weight/size vehicles	3.3%	7.3%	9.4%	5.0%	4.9%
Revenue collected	NA	$201,300	$133,200	$59,400	$142,100
Operating budget expenditures	$276,700	$289,400	$152,700	$103,200	$103,000
Revenue collected/$1 expended	NA	$0.70	$0.87	$0.58	$1.38
Cost/vehicle processed	$12.76	$19.80	$25.08	$15.51	$12.51