

# 2019 MSCVC Annual Report



## State of Alaska

Division of Measurement Standards and Commercial Vehicle Compliance  
Department of Transportation and Public Facilities

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# Letter from the Director of MSCVC, Daniel V. Smith



July 24, 2020

As the Director of the Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Compliance (DOT&PF, MSCVC), it is my pleasure to present the 2019 MSCVC Annual Report. In the following pages you will see ways that MSCVC leverages resources and maximizes efforts to support our mission to enhance motoring public safety, preserve public infrastructure, and assure marketplace confidence and equitable trade. Our success would not be possible without the outstanding cooperation of our government and industry partners, and the professionalism of Department personnel who are entrusted with the responsibility to promote safety and market confidence on a daily basis. MSCVC consists of two sections: Measurement Standards and Commercial Vehicle Compliance.

**Measurement Standards (MS)** team members work to ensure a level playing field for the residents and businesses operating in the State of Alaska. Weights & Measures Inspectors provide testing and inspection of all weighing and measuring devices used in commerce. Dedicated team members not only enforce statutes and regulations, but provide education to device owners. Measurement inaccuracy can cause financial hardship to residents and businesses alike.

The **Commercial Vehicle Compliance (CVC)** goal is to reduce the number of commercial motor vehicle related crashes and fatalities in Alaska. A transportation system that is safe, reliable, and efficient provides a foundation for economic prosperity. Cargo carrying commercial motor vehicles (CMVs) deliver everything from food, fuel, and clothing to automobiles and mined ore. Passenger carrying CMVs (motor coaches) provide passenger services throughout the State vital to the tourism industry and the Alaskans that want to go to work, school, or play. CVC efforts in the coming year include: educational training to carriers and drivers, size and weight enforcement, and removing unsafe cargo and passenger carrying CMVs, and unqualified drivers from the road.

The **Commercial Vehicle Customer Service Center** analyzes routes and conducts load calculations to ensure safe routes that preserve State infrastructure when movements require oversize and overweight permits. In an effort to protect State roads and bridges, weight restrictions are used to decrease the deterioration of the transportation system.

We will continue to focus our efforts to preserve public infrastructure, enhance safety of the motoring public, and assure marketplace confidence and equitable trade for all of Alaska. Please explore the MSCVC website and allow us to share our accomplishments and plans for the future.

Drive Safely,

Daniel V. Smith, Director

**Mission Statement**

**“Ensuring Accurate Trade  
Measurements and Enforcing  
Commercial Vehicle Regulations.”**

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## Executive Summary

The purpose of this annual report is to provide information and heighten awareness of the efforts of the State of Alaska, Department of Transportation and Public Facilities (DOT&PF), Division of Measurement Standards and Commercial Vehicle Compliance (MSCVC).

In July 1997, the State of Alaska DOT&PF became the Lead Agency for weights and measures, metrology laboratory, and commercial motor vehicle enforcement. Executive Order 98 created the Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE) by combining staff, functions, and responsibilities of groups formerly in the Alaska Departments of Commerce, Public Safety, and Transportation and Public Facilities. In July 2019, the Division of MSCVE changed to Measurement Standards and Commercial Vehicle Compliance (MSCVC). This title modification focused the roles of inspectors on safety and aligned the Division's emphasis towards compliance requirements. This included the reclassification of enforcement officer to compliance inspectors.

The Division consists of two sections: Measurement Standards (MS) and Commercial Vehicle Compliance (CVC). MS is responsible for the annual inspection of weighing and measuring devices that are used in any form of commerce and trade. CVC is responsible for commercial motor vehicle safety, size and weight enforcement, and issuing oversize and overweight permits, in addition to the enforcement of federal commercial motor carrier safety regulations. Information in this report is provided in state fiscal, federal fiscal, or calendar year depending on the program reporting period.

<u>Year</u>	<u>Period</u>
Federal Fiscal Year 2019 (FY2019)	October 1, 2018 – September 30, 2019
State Fiscal Year 2019 (SFY2019)	July 1, 2018 – June 30, 2019
Calendar Year 2019 (CY2019)	January 1, 2019 – December 31, 2019

## Measurement Standards

Measurement Standards (MS) uses multiple approaches of enforcement and regulatory compliance to ensure accurate trade measurements in the market place. These approaches include:

- Inspection and testing of weighing and measuring equipment used in commerce
- Investigating consumer complaints and working toward willful compliance
- Providing educational outreach to device owners and consumers

There were 11,781 weights and measures device inspections conducted during SFY2019, compared to 17,651 inspections conducted in SFY2018.

The photograph to the right highlights a trailer mounted test probers used and housed in Dutch Harbor. It tests the calibrations of medium and large petroleum meters used in commerce and provides calibration traceable to the National Institutes of Standards and Technology (NIST) standards.



Inspectors sampled 3,636 items to determine pricing accuracy and took enforcement actions on 128 price overcharges to consumers. Consumer complaints relating to price inaccuracies and fuel pump issues are the most frequently received from the public.

### Commercial Vehicle Compliance

CVC uses multiple avenues to enhance motoring safety and preserve State infrastructure. These include:

- Conducting commercial motor vehicle/driver safety, size, and weight inspections
- Continuing enforcement and training partnerships with local, state, and federal law enforcement agencies
- Educating property and passenger carriers that operate in Alaska
- Educating hazardous materials carriers that operate in Alaska
- Issuing oversize and overweight permits to the motoring public

CVC's primary activities are to conduct safety inspections, size and weight compliance checks on all vehicles, especially those engaged in commerce, and to ensure proper permitting of all vehicles operating in Alaska. To the right is a mandatory weigh for a pile driver. Commercial vehicle and driver inspections serve to reduce the severity of CMV-related crashes by removing unsafe vehicles and unqualified drivers from the road. A total of 755 unsafe vehicles and 90 unqualified drivers were removed from the road during FY2019. In FY2019, a total of 5,868 inspections were conducted by Commercial Vehicle Compliance Inspectors (CVCIs). CVCIs documented 6,564 safety violations, which include: 5,287 vehicle violations, 1,148 driver violations, and 129 Hazardous Material (HazMat) safety violations.

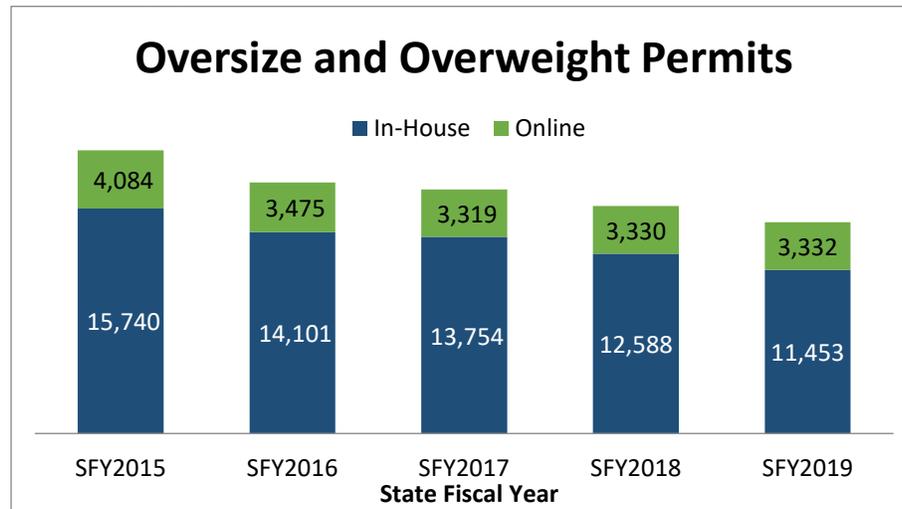


The purpose of weighing CMVs on Alaskan roads is to ensure the safety of the motoring public and the preservation of infrastructure. CMVs that are not weight compliant contribute to the premature deterioration of Alaska's roads and bridges. Inspection efforts focus on maintaining a high level of CMV weight compliance at fixed inspection/weigh stations and roadside inspection stations away from fixed facilities. In FY2019, a total of 64,718 CMVs were weighed for compliance at weigh stations throughout Alaska; an additional 208 vehicles were weighed during roadside weight inspections. There were 729 unpermitted overweight trucks discovered, 187 of which received a written citation. The SFY2019 weight compliance rate was 98.5%. Continued size and weight enforcement throughout the Northern and Central regions of Alaska is expected to maintain weight compliance in FY2020.

The State of Alaska operated and maintained nine fixed facilities where safety inspections were conducted. The State also has eight fixed weigh-in-motion (WIM) sites for monitoring traffic flows. Leveraging the data in areas where WIMs are located, MSCVC was able to focus on areas with high traffic volumes.

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Oversize and overweight vehicles without a permit can be a safety hazard to the motoring public and could possibly damage infrastructure. The Commercial Vehicle Customer Service Center (CVCSC) analyzes routes to process permits that ensure safe routes that preserve the State's infrastructure when vehicles or loads exceed legal dimensions. The CVCSC produced 14,785 oversize and overweight permits in SFY2019; an additional 8,731 temporary truck/trailer registration permits were processed. The total number of oversize and overweight permits issued has slightly decreased from SFY2015 through SFY2019 (see graph below).



### Employee Recognition

During CY2019, the inspectors and staff of MSCVC had an exemplary year. Several individuals were recognized for their excellence during the year. CVCI Ron Lucero, received the Leadership Award and Administrative Assistant, Jamie Haughaboo received the Outstanding Employee Award. Sgt. Stephanie King (right), received the Employee of the Year Award for her dedication as a Commercial Vehicle Compliance Inspector II by Commissioner MacKinnon (also featured).



Sgt. Stephanie King with Commissioner John MacKinnon

### Financial Position

MSCVC leverages a combination of funding from the State of Alaska and the Federal Government. During SFY2019, MSCVC spent approximately \$5,958,000.

- 41.69% – General Funds – Program Receipts (DGF)
- 30.04% – Grant Funds
- 17.72% – General Funds (UGF)
- 8.37% – Unified Carrier Registration Receipts
- 2.01% – ICAP-Operating
- 0.15% – Interagency Receipts (RSAs)
- 0.03% – State Capital Projects

MSCVC relies on state funding to leverage federal grant funding. Federal funding supports a portion of enforcement personnel, supplies, equipment, technology, research, and performance-based brake testers.

### **Future Challenges**

Measurement Standards (MS) will need effective management of personnel to meet statutory requirements. All registered scales, meters, and scanners require annual testing per AS 45.75.080 – General Testing. The anticipated challenges are performing inspections and ensuring compliance on all weighing and measuring devices throughout the state. These inspections ensure accurate trade measurements for wholesalers, retailers, and Alaskans who purchase items based on weight, volume, or measure.

Weights & Measures Inspectors operate out of Anchorage and Juneau, but also travel to outlying areas in order to serve the entire state. Inspectors require specialized tools and training to keep up with technological advances in measuring as it relates to device design, applications, and inspections. MS works closely with the National Conference on Weights and Measures (NCWM) to provide a Professional Development Program that encourages employee retention.

Marijuana dispensaries are increasing around the state. These dispensaries have led to an increase in the responsibility of Measurement Standard's mission. A rigorous testing program of the scales used in these businesses, as with all measurement devices used in commerce, requires a robust and comprehensive MS presence to protect both consumers and the interests of the state. This presence necessitates MS to play an active role in promoting fairness and assisting new business growth.

CVC is designated as the lead Motor Carrier Safety Assistance Program (MCSAP) agency. CMV safety inspections in urban and rural locations reduce CMV crashes, fatalities, and injuries. According to five years of data, approximately 80% of permits are processed by in-house staff as opposed to online.

The Fixing America's Surface Transportation Act, or FAST Act, was signed into law by the President of the United States on December 4, 2015. This act funds surface transportation programs through 2020 and further consolidates federal transportation grants. As a result of the FAST Act, the MCSAP application has been consolidated and become multi-year, but the MCSAP formula is still in review and is anticipated to be implemented in 2020.

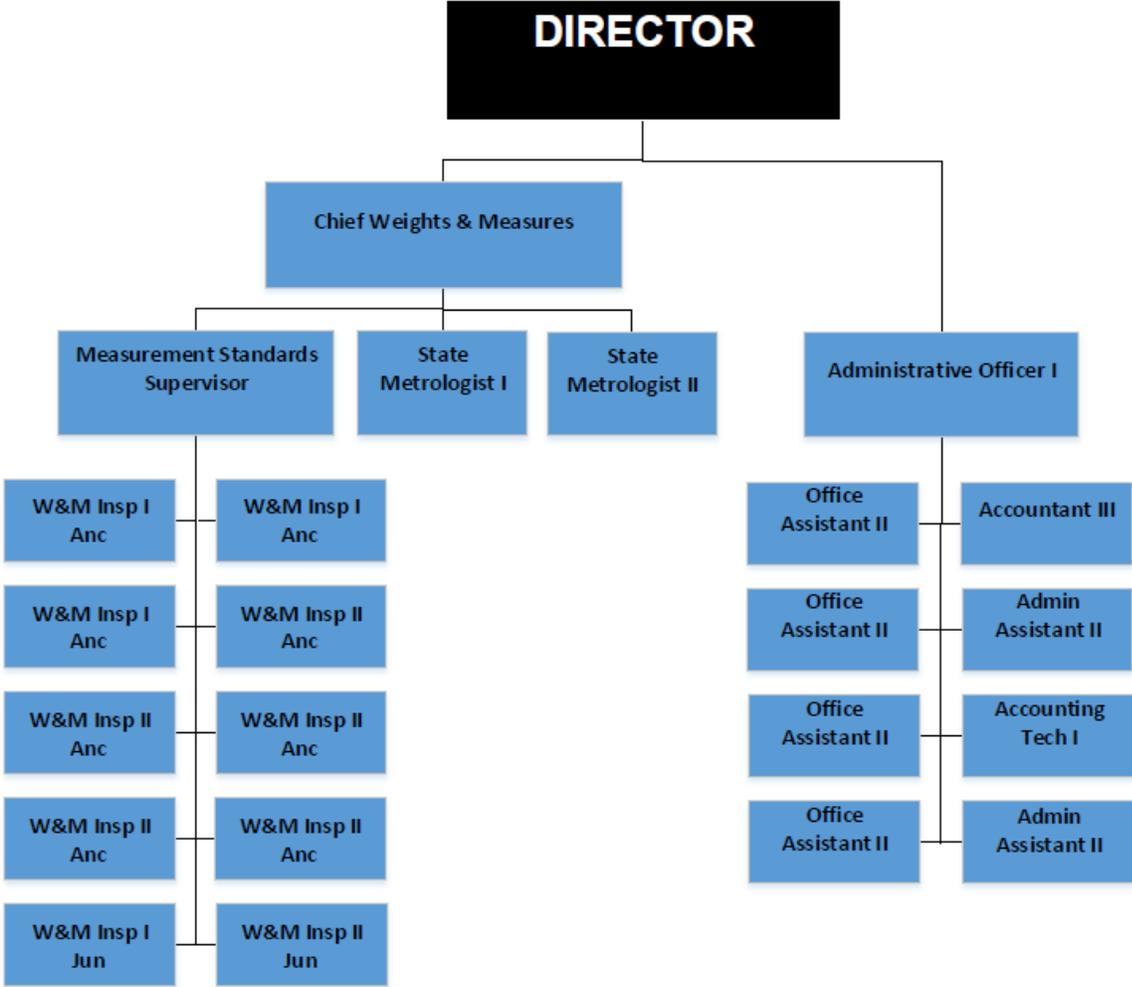
This annual report is distributed to stakeholders, interested parties, and is available for download at:

[www.dot.alaska.gov/mscvc](http://www.dot.alaska.gov/mscvc)

# Measurement Standards



### Measurement Standards – Section Organizational Chart



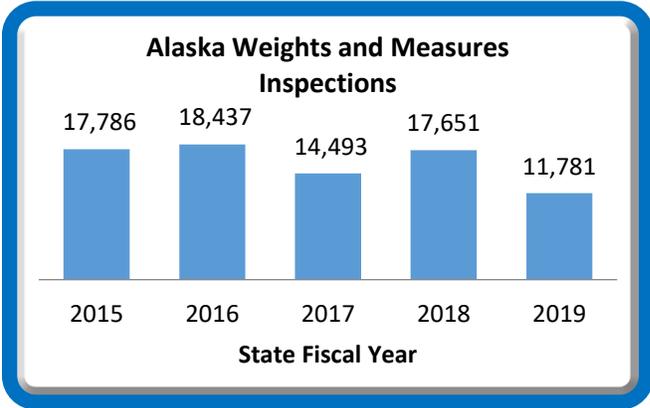
As of February 11, 2020

## Measurement Standards – Inspections and Testing

The goal of Measurement Standards (MS) is to assure marketplace confidence and equitable trade with the objective of safeguarding the public and industry in matters involving commercial determinations of quantity. Devices used commercially must be registered with the Division to be in compliance with statutory requirements. Inspection and testing procedures are designed to ensure the accuracy of all transactions when merchandise is bought or sold by weight, measure, or count, and to eliminate the potential for fraud, carelessness, and misrepresentations during these transactions.



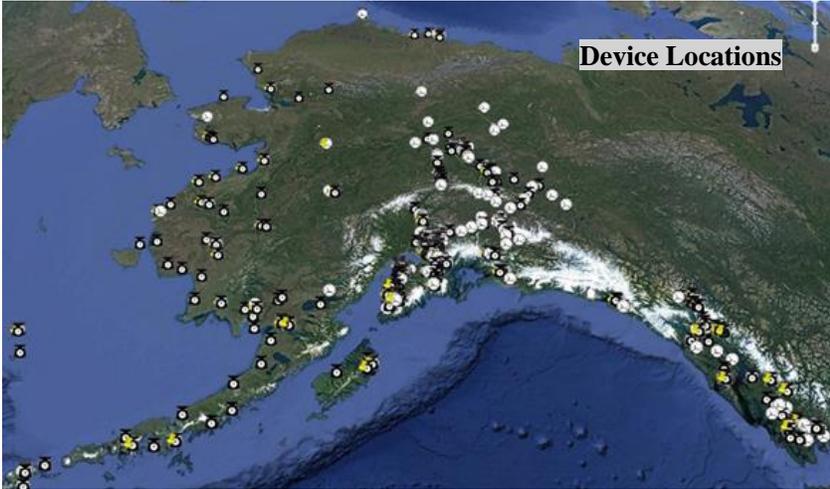
Left to right: Supv. Gidget Sanders, Insp. Levi Hansen, Insp. Sarah Sparry, Insp. Travis Garding, Insp. Monette Schwoerer, Insp. Manger Alliniece, Insp. James Cotenias , Chief Daniel Byrd, Director Daniel Smith



For example, an improperly calibrated gasoline retail dispenser could be overcharging customers for fuel. Activities performed in pursuit of this goal include the testing of commercial scales and meters. Additionally, inspectors perform price verification evaluations and check the accuracy of advertised net content labeling. Emphasis has been placed on testing weight and measurement devices annually, increasing large fuel meter inspections, and improving inspector productivity.

### Device Inspections

There were 11,781 weights and measures device inspections conducted during SFY2019, to include 9,830 registered devices. This is a decrease from the 17,651 inspections conducted in SFY2018. Of these 11,781 devices, 19% were retail liquid measuring devices (fuel pumps), 24% were fish scales used to weigh 1,001-5,000 pounds, 20% were small scales used to weigh up to 50 pounds, and the remaining 37% were an assortment of other devices. Statewide there are 19,040 active registered



devices, some of which are inspected multiple times to bring them into compliance if they didn't pass the initial test. Under AS 45.75.080, weighing and measuring devices are required to be tested and inspected annually. As seen to the left, these devices are scattered all across Alaska, with the greatest concentrations along the highway system and in Southeast.

### **Focus on the Future**

Industry compliance with statutes and regulations are directly dependent on the frequency of inspections and the presence of Weights & Measures Inspectors. Periodic testing ensures accurate trade measurements for wholesalers, retailers, and Alaskans who purchase items based on weight, volume, or measure. MS continues to assist businesses with legal packaging and labeling requirements for products intended to be sold in the national or international market.

MS works to reduce the cost of traveling to communities to conduct inspections, including those which are accessible only by air and/or by ferry. One example of this is the investment in additional test weights and volume standards which are located in specific communities around the state; having this equipment already in the field eliminates the additional cost of repeatedly shipping it and, therefore, lowers the cost of inspections. MS works with device owners to conduct weight and measure inspections in support of remote road and airport construction projects. MS is continually broadening the scope of their inspection capabilities.

The marijuana industry continues to expand and has become a reliable source of income to the state with the collection of tax revenue in millions annually. The value of the tax collected is entirely reliant on scales used to calculate the weight of product sold by cultivators. These scales are tested and certified by state Weights & Measures Inspectors annually. Since 2017, the number of scales used in this industry has increased by 244 devices to a total of 659 statewide. This steady upward trend has not slowed since the inception of legal marijuana sales in Alaska. Weights & Measures has been instrumental in helping these new businesses comply with marijuana regulations and state laws. This is one area that is continually evolving and it is assured that the number of inspections associated with compliance, oversight and consumer protection will increase over time.

## Measurement Standards – Metrology Laboratory



Metrology is defined as the science of measurement, and is a requisite aspect of weights and measures. Although this function is relatively low in profile, the Metrology Laboratory provides the critical link that allows the Division to assure confidence in measurements made within the state, particularly in regard to commerce and law enforcement. The Metrology Laboratory provides calibration and certification for the field standards used by Weights & Measures Inspectors and industry. This includes mass standards up to 1,000 pounds, volumetric provers up to 1,000 gallons, tuning forks, thermometry, and portable weight enforcement scales. All measurements are traceable to the International System of measurement through NIST. In the image to the left State Metrologist Monette Schwoerer is observing environmental conditions while calibrating a five gallon test.

The primary customers of the laboratory are the Weights & Measures Inspectors, but services are also provided to local law enforcement agencies, scale service companies, fuel distribution and support organizations, medical service companies, and the military. A person who submits an artifact for calibration will incur a nominal fee as set by 17 AAC 90.910 Metrology laboratory fees.

The State of Alaska Metrology Laboratory is the only facility recognized by the National Institute of Standards and Technology (NIST) and the only facility accredited by the National Voluntary Laboratory Accreditation Program (NVLAP) in the state. A state run metrology laboratory "*Keeps Alaska Moving*" by reducing downtime and increasing productivity.

The State Metrology Laboratory is one of 21 state laboratories in the United States operating under a two-year recognition from the National Institute of Standards and Technology, and was recently granted another two-year recognition for 2020 and 2021. The State Metrology Laboratory is one of only 18 state laboratories accredited by the National Voluntary Laboratory Accreditation Program.

## Measurement Standards – Information and Contacts

The MSCVC web site is designed to be a “One-Stop” portal to access information about the Measurement Standards section, get answers to questions and present concerns. By following the link below the public can obtain contacts, file a complaint, or register a device for testing.

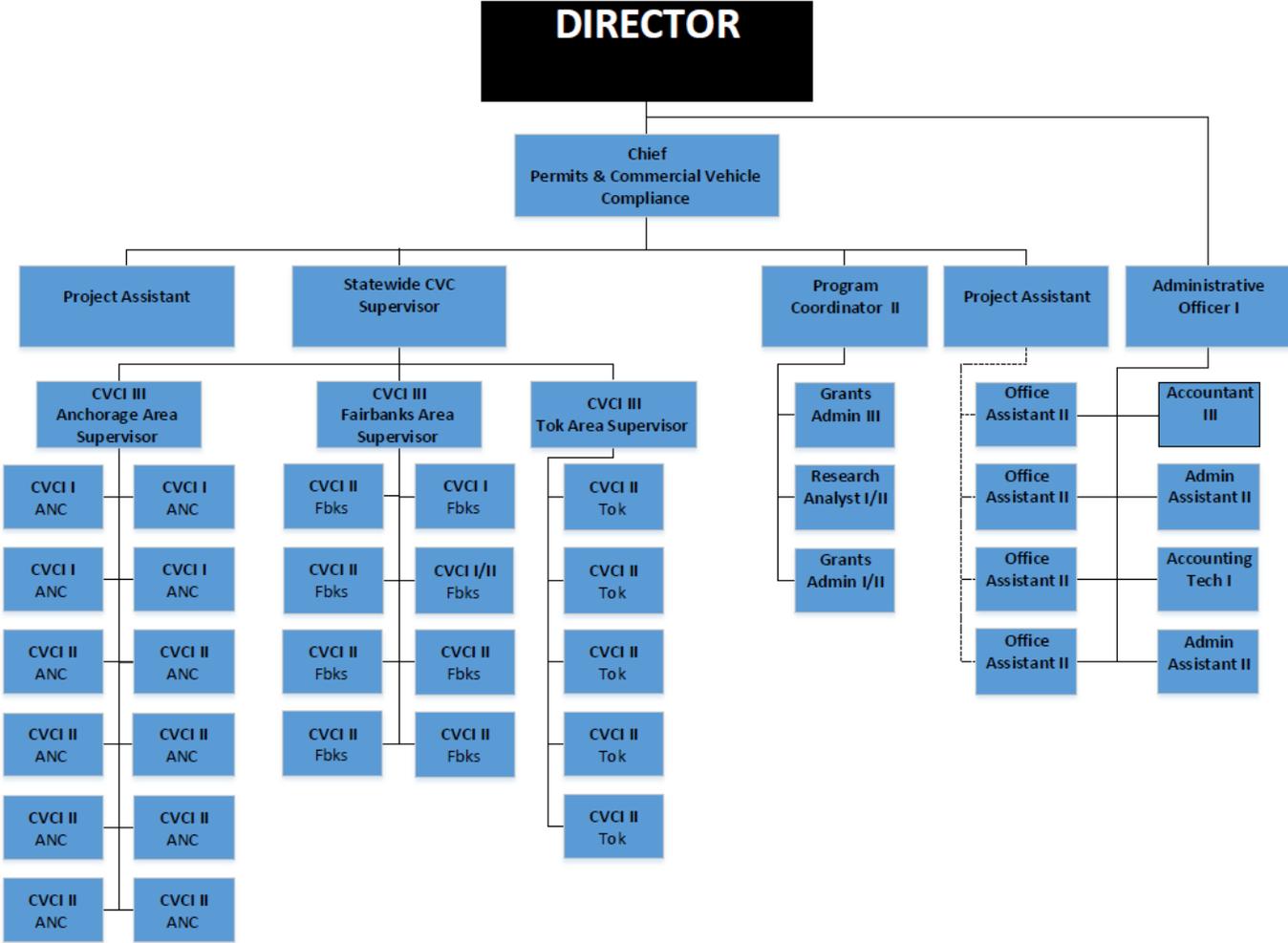
<http://dot.alaska.gov/mscve/index.cfm?go=mscve.wm>

<i>City</i>	<i>Name</i>	<i>Title</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>
<i>Anchorage</i>	Vacant	Chief, Weights & Measures	907-365-1210	907-365-2313	Vacant
<i>Anchorage</i>	Marjory Sanders	Measurement Standards Supervisor	907-365-1240	907-365-2313	marjory.sanders@alaska.gov
<i>Anchorage</i>	Gary Brown	Metrologist II	907-365-1233	907-365-2313	garret.brown@alaska.gov
<i>Juneau</i>	Marty Holmberg	Inspector II	907-789-9763		marty.holmberg@alaska.gov

# Commercial Vehicle Compliance



# Commercial Vehicle Compliance – Section Organizational Chart

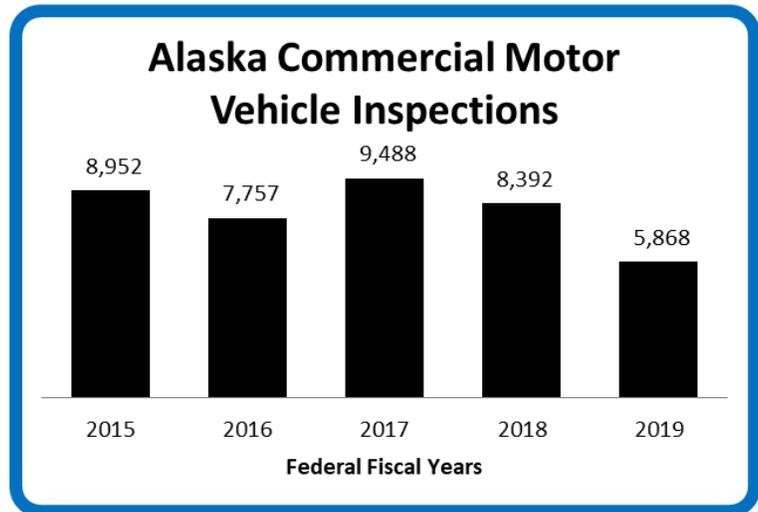


As of February 11, 2020

## Commercial Vehicle Compliance – Inspection Program

### History of the CMV Inspection Program

The State of Alaska began participation in the Federal Motor Carrier Safety Assistance Program (MCSAP) in 1988 with a \$25,000 grant. In 1989, the U.S. Department of Transportation (USDOT), Federal Motor Carrier Safety Administration (FMCSA) awarded a \$125,000 grant, and four inspectors were hired in July, 1990. The new inspection program was administered by the Department of Public Safety and consisted of four inspectors, two Alaska State Troopers, and one clerk. During FY1993, 631 inspections were conducted. With the creation of the Division in 1997, MSCVC became the Lead Agency for size and weight and oversize/overweight permitting. During FY18, Commercial Vehicle Enforcement Officers (CVEO) were reclassified to Commercial Vehicle Compliance Inspectors (CVCI). In FY19, the Division modified their title to Measurement Standards Commercial Vehicle Compliance. During FY2019, a total of 5,868 safety inspections were conducted on CMVs, as seen in the figure to the right.



### Activities

MSCVC uses multiple approaches for enforcement and to ensure regulation compliance. Inspections are conducted at fixed inspection/weigh stations, roadside pull-outs, and at terminal locations. Terminal inspections provide additional safety benefits for industry and training for MSCVC



A Commercial Vehicle Compliance Inspector performing a Level I and checking wheel fasteners on a CMV.

personnel. MSCVC has partnered with the Alaska State Troopers and a police department to remove impaired CMV drivers and unsafe vehicles from the highways with ongoing and effective enforcement initiatives. To ensure maximum operational effectiveness and efficiency, MSCVC has dedicated resources to support the following safety programs (national program elements defined in 49 CFR 350.109):

- Driver/Vehicle Safety Inspections
- Public Education and Awareness
- Data Collection

MSCVC is funded through a combination of sources: State of Alaska appropriations, Unified Carrier Registration (UCR) receipts, and Federal Government grants. Safety programs supported by federal and state funds include:

### Unified Carrier Registration (UCR)

The Unified Carrier Registration (UCR) program is used to register operators of CMVs who conduct interstate and international commerce. It was created by federal legislation and

adopted by states, replacing the former Single State Registration System (SSRS). Motor carriers, motor private carriers, freight forwarders, leasing companies, and brokers that operate in interstate or international commerce in the United States must register under the UCR program through their participating state.

#### High Priority – Commercial Motor Vehicle (HP-CMV)

The High Priority CMV grant provides financial assistance to carry out high priority activities and projects that improve CMV safety. The program aims to increase compliance with CMV safety regulations and increase public awareness about CMV safety, along with providing education and outreach on CMV safety related issues. The program also has a goal to demonstrate new safety related technologies and reduce the number and rate of crashes involving CMVs.

#### High Priority – Innovative Technology Deployment (HP-ITD)

Formerly known as Commercial Vehicle Information Systems and Networks, the HP-ITD grant provides financial assistance to integrate systems to improve accuracy, integrity, and verifiability of credentials. The program aims to improve efficiency through electronic screening of CMVs and enabling online application and issuance of credentials. Funds are provided to advance the technological capability and promote the deployment of intelligent transportation system applications. It includes real-time sharing of CMV safety data between FMCSA and CVISN states, online permitting, and electronic safety and credential screening of CMVs.

#### Motor Carrier Safety Assistance Program – Basic and Incentive (MCSAP-B&I)

MCSAP Basic and Incentive is a coordinated and uniform program of inspections and enforcement activities related to intrastate and interstate commercial vehicles and drivers. This program allows for compliance checks of drivers and vehicles operating on public roadways. Coordinated efforts between state and industry helps reduce fatalities, injuries, property damage, and hazardous material incidents. This includes HP-ITD operations and maintenance and Performance and Registration Information Systems Management (PRISM) Program.

#### Motor Carrier Safety Assistance Program – Border Enforcement (MCSAP-BE)

The BE program is for states that share a land border with another country. BE funds are utilized to ensure motor carriers operating cargo and passenger-carrying CMVs entering the United States from a foreign country are in compliance with commercial vehicle safety standards and regulations, financial responsibility regulations and registration requirements of the United States, and to ensure drivers of those vehicles are qualified and properly licensed to operate a CMV. The BE program is in support of MCSAP's initiatives.

#### Motor Carrier Safety Assistance Program – New Entrant (MCSAP-NE)

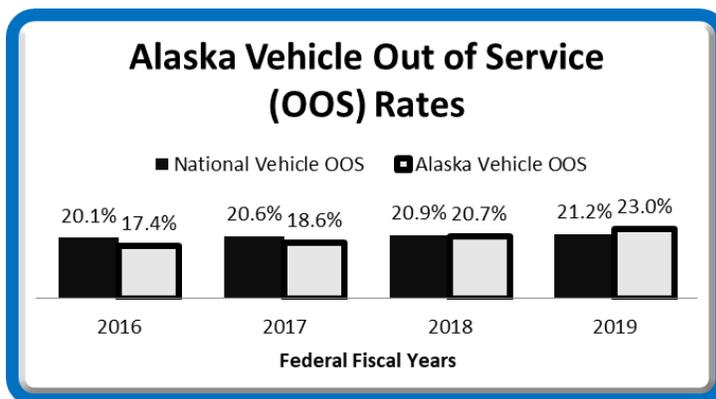
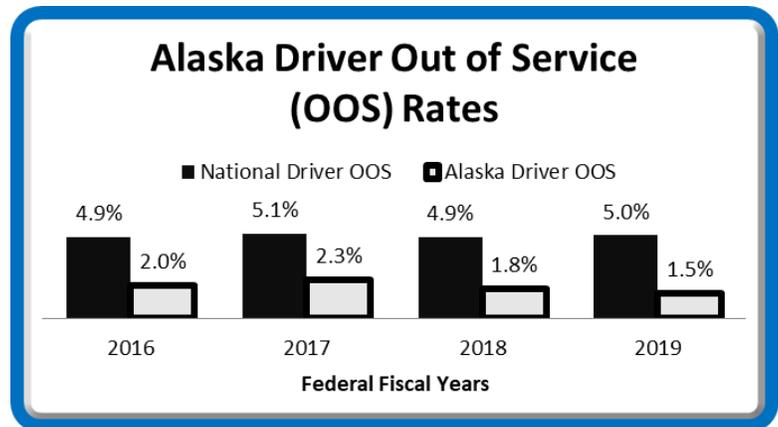
The NE program provides education and outreach to reduce the number and severity of crashes, injuries and fatalities involving CMVs by reviewing new interstate motor carriers to ensure that they have effective safety management programs.

### CMV Safety in Alaska (Out of Service Rates)

One measurement of the overall safety of commercial motor vehicle traffic is the Out of Service (OOS) rate.

Consistent enforcement and education can maintain or improve carrier and driver behaviors. The safety inspection program helps drivers and carriers comply with state and federal safety regulations, thereby reducing driver and vehicle OOS rates. Removing drivers from the road for unsafe or fatigued driving and/or controlled substance

violations reduces the risk of crashes. Fatalities in Alaska are relatively rare events, so MSCVC utilizes a combination of the reduction of CMV crashes and OOS rates to measure the safety of CMV traffic.



Through repeated inspections and educational outreach the statewide driver OOS rate has decreased from 2.0% in FY2016 to 1.5% in FY2019, as seen on the above figure, which is noticeably less than the national average. In comparison, the statewide vehicle OOS rate increased from 17.4% in FY2016 to 23.0% in FY2019 as seen on the figure to the left. Alaska remains consistent with the national

average for vehicle OOS rates. The focus of inspectors is on vehicles that have a readily identifiable safety violation or in need of an annual inspection. By conducting roadside deployments we are able to see new truck populations that would otherwise go uninspected. In 2019, 15 total deployments were conducted, including 11 rural road deployments.

### Alaska CMV Inspection Program

MSCVC inspectors are Department of Transportation & Public Facilities employees authorized to enforce permits, size and weight regulations, and commercial vehicle safety. The Alaska Department of Public Safety has issued Special Commissions for all commercial vehicle compliance inspectors. As the Lead Agency, MSCVC has the authority to stop vehicles for size and weigh checks, inspect vehicles, and, if necessary, temporarily issue an out-of-service order if the driver is not qualified or vehicle is unsafe or issue a stop movement order if the vehicle is not in compliance. The Alaska commercial vehicle size, weight, and permit regulations are contained in 17 AAC Chapter 25.

To standardize safety inspections within Alaska, the Federal Motor Carrier Safety Administration (FMCSA) North American Standard (NAS) Inspection Levels are utilized.

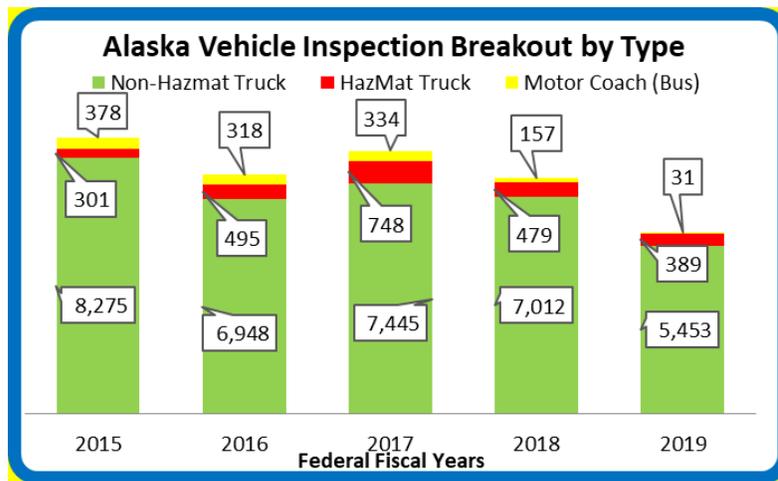
- Level I (Full Inspection)
- Level II (Walk-Around Vehicle and Driver Inspection)
- Level III (Driver/Credential Inspection)

- Level IV (Special Inspection)
- Level V (Vehicle-Only or Carrier Terminal Inspection)

As seen in the following table, during FY2019, a total of 5,868 CMV safety inspections were conducted by CVCIs. The total safety inspections that were conducted during FY2019 are broken down by the inspection level in the table below. Based on the five-year average (FY2015-FY2019) the number of safety inspections completed during FY2019 is below average. However, safety inspections that were conducted at level IV (Special Inspection) were above the average.

NAS Inspection Level	2015	2016	2017	2018	2019	Five Year Average
I	2,021	2,193	3,039	2,450	1,641	2,269
II	2,014	2,101	2,483	2,061	1,560	2,044
III	4,687	3,237	3,677	3,811	2,574	3,597
IV	129	20	25	70	85	66
V	101	206	264	0	8	116
<b>Grand Total</b>	<b>8,952</b>	<b>7,757</b>	<b>9,488</b>	<b>8,392</b>	<b>5,868</b>	<b>8,091</b>

The number of motor coach<sup>1</sup>, Hazardous Material (HazMat), and non-HazMat truck inspections decreased in FY2019 as seen in the figure below. As a result of statewide enforcement efforts, 755 unsafe cargo-carrying CMVs and no unsafe passenger carrying CMVs were removed from the road. Through the safety inspector program, MSCVC identified 90 unqualified cargo carrying CMV drivers and no unqualified passenger carrying CMV drivers during FY2019.



## Motor Coach

(example)

## Truck

(example)

## HazMat

(example)

<sup>1</sup> For the purpose of this Annual Report, the terms motor coach and bus have the same meaning. However, it is important to note that MSCVC only has authority to enforce upon tour and charter buses, not transit or school buses.

## Roadside Enforcement

CVCIs work away from weigh stations to address concerns of noncompliance to prevent crashes and fatalities. As a part of the MCSAP High Priority Grant, MSCVC conducted 15 roadside deployments. These deployments had a goal of reducing the risk of crashes by performing high visibility CMV HazMat/non-HazMat and motor coach enforcement. CVCIs conducted 4 urban road trips and 11 rural road trips throughout the state. Those rural road deployments were made on the Seward Highway near Indian, Richardson Hwy near Salcha, Parks Highway near Houston, Nenana, and the Tok Cutoff Hwy.

Many rural areas of the state may not have wireless or cellular coverage; therefore, CVCIs are equipped with Alaska Land Mobile Radios (ALMR) to conduct driver license, warrant, and vehicle registration checks. When on deployment CVCIs are equipped with portable Haenni scales, as seen to the right, to conduct checks for weight compliance.

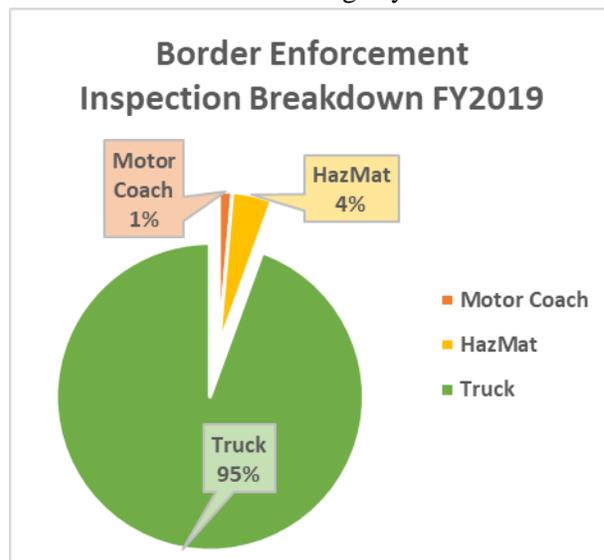


Haenni scales weighing a double axle.

## Border Enforcement

Alaska shares five road border crossings with Canada. Two of these are located in Interior Alaska: at the Alcan Port-of-Entry on the Alaska Highway and Poker Creek on the Top of the World Highway. Two others are located in Southeast Alaska: the Dalton Cache station on the Haines Highway and the U.S. Border station near Skagway on the South Klondike Highway. The fifth border crossing is

located on the Stewart-Hyder Access Road, located in Southeast Alaska, geographically closer to Seattle, Washington than to Anchorage.



The portion of the Alaska Highway running from the United States/Canada border to the Tok Weigh Station is the first point of contact. This is a major port for International Commerce vehicles entering and leaving Alaska. Vehicles operating in interstate and international commerce represented about 88.26% of the inspections that occurred at the Tok WS in FY2019.

In FY2019, seven motor coaches operating in foreign or domestic commerce were inspected during the summer season. Commercial vehicles carrying HazMat and operating in interstate and international commerce are also subject to the inspection program. During FY2019, 21 HazMat inspections occurred as part of border enforcement. These totals for motor coach and HazMat inspections are expressed as a percentage of the 504 total border enforcement inspections in the chart above.

### New Entrant Program

The New Entrant Program introduces new interstate motor carriers to Federal compliance and safety regulations. When a carrier registers to conduct interstate operations and receives a U.S. Department of Transportation (USDOT) number, they are considered a New Entrant and will be monitored for their first 18 months. Within 12 months the New Entrant Safety Auditor will determine the motor carrier's eligibility for a safety audit, which includes providing educational and technical assistance as needed. The Entrant Program was new to Alaska in FY19. During FY19, the New Entrant Safety Auditor had a total of 82 New Entrants and of those eight were determined eligible and audited.

### MSCVC Inspection Tools

MSCVC utilizes a Performance-Based Brake Tester (PBBT) during inspections with the intent of reducing the risk of CMV crashes due to poor or inoperable braking systems. The PBBT is a mobile dynamometer, which directly tests the braking capacity of each axle, allowing the CVCI to determine if the vehicle has adequate braking capacity for a given vehicle weight.

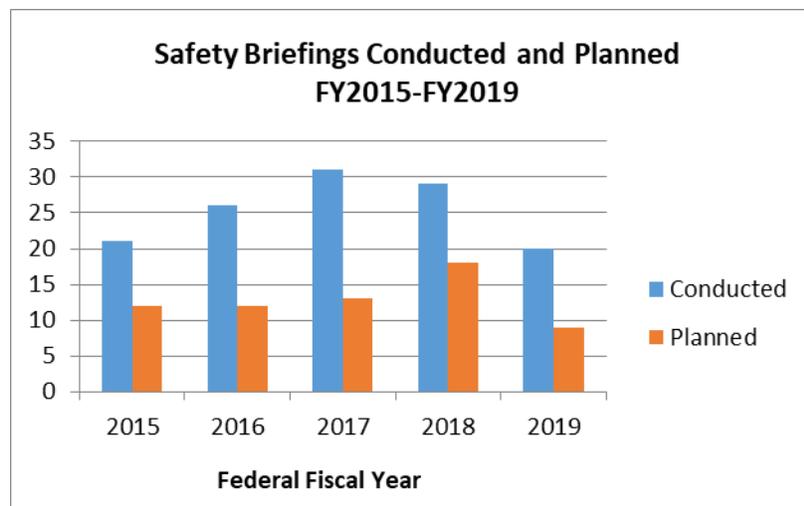


The PBBT at the Glenn Outbound weigh/inspection facility

### Educational Outreach

Outreach efforts improve the driver's awareness of highway users by attending events in regards to minimizing the risk of a crash with a CMV, and the resulting injury and/or fatality. The fundamental strategy is to raise safety awareness about sharing the road with CMVs. MSCVC continues to work with stakeholders that are interested in commercial

vehicle safety. In FY2019, our goal was to conduct nine safety briefings throughout the state. We exceeded that goal and conducted a total of 20 safety briefings.



**Future Updates**

UCR fees were increased from 2018 to 2019 per the proposed fee schedule. The UCR fee schedule is as follows:

<b>Power Units</b>	0-2	3-5	6-20	21-100	101-1,000	1,001+
<b>Fees</b>	\$62	\$185	\$368	\$1,283	\$6,112	\$59,689

The State has implemented Shared Services of Alaska (SSOA), which is an organizational structure providing back-office support for common administrative functions, allowing agencies to focus more closely on core mission responsibilities. In 2019, travel functionality has partially been transitioned to SSOA with other functionalities like accounts payable, accounts receivable, and procurement planned in the coming years.

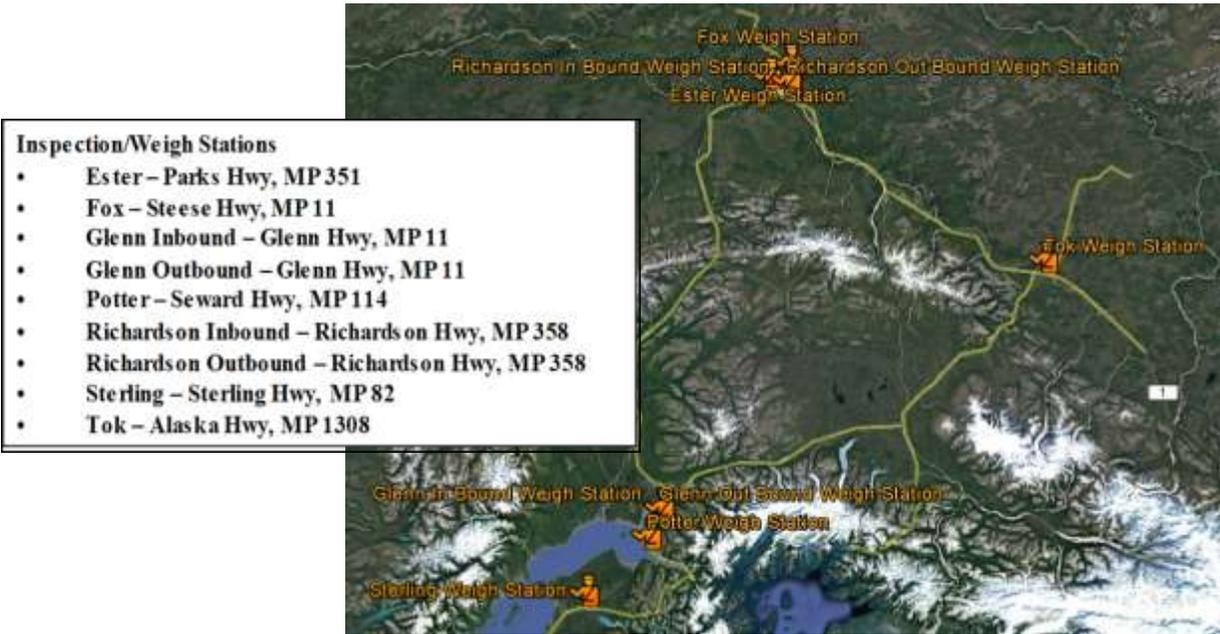
**Commercial Vehicle Compliance – Size and Weight Compliance**

Division inspection efforts continue to focus on maintaining a high level of compliance at fixed inspection/weigh stations and improving compliance at roadside inspection sites. Size and weight inspection efforts focus on identifying and correcting non-compliant oversize and overweight vehicles as both have negative impacts on highway safety and public infrastructure, including railroad crossings, airport access, and marine highway docks. The SFY2019 weight compliance rate was 98.5%.



Glenn Inbound Weigh Station

Fixed inspection/weigh stations have designated areas for inspection of a commercial motor vehicles and driver credentials. Weigh Stations have fixed scales, equipped to measure axle group weight and gross vehicle weight, are installed at all of these facilities statewide. The locations of the fixed



inspection/weigh stations in the state generally do not allow large commercial vehicles to take alternate routes and bypass the facility.

As represented in the image on the previous page, all Alaska fixed inspection/weigh stations are located on the National Highway System. During SFY2019, MSCVC weighed 64,718 CMVs at the fixed inspection/weigh stations listed in the upper left portion of the image. Portable weigh scales are used at roadside locations by CVCIs. During FFY19, CVCIs conducted a total of 208 portable weigh scales.

### **Innovative Technology Deployment (Formerly CVISN)**

The Innovative Technology Deployment (ITD) program helps improve commercial motor vehicle safety by:

- focusing safety enforcement on high-risk operators
- integrating systems to improve the accuracy, integrity, and verifiability of credentials
- improving efficiency through electronic screening of commercial vehicles

ITD refers to the information systems that support local CVC activities. Systems that support CVC activities consist of the following components:

- Weigh in Motion (WIM) sites – A WIM site allows the weight of a vehicle to be screened while maintaining traffic flow. WIM sites are used to measure approximate axle weights as a vehicle moves across sensors in the pavement, and to determine the gross vehicle weight and classification based on the axle weights and spacings. These devices provide data that helps MSCVC study the traffic patterns of CMVs for the efficient deployment of enforcement personnel. During FY2019, nearly 1.54 million CMVs (class 5-13 vehicles) crossed over established WIMs within the state.

- Virtual Weigh Station (VWS) – A VWS is comprised of additional components in addition to a WIM to allow the weight of a vehicle to be transmitted to a location, fixed or mobile, for screening purposes while maintaining traffic flow. These components include cameras to capture images of CMVs passing over the WIM, and software and hardware to transmit



the image and weight data to either fixed inspection/weigh stations or a web location. Currently, VWSs are at the Port of Anchorage (transponder reader pictured above), the Sterling Highway, Steese Highway and the Glenn Highway. To ensure continued operations of the VWS at the Glenn Hwy locations, the intelligent roadside computer (iROC) was successfully replaced with a newer system in 2019. Data from the Glenn Highway WIM, Automated Vehicle Identification (AVI), and Video Identification (VID) are transmitted to the nearby weigh stations for the purpose of prescreening the weight compliance of vehicles.

- **Sorting system** – The sorting system adds to the VWS through the use of transponders, provided free of charge in Alaska, which may allow compliant vehicles to bypass an open weigh station. A sorting system is active at the Outbound Glenn Highway weigh station (pictured to the right). In addition to cost savings to the industry, the reduction in CMV idling emissions reduces the carbon footprint of the fixed inspection/weigh station.



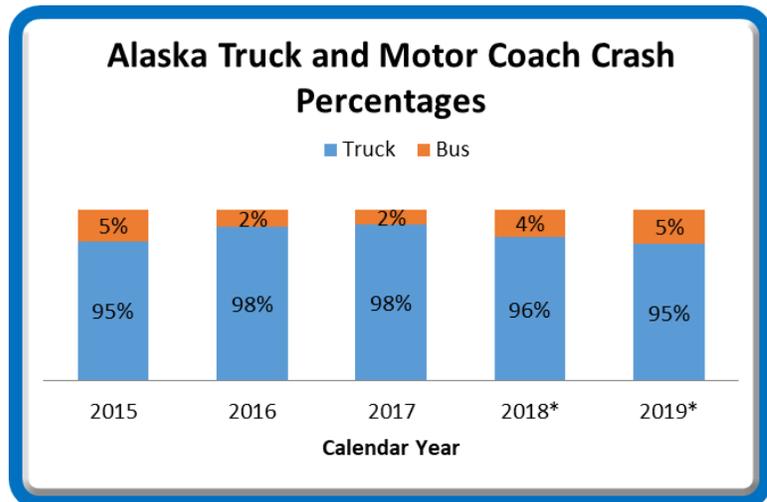
### Commercial Vehicle Compliance – Crash Reporting

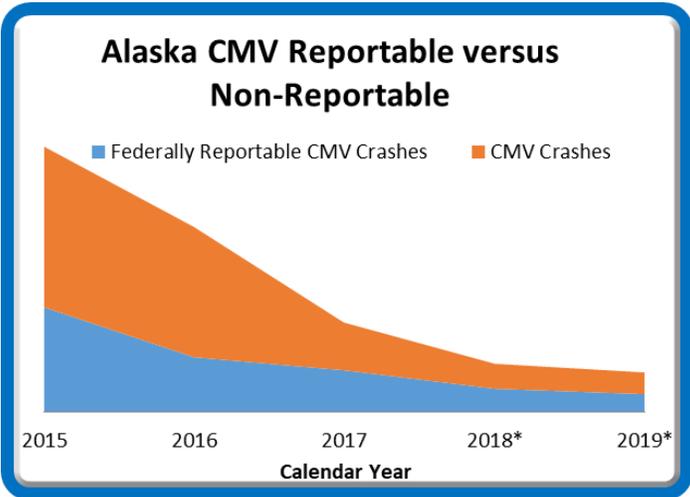


The downward trend in CMV crashes in Alaska mirrors the nationwide trend. Alaska’s efforts to reduce crashes and their causes have resulted in a goal consistent with the *FMCSA CMV Fatality Reduction Goal* of 0.114 fatalities per 100M total Vehicle Miles Traveled (VMT). In the FY2019 Alaska Commercial Vehicle Safety Plan (CVSP) the goal was to reduce the number of federally-reportable CMV-related crashes below the three-year average of 65. A federally-reportable crash is one that results in: any vehicle being disabled as a result of the crash and requiring a tow; an injury as

a result of the crash, requiring immediate transportation for treatment away from the scene; or a fatality. The graph below, displaying the total CMV crashes, injuries, and fatalities, is intended to illustrate the general downward trend. The image to the upper left corner was taken in Fairbanks after a long combination semi-trailer rolled over due to load shifting.

Motor coaches are vital modes of transportation for the Alaskan tourism industry and the general public. Unlike large cargo-carrying CMVs, motor coaches generally have many passengers on board. In the past five years, approximately 4.0% of CMV crashes in the state have involved a motor coach. Crashes involving motor coach operations are a national focus, and enforcement operations are focused on minimizing crashes related to motor coaches.





As seen on the figure to the left, in CY2019 there were 43 CMV crashes. Of those 43 crashes, 19 were considered federally-reportable. These were entered into SAFETYNET, a state-utilized federal system, and then uploaded to the Motor Carrier Management Information System (MCMIS). The remaining 24 CMV crashes had minimal, if any, personal, property or vehicle damage.

*\*Preliminary data*

## Commercial Vehicle - Customer Service Center

The Commercial Vehicle Customer Service Center's (CVCSC) objective is to protect Alaska's highway infrastructure by regulating the transport of oversize and overweight loads. Without a permit detailing specific routes any oversize motor vehicle could damage infrastructure. The image to the right, taken in 2019, shows an example of a vehicle striking the Artillery Road Bridge in Eagle River. The professional staff of the CVCSC can interpret road and bridge restrictions and may issue permits to allow movement of an oversize or overweight load in Alaska. This helps preserve infrastructure, including both roads and bridges, by detailing specific acceptable routes. A permit for travel on public roads is required for commercial and non-commercial vehicles if a size or weight limit is exceeded.



*For information regarding legal dimensions of loads, contact the CVCSC at the numbers below, or visit the website listed below.*

*(800) 478-7636 or (907) 365-1200*

Website: <http://dot.alaska.gov/mscve/index.cfm?go=mscve.permits>

Roads in Alaska are subject to extreme conditions, including: repeated freeze and thaw cycles, heavy loads, and seasonal use of studded tires. During the spring and summer months, typically March through June, roadway weight restrictions are used in an effort to reduce damage to the road system. This is accomplished by reducing certain allowable axle weights. Weight restrictions notices can be found on MSCVC's Web site at:

<http://dot.alaska.gov/mscve/index.cfm?go=mscve.weightrestrictions>

In SFY2019, the CVCSC issued 14,964 oversize and/or overweight permits. Permits were obtained at the MSCVC office and on-line. Online permits are available for limited over-dimensional and overweight loads up to 125%. The Administrative Permit Manual: Oversize and Overweight Permits is available on online at [www.dot.alaska.gov/mscve](http://www.dot.alaska.gov/mscve) to assist in the process. An additional 8,731 temporary truck/trailer registration (TRT) permits were processed. TRT permits were obtained at the Tok Port of Entry, Tok DMV, and online at [my.alaska.gov](http://my.alaska.gov).

Staff assists commercial vehicle owners:

- Obtain information for a FREE transponder (electronic by-passing of participating weigh stations)
- Update the federal MCS-150 form for vehicle PRISM registration  
*(At the time of this printing, this service is available at no charge)*
- Process annual Unified Carrier Registration (UCR) payments  
*(At the time of this printing, this service is available at no charge)*

## Commercial Vehicle Compliance – Information and Contacts

The Commercial Vehicle Compliance website is designed to be a “One Stop” portal to most questions and concerns. The office main line is 907-365-1210 and the main email is MSCVC@alaska.gov.

<http://dot.alaska.gov/mscvc/index.cfm?go=mscvc.phones>

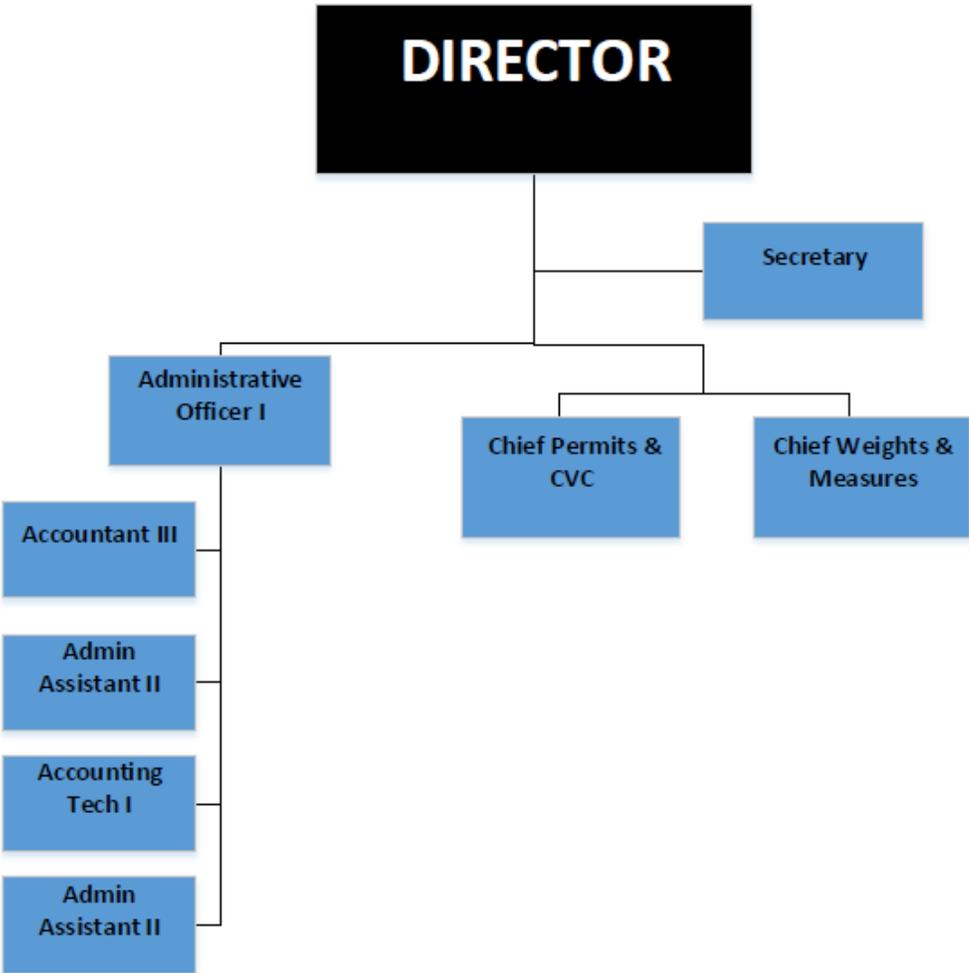
### Commercial Vehicle Compliance

<i>City</i>	<i>Name</i>	<i>Title</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>
<i>Anchorage</i>	Dan Byrd	Chief, Permits & CVC	907-365-1210	907-365-1220	daniel.byrd@alaska.gov
<i>Anchorage</i>	Michael Rogers	Statewide Supervisor	907-365-1213	907-365-1220	michael.rogers@alaska.gov
<i>Anchorage</i>	Katherine Hensley	Program Coordinator II	907-365-1215	907-365-1220	katherine.hensley@alaska.gov
<i>Anchorage</i>	Customer Service Center		907-365-1200 800-478-7636	907-365-1221 866-345-2641	swoop@alaska.gov

### Weigh Stations - Statewide

<i>City</i>	<i>Name</i>	<i>Title</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>
<i>Anchorage</i>	Stephanie King	Anchorage Area Supervisor	907-428-2020	907-365-1220	stephanie.king@alaska.gov
<i>Fairbanks</i>	Carlos Rojas	Fairbanks Area Supervisor	907-451-5443	907-365-1220	carlos.rojas@alaska.gov
<i>Tok</i>	Stephen Brooks	Tok Area Supervisor	907-883-3729	907-883-4318	stephen.brooks@alaska.gov
<i>Glenn O/B Weigh Station</i>			907-428-1333		
<i>Glenn I/B Weigh Station</i>			907-428-2064		
<i>Potter Marsh Weigh Station</i>			907-345-1184		
<i>Sterling Weigh Station</i>			907-262-5400		
<i>Ester Weigh Station</i>			907-479-5087		
<i>Fox Weigh Station</i>			907-457-8505		
<i>Richardson O/B Weigh Station</i>			907-451-1694		
<i>Richardson I/B Weigh Station</i>			907-451-5460		
<i>Tok Weigh Station</i>			907-883-4591	907-883-4318	

# Appendix A – Top Level Organizational Chart



As of February 11, 2020

**Statutory and Regulatory Authority**

AS 45.75 Weights and Measures Act

AS 19.10.060 Size, Weight, and Load Provisions; Restriction on use of Highways; Commercial Vehicle Inspection Program

AS 19.10.300 Financial Responsibility (Commercial Motor Vehicle)

AS 19.10.310 Commercial Motor Vehicle Safety Inspections

17 AAC 25 Truck Size, Weight and Safety Regulations

17 AAC 28 Buses

17 AAC 90 Specifications, Tolerances, and Regulations for Weighing and Measuring Devices



## Appendix B – Summary of Major Accomplishments in 2019

### Measurement Standards (SFY2019)

<b>Retail Items</b>	
<b>Price Accuracy Checks</b>	3,636 items
<b>% with errors</b>	1.5%
<b>Inspections</b>	
<b>Device Inspections</b>	11,781 inspections

### Commercial Vehicle Compliance (FY2019)

<b>Safety Inspections</b>	
<b>Total Number Inspected</b>	5,868 inspections
<b>Motor Coach (Bus) Inspected</b>	31 inspections
<b>HazMat Inspected</b>	389 inspections
<b>Unsafe Vehicles Removed</b>	755 vehicles placed out-of-service
<b>Unsafe Drivers Removed</b>	90 drivers placed out-of-service
<b>Safety Violations</b>	
<b>Total Safety Violations</b>	6,564 safety violations
<b>Vehicle-related</b>	5,287 safety violations
<b>Driver-related</b>	1,148 safety violations
<b>HazMat-related</b>	129 safety violations
<b>Size &amp; Weight</b>	
<b>% of weight compliance</b>	98.5% (SFY2019)
<b>Weigh Station Counts</b>	64,718 vehicles
<b>Weigh-in-Motion Counts</b>	1,543,581 vehicles
<b>Portable Scales</b>	208 vehicles

### Commercial Vehicle Customer Service Center (SFY2019)

<b>Permits</b>	
<b>Total Permits</b>	14,785 permits
<b>TRT</b>	8,731 permits

## MSCVC Contact Information

**Daniel V. Smith, Director**

**State of Alaska,  
Department of Transportation and Public Facilities,  
Division of Measurement Standards and Commercial Vehicle Compliance  
11900 Industry Way  
Building M, Suite 2  
Anchorage, AK 99515**

Phone: (907) 365-1210  
Email: [MSCVC@alaska.gov](mailto:MSCVC@alaska.gov)  
Fax: (907) 365-1220

Website: [www.dot.alaska.gov/mscvc](http://www.dot.alaska.gov/mscvc)



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Matthew Matta – Maxwell PDL Lodging

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