2020 |

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

June 24, 2021

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 2020 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

"Keep Alaska Moving through service and infrastructure."

Mission Statement

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

Table of Contents

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.

Year	**Period**
Federal Fiscal Year 2020 (FY2020)	October 1, 2019 – September 30, 2020
State Fiscal Year 2020 (SFY2020)	July 1, 2019 – June 30, 2020
Calendar Year 2020 (CY2020)	January 1, 2020 – December 31, 2020

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 13,685 weights and measures device inspections conducted during SFY2020, compared to 11,781 inspections conducted in SFY2019. The photograph to the right highlights trailer mounted test provers used and housed in Dutch Harbor. It tests the delivery of medium and large petroleum meters used in commerce and provides calibration measurement

A trailer mounted test provers used and housed in Dutch Harbor.

traceable to the National Institutes of Standards and Technology (NIST) measurement standards.

Inspectors sampled 1,575 items to determine pricing accuracy and took enforcement actions on 10 price overcharges to consumers. Consumer concerns relating to price inaccuracies and fuel pump issues are the most frequently received.

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; and
- Issuing oversize and overweight permits to the motoring public.

A permitted load moving an Abrams Tank.

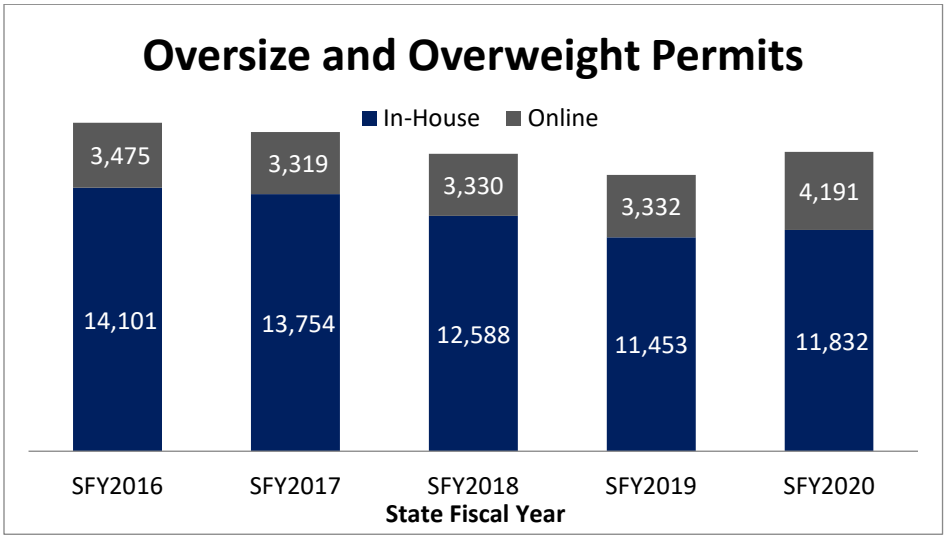
CVC's primary activities are to conduct safety inspections, size and weight compliance checks on all vehicles, especially those engaged in commerce, and to ensure proper permitting of all vehicles operating in Alaska. Commercial vehicle and driver inspections serve to reduce the severity of CMV-related crashes by removing unsafe vehicles and unqualified drivers from the road. A total of 428 unsafe vehicles and 44 unqualified drivers were removed from the road during FY2020. In FY2020, a total of 3,648 inspections were conducted by Commercial Vehicle Compliance Inspectors (CVCIs). CVCIs documented 3,558 safety violations, which include: 2,689 vehicle violations, 812 driver violations, and 57 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 FY2020, a total of 93,583 CMVs were weighed for compliance at weigh stations throughout Alaska; an additional 266 vehicles were weighed during roadside weight operations. There were 1,223 unpermitted overweight trucks identified, 184 of which received a written citation. The SFY2020 weight compliance rate was 98.3%. Continued size and weight enforcement throughout the

Northern and Central regions of Alaska is expected to maintain weight compliance in FY2021.

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.

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 16,023 oversize and overweight permits in SFY2020; an additional 10,122 temporary truck/trailer registration permits were processed. The total number of oversize and overweight permits issued has slightly decreased from SFY2016 through SFY2019 (see graph below).



Employee Recognition

During CY2020, the inspectors and staff of MSCVC had an exemplary year. Several individuals were recognized for their excellence during the year. CVCI Alexander Surnin received the Leadership Award, W&M Inspectors Martin Holmberg and Steven Burkhouse received the Team Award and Accounting Technician, Carla Williams received the Outstanding Employee Award. Marjory Sanders received the Suggestion and the Employee of the Year Award for her suggestion to use cellular devices to perform remote witness testing of vehicle scales at various remote Department construction projects. This expedited the process and increased productivity without losing any confidence in the accuracy of the test being performed.

Weights and Measures Inspector Martin Holmberg and Steven Burkhouse (not pictured) received the Team Award.

Financial Position

MSCVC leverages a combination of funding from the State of Alaska and the Federal Government. During FY2020, MSCVC spent approximately $5,713,343.70.

- 40.33%– General Funds – Program Receipts (DGF)
- 26.07% – Grant Funds
- 17.58% – General Funds (UGF)
- 10.45% – Unified Carrier Registration Receipts
- 5.23% – ICAP-Operating
- 0.28% – State Capital Projects
- 0.06% – Interagency Receipts (RSAs)

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

2020 Challenges

CVCI Surnin and CVCI Bower practicing social distancing and wearing PPE (Personal Protective Equipment) at a mandatory weigh.

On March 13, 2020 the President of the United States declared a National Emergency due to the COVID-19 outbreak. The Governor of Alaska signed the Public Health Disaster Emergency Declaration on March 11, 2020 and issued the first health mandate on March 14, 2020. MSCVC implemented social distancing and began the process to deploy staff to telework on March 23, 2020, which resulted in limited CMV and device inspection activities. This had a direct and profound impact on the Division's ability to meet the goals in support of Motor Carrier Safety Assistance Program (MCSAP) and perform annual device testing.

Future Activities

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, Fairbanks, 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.

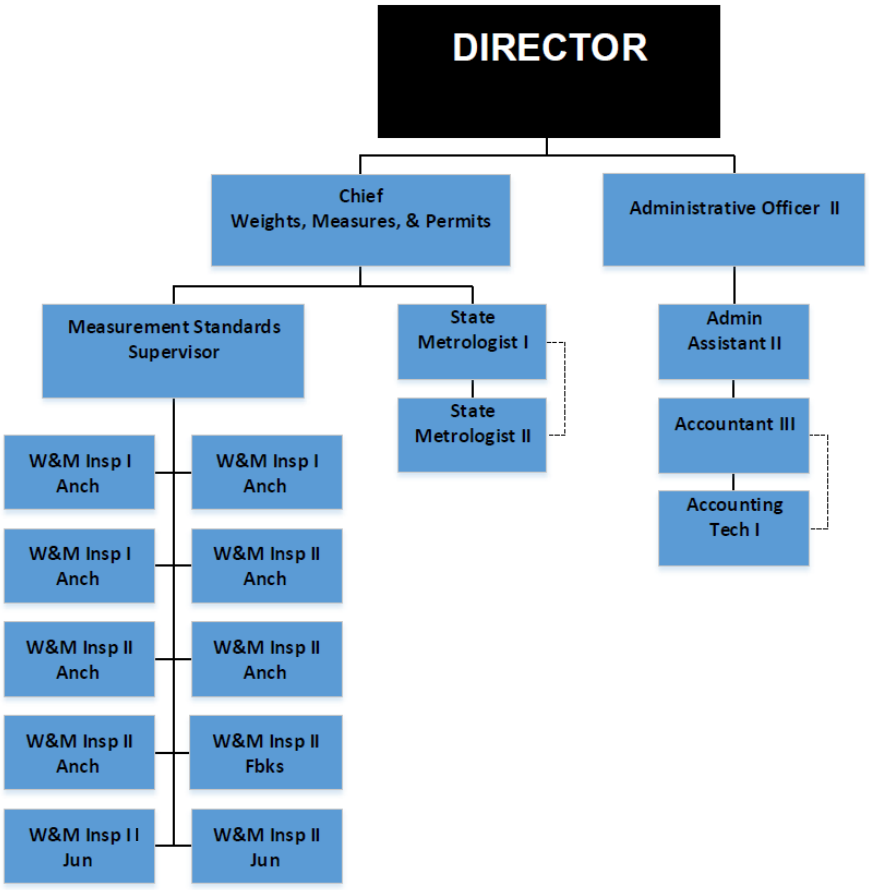
CVC is designated as the lead MCSAP agency. CMV safety inspections in urban and rural locations reduce CMV crashes, fatalities, and injuries. According to five years of data, approximately 80% of permits are processed by in-house staff as opposed to online.

The Fixed America’s Surface Transportation Act, or FAST Act was signed into law by the President of the United States on December 4, 2015.This included the new MCSAP formula which was implemented in 2020.

This annual report is available for download at:
www.dot.alaska.gov/mscve

Measurement Standards

Measurement Standards – Section Organizational Chart

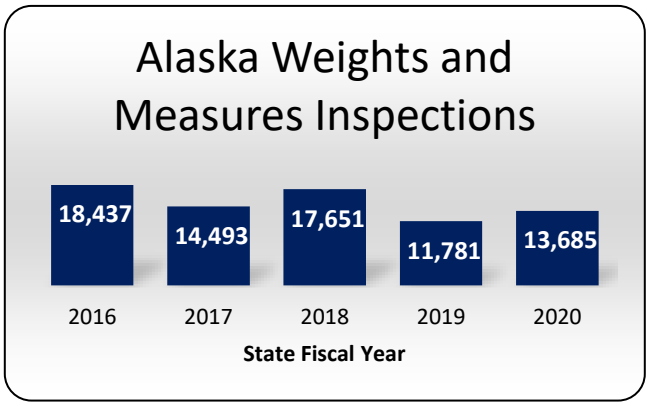


As of May 05, 2021

Measurement Standards – Inspections and Testing

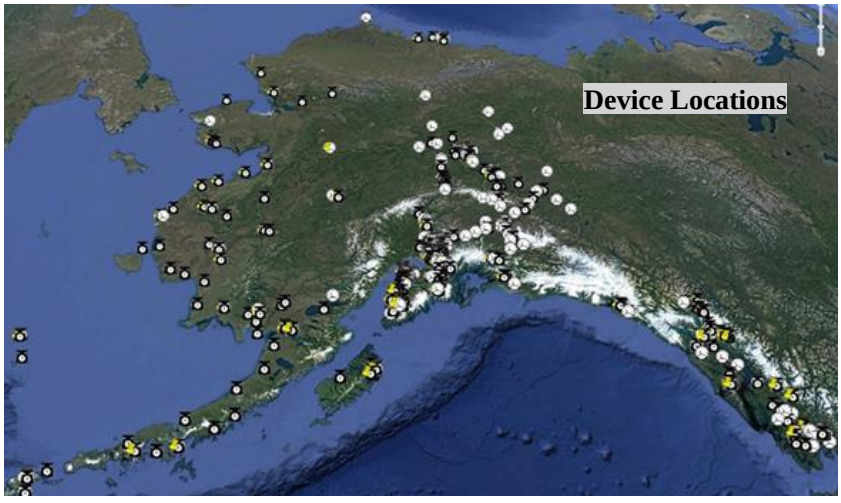
Healy, Alaska W&M equipment was used to test Usibelli Mine railroad scale.

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. Activities performed in pursuit of this goal include the testing of commercial scales and meters. 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. For example, an improperly calibrated gasoline retail dispenser could be overcharging customers for fuel. Emphasis has been placed on testing weight and measurement devices annually, increasing large fuel meter inspections, and improving inspector productivity.



Device Inspections

There were 13,685 weights and measures device inspections conducted during SFY2020, to include 11,668 registered devices. This is an increase from the 11,781 inspections conducted in SFY2019. Of these 13,685 devices, 39% were retail liquid measuring devices (i.e. fuel pumps), 17% were fish scales used to weigh 1,001-5,000 pounds, 17% were small scales used to weigh up to 50 pounds, and the remaining 27% were an assortment of other devices. Statewide there are 19,434 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 on the previous page, 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 impacted by 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 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 strategically 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 of Alaska's Weights & Measures Inspectors annually. The number of scales used in this industry has increased by 185 devices from SFY2019 to SFY2020. This steady upward trend has not slowed since the inception of legal pharmaceutical/Precious Gem sales in Alaska. Weights & Measures has been instrumental in helping these new businesses comply with marijuana regulations and 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.

Inspector Sperry inspects a precision scale used in prepacking of marijuana products.

Measurement Standards – Metrology Laboratory

State Metrologist Travis Garding places a standard on one of the balances in the small mass lab in preparation for a calibration.

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 wheel load weighers scale. All measurements are traceable to the International System of measurement through NIST.

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. During SFY2020, the laboratory conducted 678 testing and certification services, which equates to 2,091 calibrations. Compared to SFY2019, 723 testing and certification services were conducted and it equated to 2,294 calibrations.

The State of Alaska Metrology Laboratory is the only facility recognized by 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

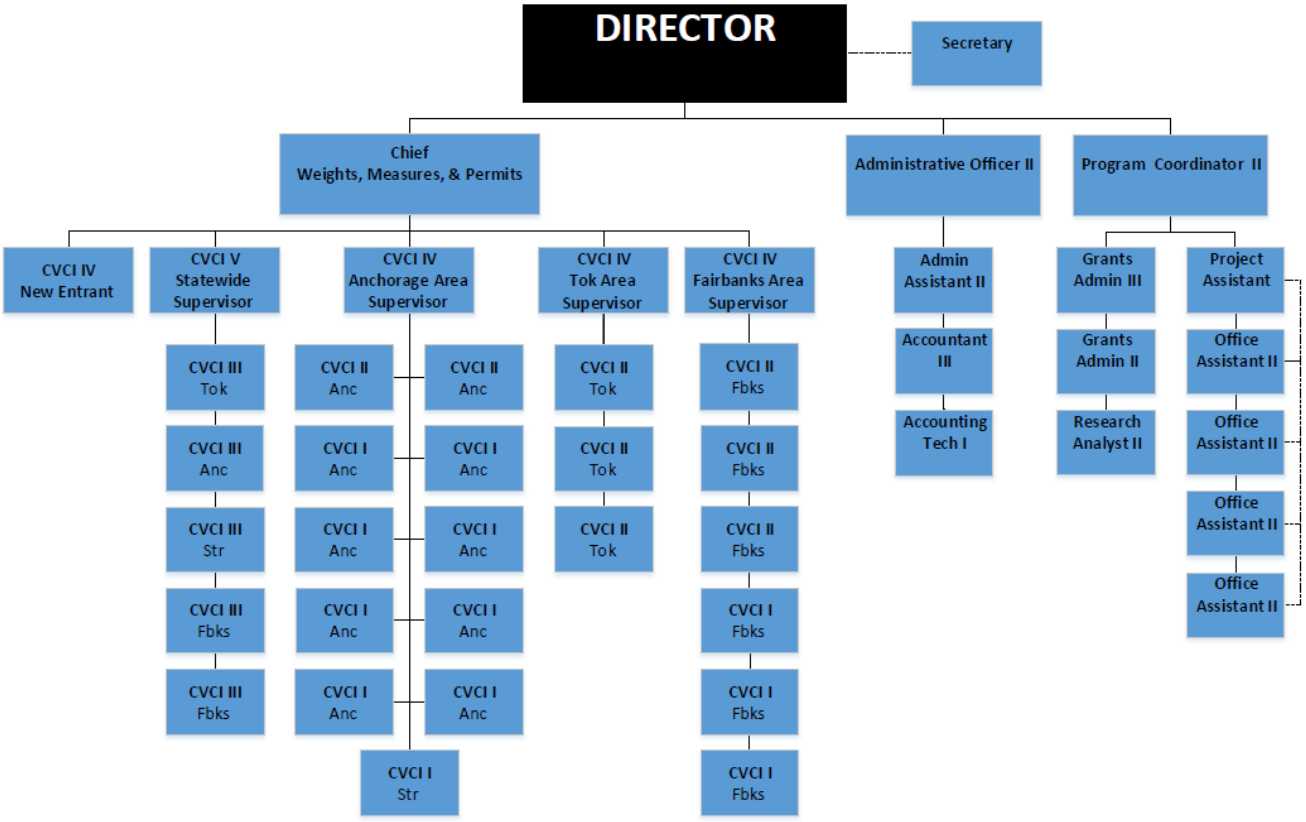
The MSCVC web site is designed to be a “One-Stop” portal to access information about the Measurement Standards section, get answers to questions and present concerns. By following the link below the public can obtain contacts, file a complaint, or register a device for testing.

https://dot.alaska.gov/mscve/pages/measurement_standards.shtml

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

Commercial Vehicle Compliance

Commercial Vehicle Compliance – Section Organizational Chart

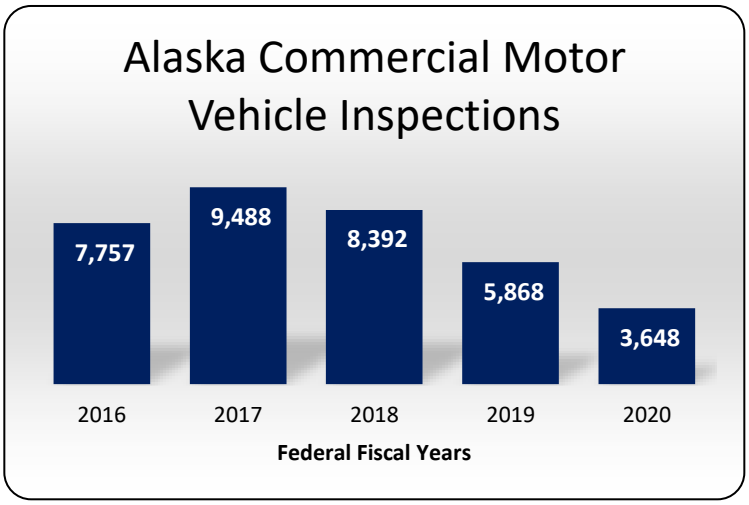


As of May 05, 2021

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 FY2018, Commercial Vehicle Enforcement Officers (CVEO) were reclassified to Commercial Vehicle Compliance Inspectors (CVCI). In SFY2020, the Division's title was modified to Measurement Standards Commercial Vehicle Compliance. During FY2020, a total of 3,648 safety inspections were conducted on CMVs, as seen in the figure above.



Activities


CVCI Hessler and CVCI Penick performing a level I inspection.

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 personnel. MSCVC has partnered with the Alaska State Troopers and police departments to remove unqualified 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 (CVISN), 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 (MCSAP-B)

MCSAP Basic 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. Maintenance and operation costs related to data quality and information system such as Performance and Registration Information Systems Management (PRISM) Program.

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

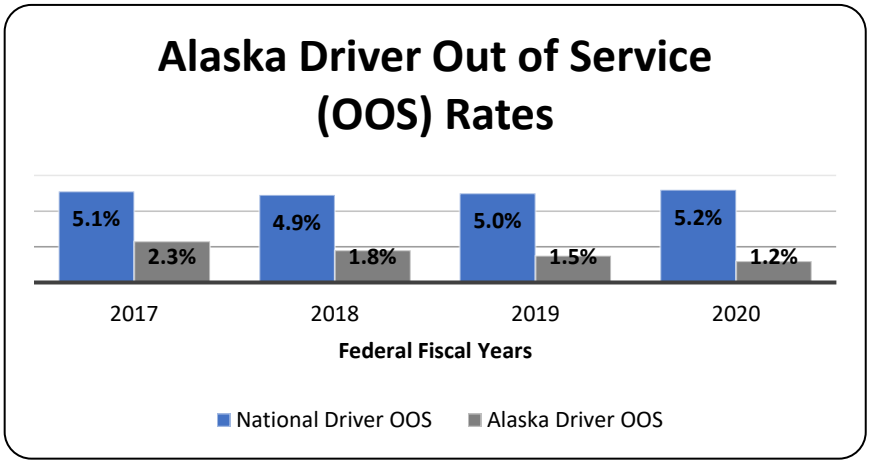
The MCSAP-BE program is for states that share a land border with another country. BE funds are utilized to ensure motor carriers operating cargo and passenger-carrying CMVs entering the United States from a foreign country are in compliance with commercial vehicle safety standards and regulations, financial 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)

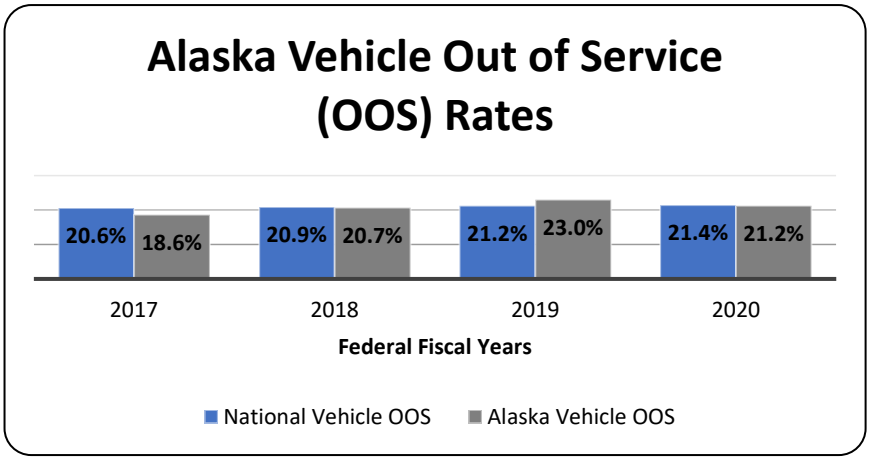
The MCSAP-NE program provides education and outreach to reduce the number and severity of crashes, injuries and fatalities involving CMVs by reviewing new interstate motor carriers to ensure that they have effective safety management programs.

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 Federal and State safety regulations, thereby reducing driver and vehicle OOS rates. Removing drivers from the road for unsafe or fatigued driving 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 2.3% in FY2017 to 1.2% in FY2020, as seen on the above figure, which is noticeably less than the national average. In comparison, the statewide vehicle OOS rate increased from 18.6% in FY2017 to 21.2% in FY2020 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 FY2020, 265 total roadside weighs were conducted, including 230 rural road weighs.



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. 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. The Commercial Vehicle Safety Alliance (CVSA) set the procedures for inspection steps and types.

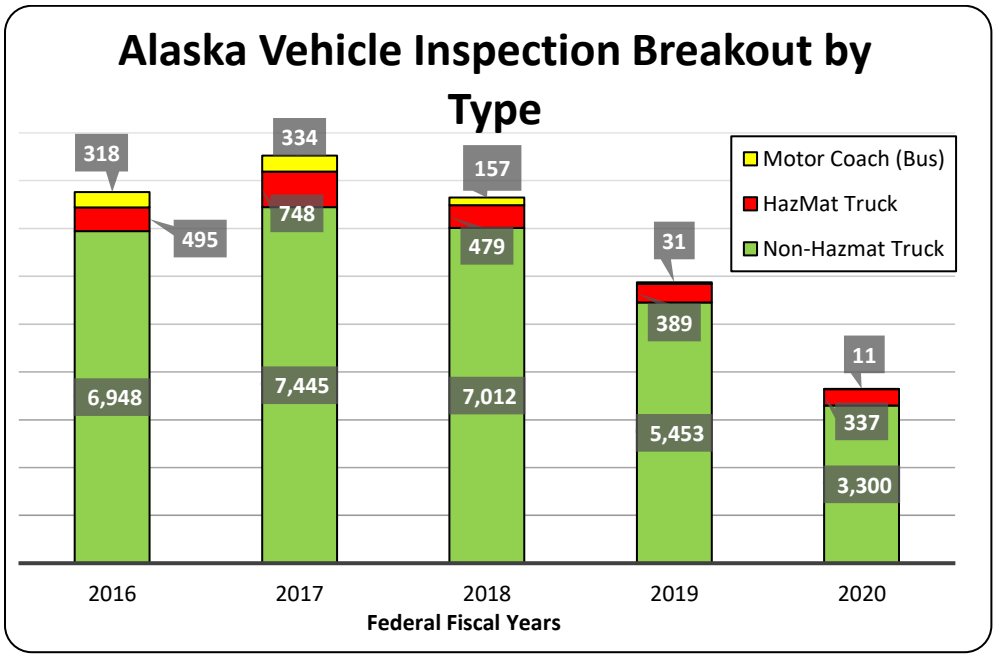
- Level I (Full Inspection)
- Level II (Walk-Around Vehicle and Driver Inspection)
- Level III (Driver/Credential Inspection)
- Level IV (Special Inspection)
- Level V (Vehicle-Only or Carrier Terminal Inspection)

As seen in the following table, the total safety inspections that were conducted during the past five years are broken down by inspection level. During FY2020, a total of 3,648 CMV safety inspections were conducted by CVCIs. During FY2020, the number of safety inspections completed is below average.

NAS Inspection Level	2016	2017	2018	2019	2020	Five Year Average
I	2,193	3,039	2,450	1,641	896	2,044
II	2,101	2,483	2,061	1,560	1,215	1,884
III	3,237	3,677	3,811	2,574	1,529	2,966
IV	20	25	70	85	0	40
V	206	264	0	8	8	97
Grand Total	7,757	9,488	8,392	5,868	3,648	7,031

The number of motor coach[1], Hazardous Material (HazMat), and non-HazMat truck inspections decreased in FY2020 as seen in the figure below. As a result of statewide enforcement efforts, 428 unsafe cargo-carrying CMVs and one unsafe passenger carrying CMVs were removed from the road. Through the safety inspector program, MSCVC identified 44 unqualified cargo carrying CMV drivers and no unqualified passenger carrying CMV drivers during FY2020.

[1] 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.

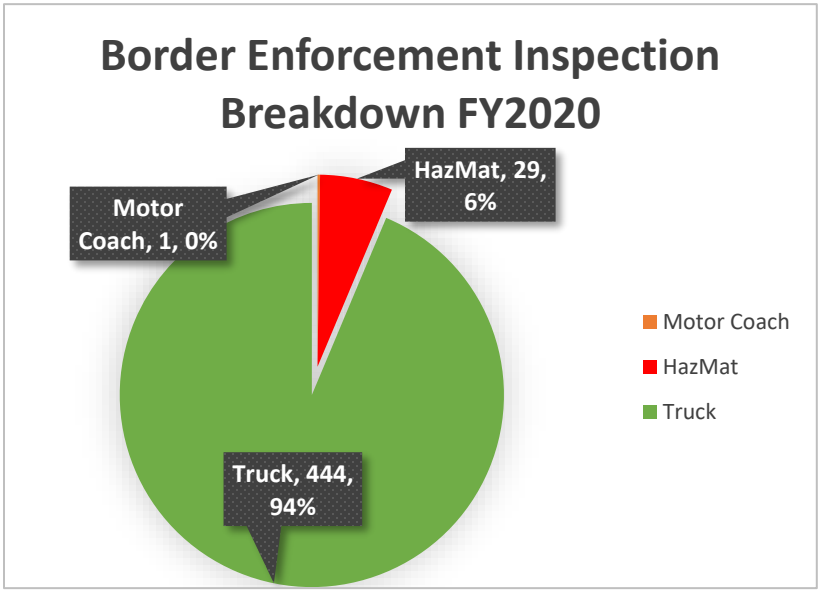


Roadside Enforcement

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 two 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 36 urban roadside weighs and 232 rural roadside weighs throughout the state. Those rural road roadside weighs were made on the Seward Highway, Richardson Hwy, Parks Highway, Elliott Highway, and the Glenn Highway. Many rural areas of the state may not have wireless or cellular coverage; therefore, CVCIs are equipped with two-way land-mobile public safety radios to conduct driver license, warrant, and vehicle registration checks through public safety dispatches around the state. When on deployment CVCIs are equipped with portable Haenni scales, as seen to the right, to conduct checks for weight compliance.

CVCI Lamas recording weights off the Haenni scales.

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.

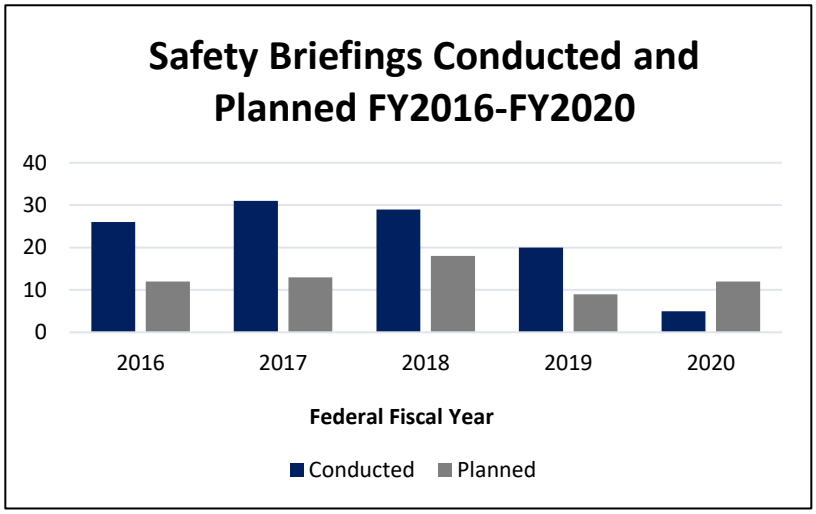
The portion of the Alaska Highway running from the United States/Canada border to the Tok Weigh Station is the first point of contact. This is a major port for International Commerce vehicles entering and leaving Alaska. Vehicles operating in interstate and international commerce represented about 89.94% of the inspections that occurred at the Tok WS in FY2020.

In FY2020, one motor coach operating in foreign or domestic commerce was inspected during the summer season. Commercial vehicles carrying HazMat and operating in interstate and international commerce are also subject to the inspection program. During FY2020, 29 HazMat inspections occurred as part of border enforcement. These totals for motor coach and HazMat inspections are expressed as a percentage of the 474 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 FY2019. During FY2020, the New Entrant Safety Auditor had a total of 46 New Entrants and of those 16 were determined eligible and audited.

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. For certain outreaches like Teens & Trucks, 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 FY2020, our goal was to conduct twelve safety briefings throughout the state. MSCVC conducted a total of five safety briefings.

Future Updates

UCR fees were increased from FY2019 to FY2020 per the proposed fee schedule. The UCR fee schedule is as follows:

Power Units	0-2	3-5	6-20	21-100	101-1,000	1,001+
Fees	$59	$176	$351	$1,224	$5,835	$56,977

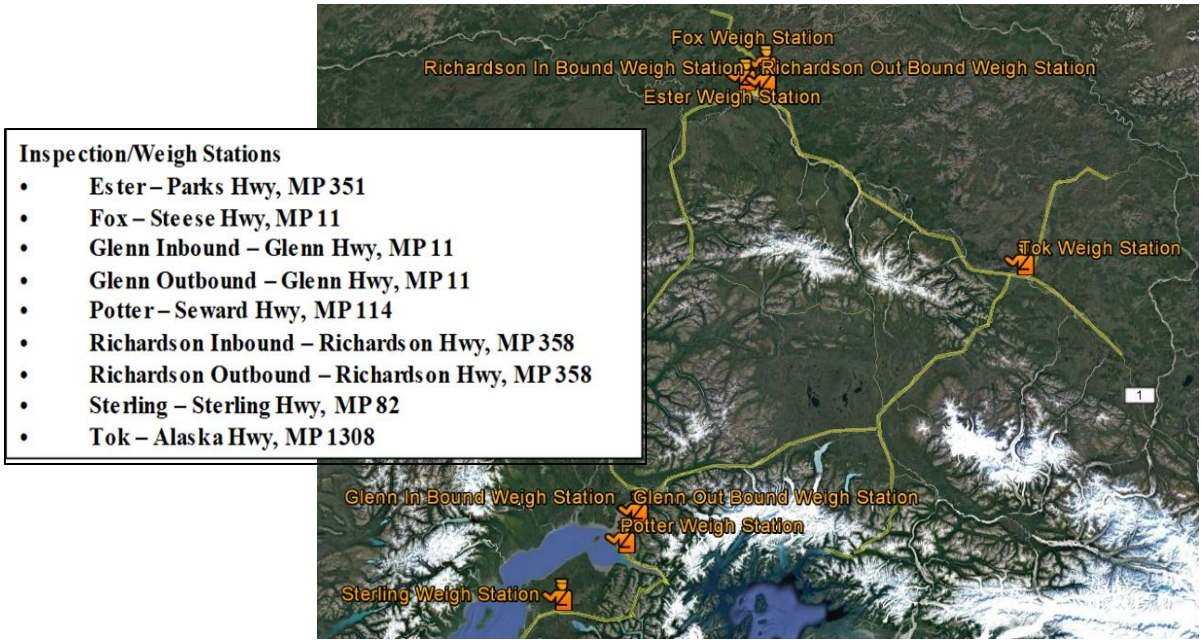
The State has implemented Shared Services of Alaska (SSOA), which is an organizational structure providing back-office support for common administrative functions, allowing agencies to focus more closely on core mission responsibilities. In 2019, travel functionality has partially been transitioned to SSOA with other functionalities like accounts payable, accounts receivable, human resources, 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 SFY2020 weight compliance rate was 98.3%.


Glenn Inbound Weigh Station

Fixed inspection/weigh stations have designated areas for inspection of commercial motor vehicles and driver credentials. Weigh Stations have static scales, equipped to measure axle group weight and gross vehicle weight, 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 above, all Alaska fixed inspection/weigh stations are located on the National Highway System. During SFY2020, MSCVC weighed 93,583 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 FFY2020, CVCIs conducted a total of 266 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

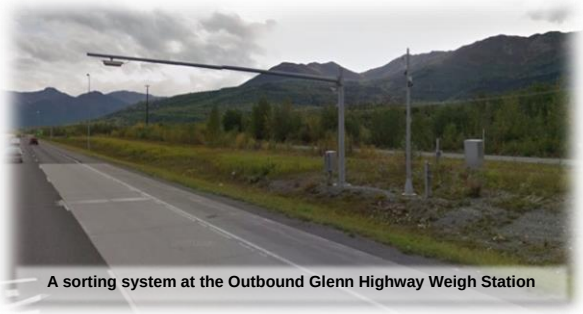
ITD refers to the information systems that support local CVC activities. Systems that support CVC activities consist of the following components:

- 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 FY2020, nearly 1.44 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, the Sterling Highway, Steese Highway and the Glenn Highway. To ensure continued operations of the VWS at the Glenn Highway 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.

Transponder reader at Port of Anchorage

- 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. In addition to cost savings to the industry, the reduction in CMV idling emissions reduces the carbon footprint of the fixed inspection/weigh station.



A sorting system at the Outbound Glenn Highway Weigh Station

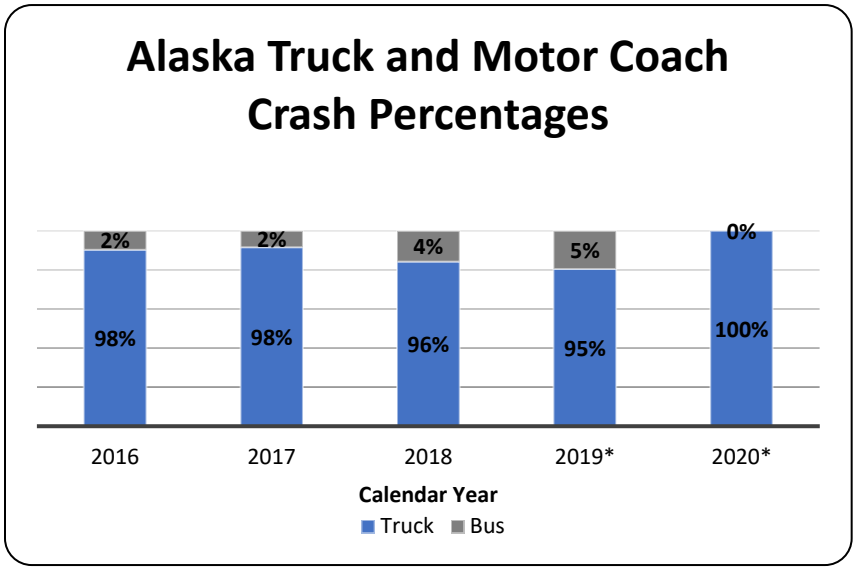
Commercial Vehicle Compliance – Crash Reporting

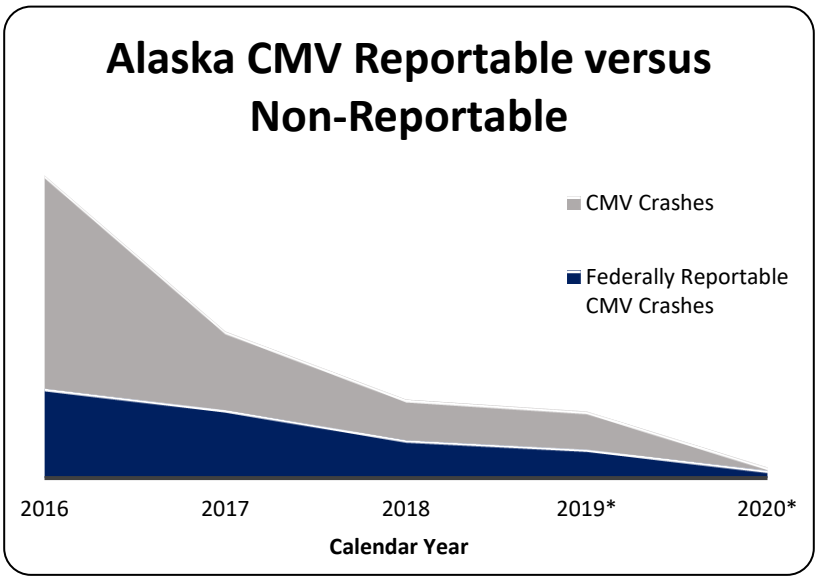
A long combination semi-trailer rolled over due to load shifting in Fairbanks, Alaska.

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 FY2020 Alaska *Commercial Vehicle Safety Plan* (CVSP) the goal was to reduce the number of federally-reportable CMV-related crashes below the five-year average of 77. 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.

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 3.4% 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 CY2020 there were seven CMV crashes. Of those seven crashes, five 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 two CMV crashes had minimal, if any, personal, property or vehicle damage.

**Preliminary data*

Commercial Vehicle - Customer Service Center


A CMV striking a bridge.

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 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.

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

Website: https://dot.alaska.gov/mscve/pages/permits.shtml

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:

https://dot.alaska.gov/mscve/pages/weightrestrictions.shtml

In SFY2020, the CVCSC issued 16,023 oversize and/or overweight permits. Permits were obtained at the MSCVC office and online. 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* to assist in the process. An additional 10,122 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*.

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.

https://dot.alaska.gov/mscve/pages/phones.shtml

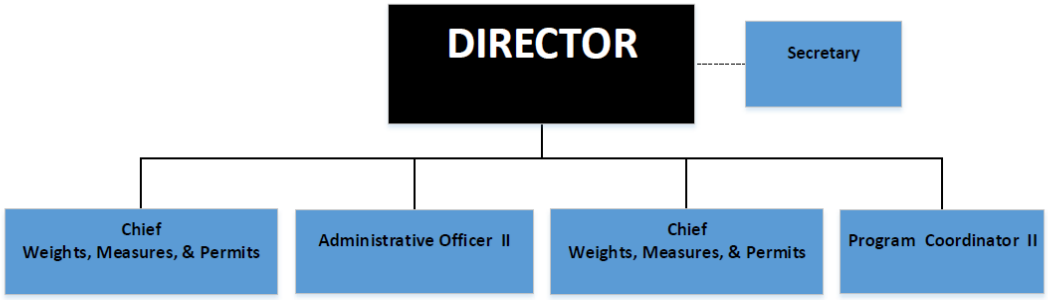
Commercial Vehicle Compliance

City	Name	Title	Phone	Fax	Email
Fairbanks	Carlos Rojas	Chief, Permits & CVC	907-365-1210	907-365-1220	carlos.rojas@alaska.gov
Anchorage	Alex Surnin	Statewide Supervisor	907-365-1213	907-365-1220	alex.surnin@alaska.gov
Anchorage	Katherine Hensley	Program Coordinator II	907-365-1215	907-365-1220	katherine.hensley@alaska.gov
Anchorage	Customer Service Center		907-365-1200 800-478-7636	907-365-1221 866-345-2641	swoop@alaska.gov

Weigh Stations - Statewide

City	Name	Title	Phone	Fax	Email
Anchorage	Ron Lucero	Anchorage Area Supervisor	907-428-2020	907-365-1220	ron.lucero@alaska.gov
Fairbanks	Adam Bower	Fairbanks Area Supervisor	907-451-5443	907-365-1220	adam.bower@alaska.gov
Tok	Stephen Brooks	Tok Area Supervisor	907-883-3729	907-883-4318	stephen.brooks@alaska.gov
Glenn O/B Weigh Station			907-428-1333		
Glenn I/B Weigh Station			907-428-2064		
Potter Marsh Weigh Station			907-345-1184		
Sterling Weigh Station			907-262-5400		
Ester Weigh Station			907-479-5087		
Fox Weigh Station			907-457-8505		
Richardson O/B Weigh Station			907-451-1694		
Richardson I/B Weigh Station			907-451-5460		
Tok Weigh Station			907-883-4591	907-883-4318	

Appendix A – Top Level Organizational Chart



As of May 05, 2021

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 2020

Measurement Standards (SFY2020)

Retail Items	
Price Accuracy Checks	1,575 items
% with errors	18.0%
Inspections	
Device Inspections	13,685 inspections

Commercial Vehicle Compliance (FY2020)

Safety Inspections	
Total Number Inspected	3,648 inspections
Motor Coach (Bus) Inspected	11 inspections
HazMat Inspected	337 inspections
Unsafe Vehicles Removed	428 vehicles placed out-of-service
Unsafe Drivers Removed	44 drivers placed out-of-service
Safety Violations	
Total Safety Violations	3,558 safety violations
Vehicle-related	2,689 safety violations
Driver-related	812 safety violations
HazMat-related	57 safety violations
Size & Weight	
% of weight compliance	98.3% (SFY2020)
Weigh Station Counts	93,583 vehicles
Weigh-in-Motion Counts	1,448,269 vehicles
Portable Scales	266 vehicles

Commercial Vehicle Customer Service Center (SFY2020)

Permits	
Total Permits	16,023 permits
TRT	10,122 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

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