2021 |

# 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

February 23, 2022

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 2021 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, 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 main sections: Measurement Standards and Commercial Vehicle Compliance and the subsection of Commercial Vehicle Customer Service Center.

**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. CVC efforts in the coming year include: educational training to carriers and drivers, size and weight enforcement, 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.”

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, the 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 officers to compliance inspectors.

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 2021 (FY2021) | October 1, 2020 – September 30, 2021 |
| State Fiscal Year 2021 (SFY2021) | July 1, 2020 – June 30, 2021 |
| Calendar Year 2021 (CY2021) | January 1, 2021 – December 31, 2021 |

**Measurement Standards**

Measurement Standards (MS) is responsible for the annual inspection of weighing and measuring devices that are used in commerce and trade. MS uses multiple approaches of enforcement and regulatory compliance to ensure accurate trade measurements in the marketplace. These approaches include:

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

There were 13,742 weights and measures device inspections conducted during SFY2021, compared to 13,685 inspections conducted in SFY2020. The photograph to the right highlights trailer mounted volumetric provers used and located in Dutch Harbor. It tests the delivery of medium and large petroleum meters used in commerce and provides calibration measurement results traceable to the National Institute of Standards and Technology (NIST) measurement standards.

Trailer mounted test provers used and located in Dutch Harbor.

**Commercial Vehicle Compliance**

Commercial Vehicle Compliance (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. 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 material 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. In FY2021, a total of 5,133 inspections were conducted by Commercial Vehicle Compliance Inspectors (CVCIs). CVCIs documented 5,601 safety violations, which include: 4,512 vehicle violations, 999 driver violations, and 90 Hazardous Material (HazMat) safety violations. As a result, 670 unsafe vehicles and 65 unqualified drivers were removed from the road during FY2021.

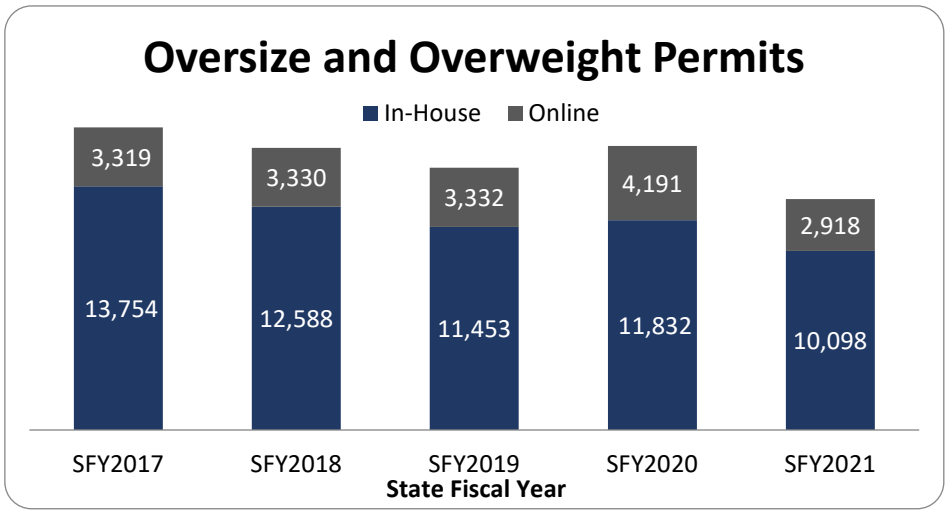
The purpose of weighing CMVs on Alaskan roads is to ensure the safety of the motoring public and the preservation of infrastructure. CMVs that are not weight compliant contribute to the premature deterioration of Alaska's roads and bridges. Inspection efforts focus on maintaining a high level of CMV weight compliance at fixed inspection/weigh stations and roadside inspection/weigh sites away from fixed facilities. In FY2021, a total of 77,051 CMVs were weighed for compliance at weigh stations throughout Alaska; an additional 328 vehicles were weighed during roadside operations. There were 672 unpermitted overweight trucks identified, 184 of which received a written citation. The SFY2021 weight compliance rate was 98%. Continued size and weight enforcement throughout the Northern and Central regions of Alaska is expected to maintain weight compliance in FY2022.

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.

*Commercial Vehicle Customer Service Center*


Permit staff touring the Anton Anderson Memorial Tunnel in Whittier, Alaska

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 13,016 oversize and overweight permits in SFY2021; an additional 10,706 temporary truck/trailer registration permits were processed. The total number of oversize and overweight permits issued has slightly decreased from SFY2017 through SFY2021 (see graph below). According to the five-year-average data, approximately 78% of permits are processed by in-house staff as opposed to online.



**Employee Recognition**

During CY2021, the employees of MSCVC had an exemplary year and several individuals were specifically recognized for their excellence during the year. Inga Johnson, Grants Administrator, was the Outstanding Employee due to her support in proctoring more than twenty exams during the year. Sgt. Adam Bower received the Leadership Award due to his hard work, passion, and dedication. Marjory 'Gidget' Sanders, Sarah Sperry, Jordan Feltz, and Travis Garding received the suggestion award based on their innovations when overcoming unique circumstances in outlying communities. Jennifer Gray, Coleen Newman, Kia Miller, Misty Smart, Josh Reed, Cynthia Antigua, Jamie Haughaboo, and Stephanie King received the Team Award for their combined contributions to keep the Commercial Vehicle Customer Service Center operational and processing permits during staffing shortages. Sarah Sperry received the Employee of the Year Award due to her dedication to her work, the pride she takes in the quality of her inspections, and the respect she has for the device owners, service providers, and her fellow inspectors.

Weights and Measures Inspector Sarah Sperry received the Employee of the Year Award.

**Financial Position**

MSCVC leverages a combination of funding from the State of Alaska and the Federal Government. During FY2021, MSCVC spent approximately $6,109,000.

- 41% – General Funds – Program Receipts (DGF)
- 24% – Grant Funds
- 18% – General Funds (UGF)
- 10% – Unified Carrier Registration Receipts
- 6% – ICAP-Operating
- 1% – Other

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

**Challenges**

On March 13, 2020 the President of the United States declared a National Emergency due to the COVID-19 outbreak. The Emergency Declaration No. 2020-002, that exempted Parts 390-399 of the Federal Motor Carrier Safety Regulation, expired on May 31, 2021. MSCVC implemented social distancing and began the process to deploy staff to telework on March 23, 2020, which resulted in limited CMV and weighing/measuring device inspection activities. This had a direct impact on the Division's ability to meet the goals in support of Motor Carrier Safety Assistance Program (MCSAP) for FY2021 and perform annual device testing.

Measurement Standards 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, measure, or count.

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.

**Future Activities**

Measurement Standards current State program has a software that is labor intensive and is no longer supported. In SFY2022, MS is working on a new device testing and inspecting database, which will increase efficiency for inspectors as they perform and upload test records. As technology advances, MS is looking into new master meter technology that will help improve the process of volumetric measuring and provide safeguard elements.

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

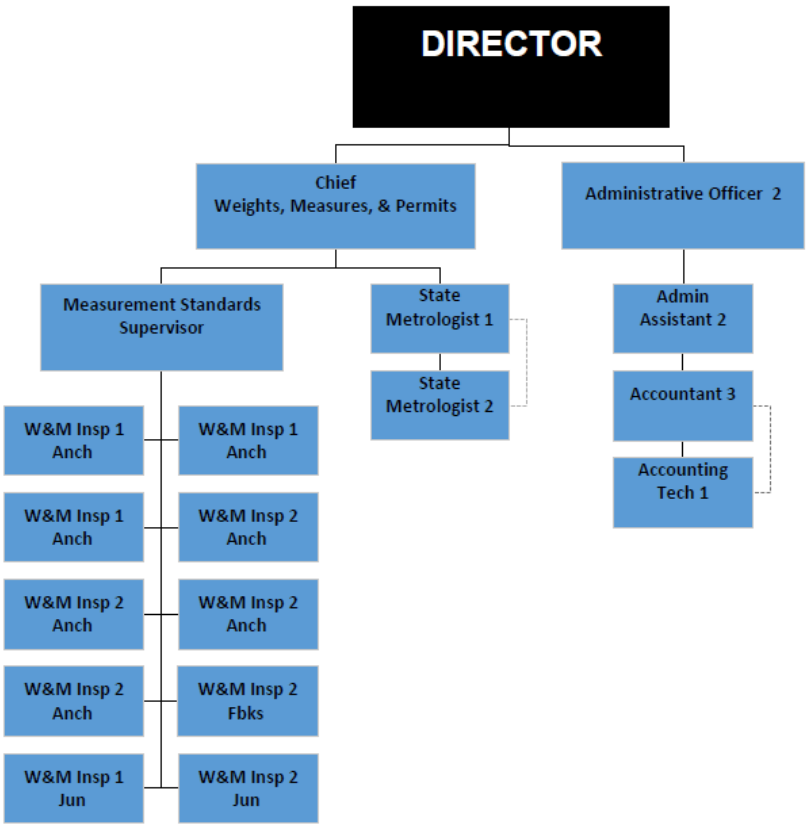
During FY2021, Commercial Vehicle Compliance was awarded and received grant funding under the MCSAP – High Priority Commercial Motor Vehicle (HP-CMV) and the High Priority Innovative Technology Deployment (HP-ITD) grant. HP-CMV grant provided efforts to continue to carry out projects, which support improving CMV safety and compliance with CMV regulations. HP-ITD grant will improve our current technology to better identify non-compliant vehicles and drivers.

The Infrastructure Investment and Jobs Act (IIJA), commonly known as the Bipartisan Infrastructure Legislation Bill, was signed by the President on November 15, 2021. The IIJA authorizes $1.2 trillion in funding for infrastructure, safety, and other transportation projects, which is expected to have an impact on the Division.

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

# Measurement Standards

# Measurement Standards – Section Organizational Chart

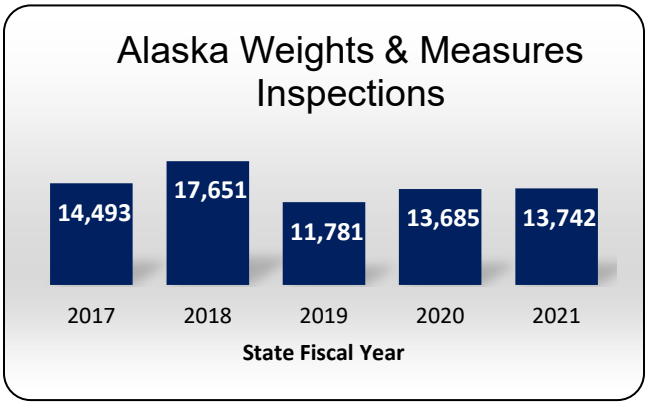



As of February 02, 2022

## Measurement Standards – Inspections and Testing

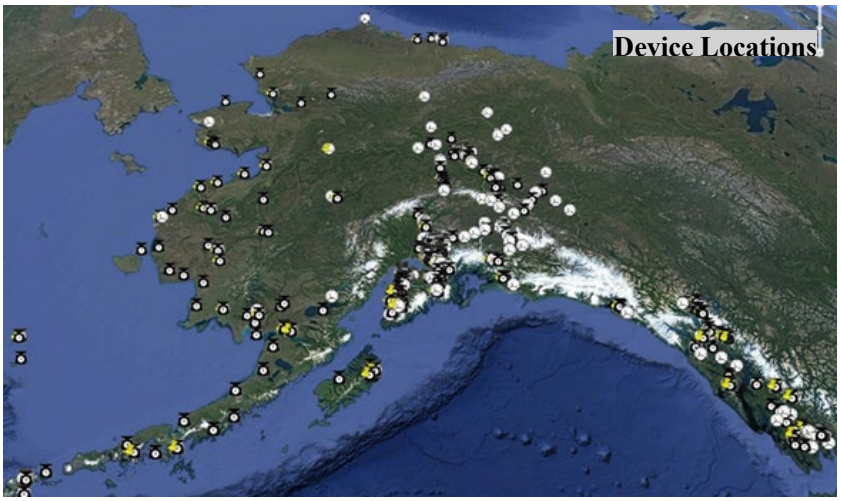

Portage Glacier, Alaska W&M vehicle scale equipment.

The goal of Measurement Standards 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—AS 45.75 Weights and Measures Act. 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, and misrepresentations during these transactions. For example, a worn meter in a gasoline retail dispenser could be shorting customers on the amount of fuel being indicated if the meter is out of tolerance. Emphasis has been placed on testing weighing and measuring devices annually, increasing large fuel meter inspections, and improving inspector productivity.



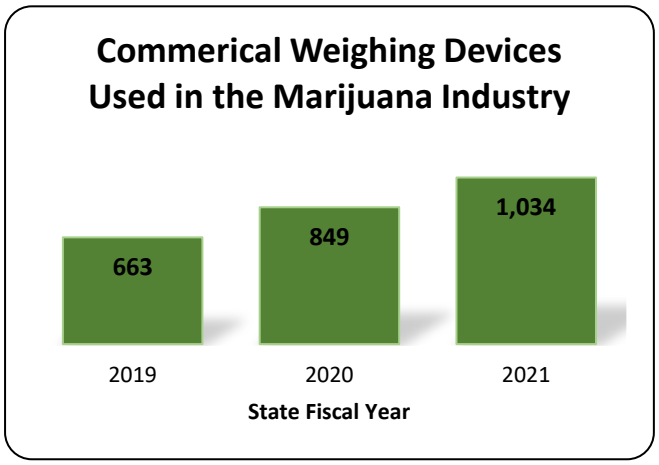

### Device Inspections

There were 13,742 Weights and Measures device inspections conducted during SFY2021, to include 11,556 unique registered devices. This is an increase from the 13,685 inspections conducted in SFY2020, as seen in the graph to the right. Of these 13,742 inspections, 48% were retail liquid measuring devices (i.e. fuel pumps, vehicle tank meters), 22% were scales used in the fishing industry, 5% were cannabis scales, and the remaining 25% were an assortment of other devices. Statewide there are 19,650 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 expected to be tested and inspected annually. As seen in the diagram to the left, these devices are scattered across Alaska, with the greatest concentrations along the highway system and in Southeast.



**Commercial Weighing Devices - Marijuana Industry**

The marijuana industry continues to expand and has become a reliable source of income to the State with the collection of tax revenue in the 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 approved by State of Alaska's Weights & Measures Inspectors annually. As seen in the graph to the right, the number of scales used in this industry has increased by 185 devices from SFY2020 to SFY2021. 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 laws. MS is expected to train more Weights & Measures Inspectors in the field due to the increase in registered devices.




**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, measure, or count.

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 performing 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.


Field standards shipped to Dillingham, Alaska.

The WinWam software implementation is under way to replace the testing and inspection portion of the State's current program. WinWam will be used daily by Weights and Measures Inspectors to carry out the AS 45.75—Weights and Measures Act—requirement to annually test every registered commercial weighing and measuring device. This database will allow inspectors to perform and complete tests and inspections in the field or while traveling more efficiently.

## 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 scales. All measurements results are traceable to the International System of measurement through NIST.

The primary customers of the laboratory are the Weights & Measures Inspectors, but calibration 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 SFY2021, the laboratory generated 716 calibration certificates, which equates to 2,275 calibrations. Compared to SFY2020, 678 calibration certificates were generated which equates to 2,091 calibrations.

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

Alaska's Metrology Laboratory is one of 24 state laboratories in the United States operating under a two-year recognition from the NIST, and was recently granted another two-year recognition for 2021 and 2022. The State Metrology Laboratory is one of only 18 state laboratories accredited by the NVLAP.

## Measurement Standards – Information and Contacts

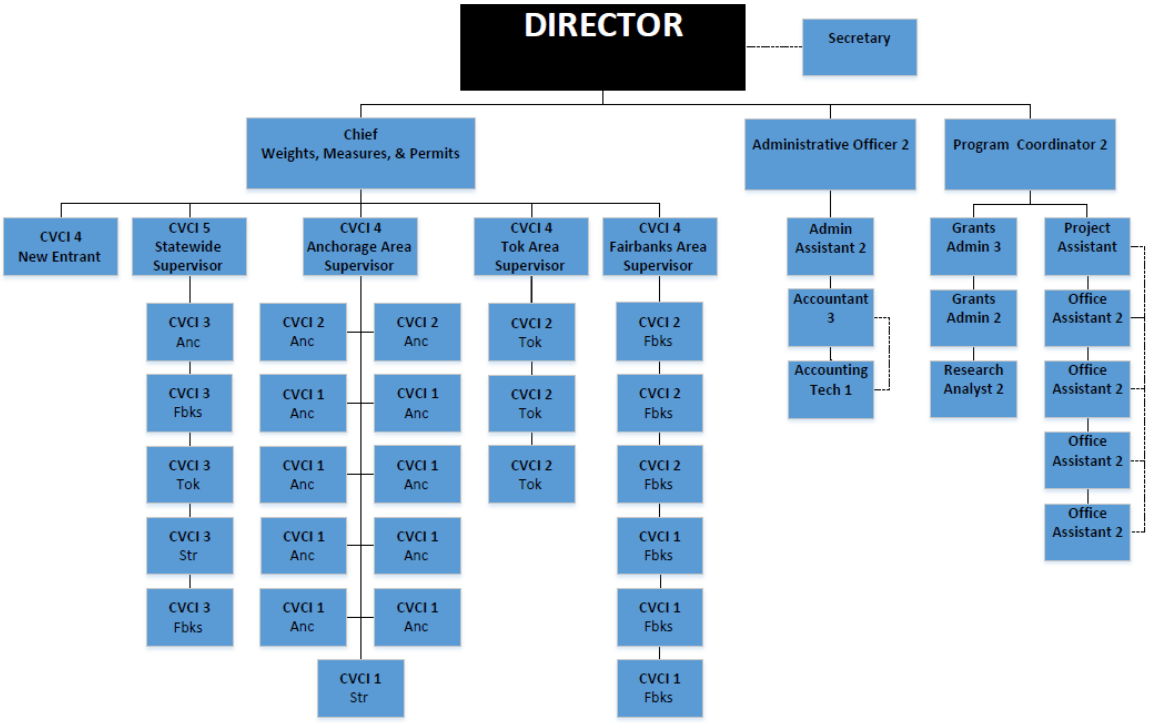
The MSCVC website is designed to be a "One-Stop" portal to access information about the Measurement Standards section, get answers to questions and present concerns. By following the link below the public can obtain contacts, file a complaint, or register a device for testing.

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

| City | Name | Title | Phone | Fax | Email |
|---|---|---|---|---|---|
| ***Anchorage*** | Oscar Lage | Chief, Weights & Measures | 907-365-1210 | 907-365-2313 | oscar.lage@alaska.gov |
| ***Anchorage*** | Vacant | Measurement Standards Supervisor | 907-365-1240 | 907-365-2313 | |
| ***Anchorage*** | Gary Brown | Metrologist 2 | 907-365-1233 | 907-365-2313 | garret.brown@alaska.gov |
| ***Fairbanks*** | Levi Hansen | Weights and Measures Inspector 2 | 907-717-8388 | 907-365-2313 | levi.hansen@alaska.gov |
| ***Juneau*** | Marty Holmberg | Inspector 2 | 907-789-9763 | 907-365-2313 | marty.holmberg@alaska.gov |

# Commercial Vehicle Compliance

# Commercial Vehicle Compliance – Section Organizational Chart

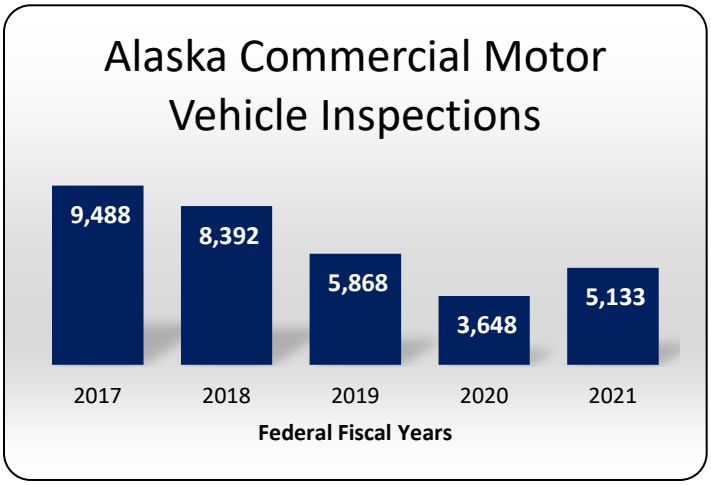



As of February 02, 2022

# 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 FY2021, a total of 5,133 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 personnel. MSCVC has partnered with the Alaska State Troopers and police departments to remove unsafe CMVs and unqualified CMV drivers and 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 350.203):

CVCI King providing snacks during the Alaska Trucking Association, Truck Driver Appreciation event

- Driver Inspections
- Vehicle Inspections
- Traffic Enforcement
- Investigations
- New Entrant Safety Audits
- CMV safety programs focusing on international commerce in Border States

- Beginning October 1, 2020, full participation in Performance and Registration Information Systems and Management (PRISM) or an acceptable alternative as determined by the Administrator
- Public Education and Awareness
- Accurate, complete, timely, and corrected data

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 HP-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 PRISM and safety data improvement projects. The program also has a goal to demonstrate new safety related technologies and reduce the number and rate of crashes involving CMVs and non-CMVs in high-risk corridors.

High Priority – Innovative Technology Deployment (HP-ITD)

The HP-ITD grant, formerly known as Commercial Vehicle Information Systems and Networks (CVISN), provides financial assistance to advance the technological capability and promote intelligent transportation system applications for CMV operations by States. The program aims to improve efficiency through electronic screening of CMVs and enabling online application and issuance of credentials. It includes real-time sharing of CMV safety data between FMCSA and Core ITD Compliant states, online permitting, and electronic safety and credential screening of CMVs.

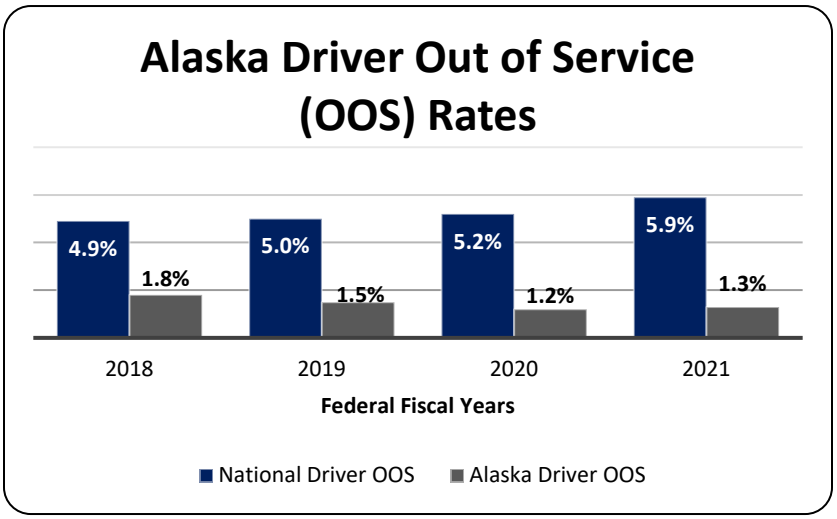
Motor Carrier Safety Assistance Program – (MCSAP)

MCSAP 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. The Border Enforcement program is for states that share a land border with another country and focuses on international commerce entering the United States. The New Entrant program provides education and outreach to reduce the number and severity of

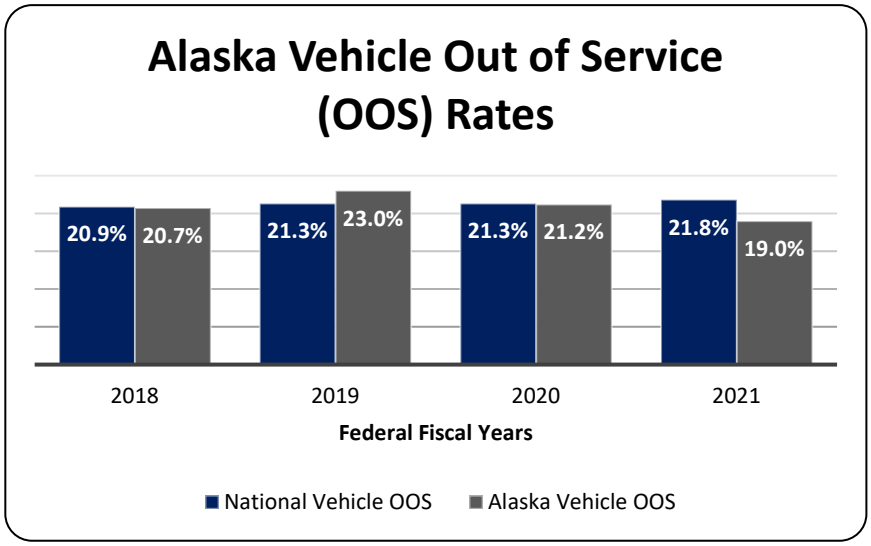
crashes, injuries and fatalities involving CMVs by reviewing new interstate motor carriers to ensure that they have effective safety management programs.

**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 1.8% in FY2018 to 1.3% in FY2021, which is noticeably less than the national average, as seen on the above figure. In comparison, the statewide vehicle OOS rate decreased from 20.7% in FY2018 to 19.0% in FY2021, as seen on the figure to the left. Alaska remains in line with the national average for vehicle OOS rates. The focus of CVCIs' is on vehicles that have a readily identifiable safety violation or are in need of a level I inspection. By conducting roadside deployments, MSCVC is able to see new truck populations that would otherwise go uninspected. In FY2021, 328 total roadside weighs were conducted, including 260 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 inspections. As the Lead Agency, MSCVC has the authority to check vehicles for size and weight, 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.

CVCI O'Donnoghue conducts a terminal cargo tank inspection at a facility in Kenai, Alaska.

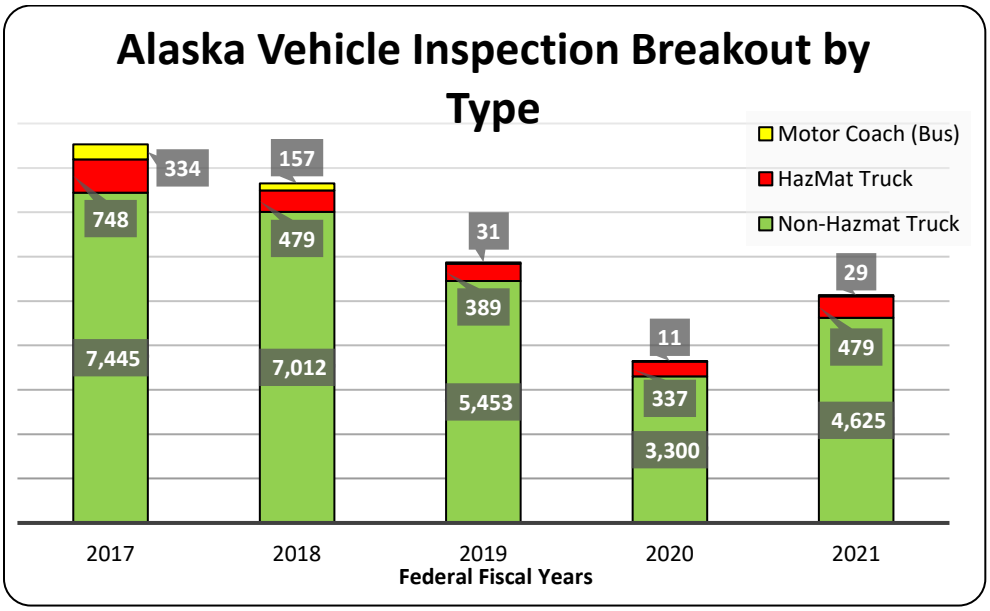
To standardize safety inspections within Alaska, the Federal Motor Carrier Safety Administration (FMCSA) North American Standard (NAS) Inspection Levels are utilized. The Commercial Vehicle Safety Alliance (CVSA) set the procedures for inspection steps and types. Below are the inspection levels Alaska participates in:

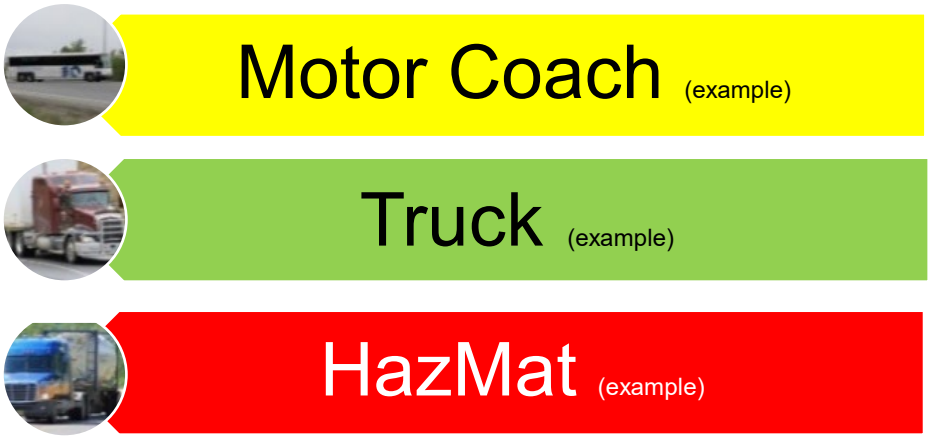
- Level I (Full Inspection)
- Level II (Walk-Around Vehicle and Driver Inspection)
- Level III (Driver/Credential Inspection)
- Level IV (Special Inspection)
- Level V (Vehicle-Only or Carrier Terminal Inspection)

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 FY2021, a total of 5,133 CMV safety inspections were conducted by CVCIs. During FY2021, the number of safety inspections completed is below the five-year average.

| NAS Inspection Level | 2017 | 2018 | 2019 | 2020 | 2021 | Five Year Average |
|---|---|---|---|---|---|---|
| I | 3,039 | 2,450 | 1,641 | 896 | 1697 | 1,945 |
| II | 2,483 | 2,061 | 1,560 | 1,215 | 1,795 | 1,823 |
| III | 3,677 | 3,811 | 2,574 | 1,529 | 1,614 | 2,641 |
| IV | 25 | 70 | 85 | 0 | 0 | 36 |
| V | 264 | 0 | 8 | 8 | 27 | 61 |
| **Grand Total** | 9,488 | 8,392 | 5,868 | 3,648 | 5,133 | 6,506 |

The number of motor coach[1], Hazardous Material (HazMat), and non-HazMat truck inspections increased in FY2021 as seen in the figure below. As a result of statewide enforcement efforts, 670 unsafe cargo-carrying CMVs and one unsafe passenger carrying CMVs were removed from the road. Through the safety inspector program, MSCVC identified 65 unqualified cargo carrying CMV drivers during FY2021.




[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

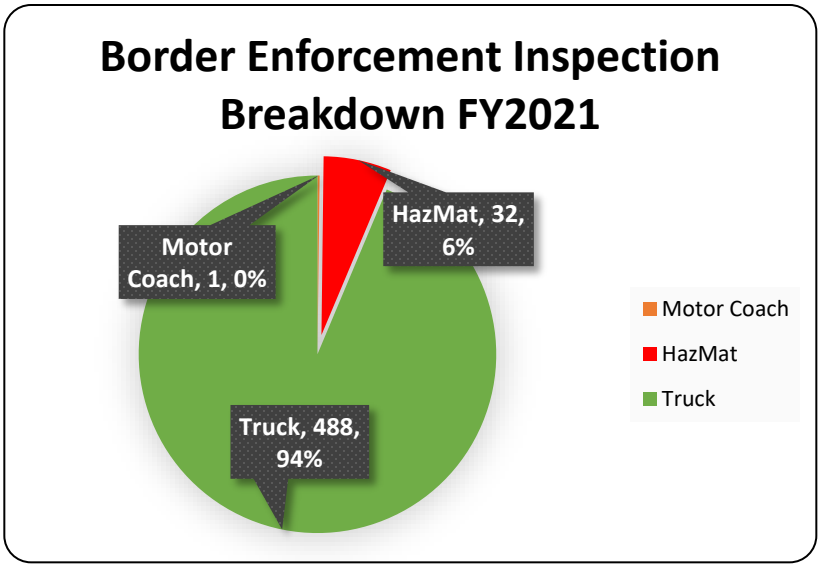
CVCI Hessler performing roadside enforcement on Nordale Rd in Fairbanks, Alaska.

CVCIs work away from weigh stations to address concerns of noncompliance in an effort to prevent crashes and fatalities. As a part of the Federal Highway Administration (FHWA) Size and Weight Plan, CVC conducted five roadside deployments during FY21. 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 60 urban roadside weighs and 260 rural roadside weighs throughout Alaska. Those rural road roadside weighs were made on the Seward Highway, Richardson Hwy, Parks Highway, Sterling 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 local public safety dispatches. When on deployment CVCIs are equipped with portable Haenni scales to conduct checks for weight compliance.

## 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 largest city in the state.

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 85.7% of the inspections that occurred at the Tok Weigh Station in FY2021.




In FY2021, one motor coach operating in foreign or domestic commerce was inspected during the fall season. Commercial vehicles carrying HazMat and operating in interstate and international commerce are also subject

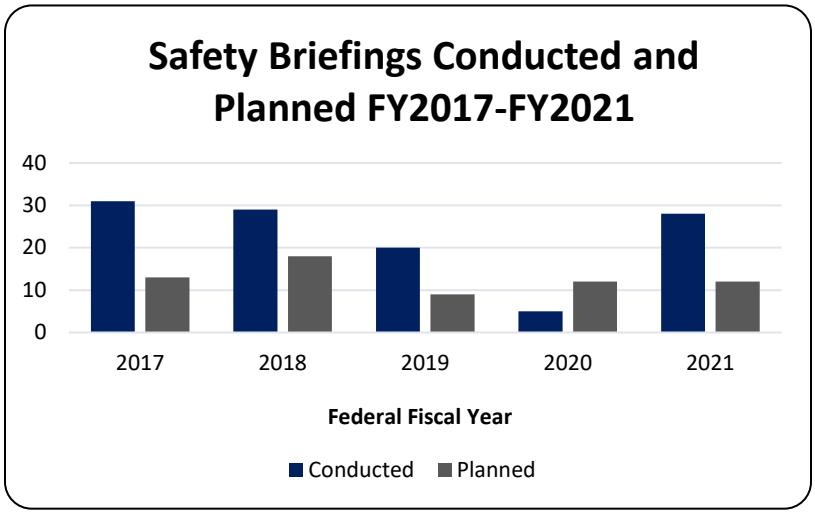
to the inspection program. During FY2021, 32 HazMat inspections occurred as part of border enforcement. These totals for motor coach and HazMat inspections are expressed as a percentage of the 521 total border enforcement inspections in the chart on the previous page.

**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 FY2021, the New Entrant Safety Auditor conducted 12 audits on Interstate motor carriers.

**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, including conducting Carrier Safety Briefings and attending Alaska Trucking Association meetings. In FY2021, our goal was to conduct 12 safety briefings throughout the state. MSCVC conducted a total of 28 safety briefings.




**Future Updates**

UCR fees remained the same from FY2020 to FY2021 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. It is anticipated that human resources and procurement are planned to transition to SSOA in some capacity during SFY2022.

In late FY2021, MCSAP – High Priority Commercial Motor Vehicle (HP-CMV) and the High Priority Innovative Technology Deployment (HP-ITD) grants were awarded. Under the HP-CMV grant, CVC is planning to conduct deployments for CMV inspection activities in rural roadside and around highway work zone locations that are not served by weigh stations or Weigh-In-Motion (WIM) sites for FY2022 and FY2023. To continue to support the PRISM program, the CMV grant also has a project towards the program sustainability. For HP-ITD there are two technology projects; update the Tok Weigh-in-Motion (WIM) to a virtual site and add illuminators to the Sterling Virtual WIM site. Both will improve the WIM site's functionality and e-screening capabilities.

CVC is in the process of upgrading their scales program. The software that supported the scales program is no longer maintained and is anticipated to impact current functionality. In SFY2021, CVC began a pilot phase that took place at one weigh station in central and one in northern region. It is anticipated that statewide implementation will begin in SFY22 after thorough testing and the pilot locations.

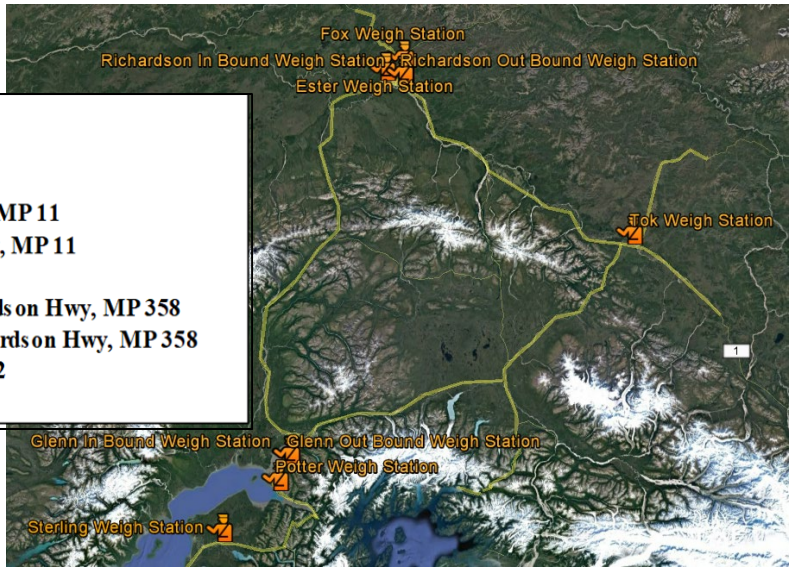
## Commercial Vehicle Compliance – Size and Weight Compliance

Division inspection efforts continue to focus on maintaining a high level of compliance at fixed inspection/weigh stations and improving compliance at roadside inspection pullouts. 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 SFY2021 weight compliance rate was 98%, which means only 2% of vehicles were found to be overweight.


Ester Weigh Station

**Inspection/Weigh Stations**

- Ester – Parks Hwy, MP 351
- Fox – Steese Hwy, MP 11
- Glenn Inbound – Glenn Hwy, MP 11
- Glenn Outbound – Glenn Hwy, MP 11
- Potter – Seward Hwy, MP 114
- Richardson Inbound – Richardson Hwy, MP 358
- Richardson Outbound – Richardson Hwy, MP 358
- Sterling – Sterling Hwy, MP 82
- Tok – Alaska Hwy, MP 1308



Fixed inspection/weigh stations have designated areas for inspections 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 on the previous page, all Alaska fixed inspection/weigh stations are located on the National Highway System. During FY2021, MSCVC weighed 77,051 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 FY2021, CVCIs conducted a total of 328 portable weigh scales.

**Innovative Technology Deployment**

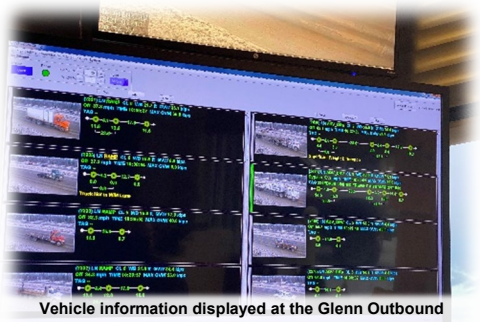
The Innovative Technology Deployment (ITD) program helps improve commercial motor vehicle safety by:

- focusing safety enforcement on high-risk operators;
- integrating systems to improve the accuracy, integrity, and verifiability of credentials; and
- 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 FY2021, 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, 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.



Vehicle information displayed at the Glenn Outbound Weigh Station

- 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.

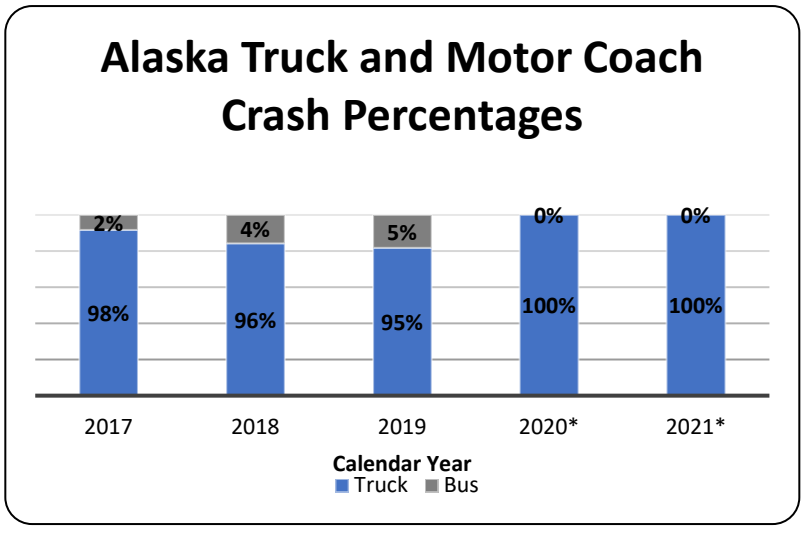

License Plate Reader at Port of Anchorage

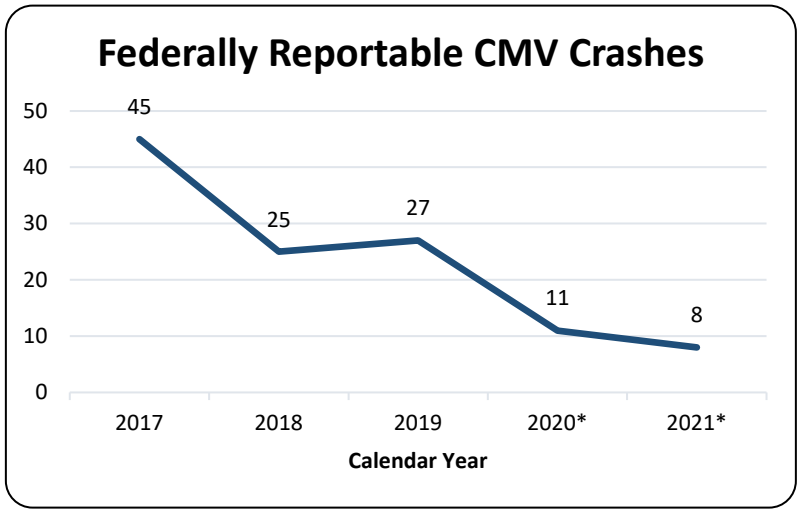
## Commercial Vehicle Compliance – Crash Reporting


Commercial vehicle crash 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 FY2021 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 73. 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 a vital mode of transportation for the Alaskan tourism industry. Unlike large cargo-carrying CMVs, motor coaches generally have many passengers on board. According to the five-year average, approximately 2.7% 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.





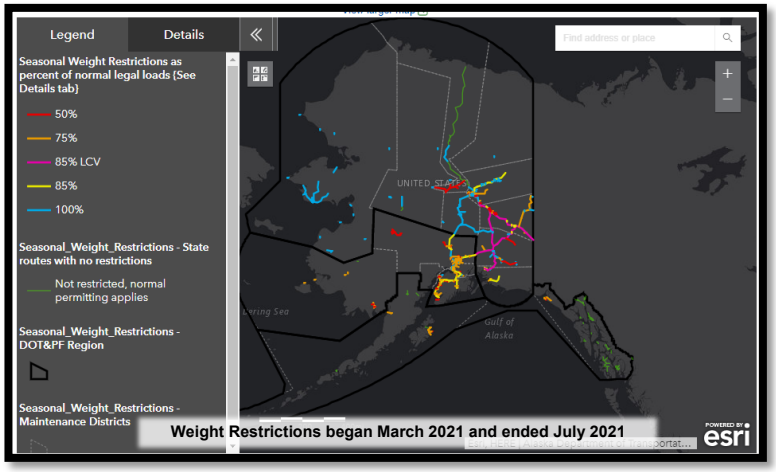

In the figure to the left, during CY2021 there were eight Federally-reportable crashes. These were entered into SAFETYNET, a state-utilized federal system, and then uploaded to the Motor Carrier Management Information System (MCMIS).

**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; like the load pictured to the left. 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.




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. During SFY2021, DOT&PF's GIS group collaborated with the Division's CVCSC and Maintenance and Operations to create an interactive map (above) to quickly identify weight restricted roads all

throughout Alaska. This new interactive map is for informational purposes only; please consult the most current public notices found on the website. This map and weight restrictions notices can be found on MSCVC's Web site at:

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

In SFY2021, the CVCSC issued 13,016 oversize and/or overweight permits. Permits were obtained through 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 10,706 temporary truck/trailer registration (TRT) permits were processed.


CVCSC provides assistance on:

- Information regarding legal weight and dimensions of loads
- 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)*

***Contact Information***

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

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

## 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

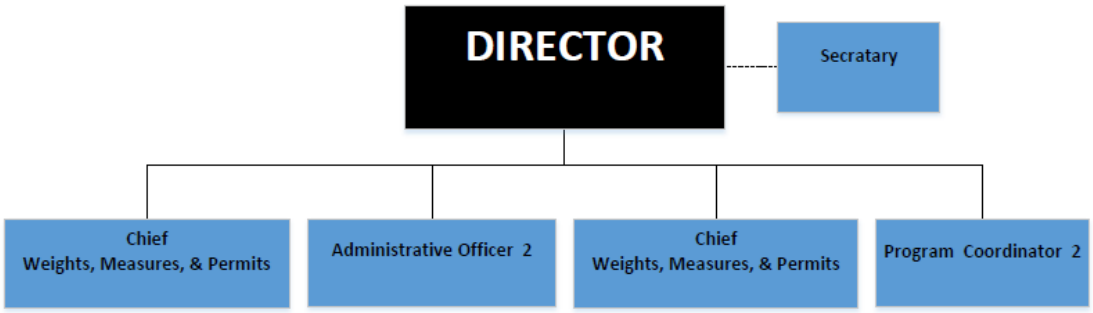
### Commercial Vehicle Compliance

| City | Name | Title | Phone | Fax | Email |
|---|---|---|---|---|---|
| ***Fairbanks*** | Carlos Rojas | Chief, CVC | 907-365-1210 | 907-365-1220 | carlos.rojas@alaska.gov |
| ***Anchorage*** | Stephanie King | New Entrant Auditor | 907-365-1206 | 907-365-1220 | stephanie.king@alaska.gov |
| ***Anchorage*** | Katherine Hensley | Permits and Planning Coordinator | 907-365-1215 | 907-365-1220 | katherine.hensley@alaska.gov |
| ***Anchorage*** | Princess David | Administrative Officer | 907-365-1224 | 907-365-1220 | princess.david@alaska.gov |
| ***Anchorage*** | Customer Service Center | | 907-365-1200<br>800-478-7636 | 907-365-1221<br>866-345-2641 | swoop@alaska.gov |

### Weigh Stations – Statewide

| City | Name | Title | Phone | Fax | Email |
|---|---|---|---|---|---|
| ***Anchorage*** | Alex Surnin | Statewide Supervisor | 907-365-1229 | 907-365-1220 | alex,surnin@alaska.gov |
| ***Anchorage*** | Ron Lucero | Anchorage Area Supervisor | 907-428-2020 | 907-365-1220 | ron.lucero@alaska.gov |
| ***Fairbanks*** | Adam Bower | Fairbanks Area Supervisor | 907-451-1677 | 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 February 02, 2022

### 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 2021

### Measurement Standards (SFY2021)

| Device Inspections | |
|---|---|
| **Total Inspections** | 13,742 inspections |
| **Metrology Laboratory** | |
| **Calibration Certificates Generated** | 716 |
| **Total Calibrations** | 2,275 |

### Commercial Vehicle Compliance (FY2021)

| Safety Inspections | |
|---|---|
| **Total Number Inspected** | 5,133 inspections |
| **Motor Coach (Bus) Inspected** | 29 inspections |
| **HazMat Inspected** | 479 inspections |
| **Unsafe Vehicles Removed** | 670 vehicles placed out-of-service |
| **Unsafe Drivers Removed** | 65 drivers placed out-of-service |
| **Safety Violations** | |
| **Total Safety Violations** | 5,601 safety violations |
| **Vehicle-related** | 4,512 safety violations |
| **Driver-related** | 999 safety violations |
| **HazMat-related** | 90 safety violations |
| **Vehicle Size & Weight** | |
| **% of weight compliance** | 98% (SFY2021) |
| **Weigh Station Counts** | 77,051 vehicles |
| **Weigh-in-Motion Counts** | 1,545,994 vehicles |
| **Portable Scales** | 328 vehicles |

### Commercial Vehicle Customer Service Center (SFY2021)

| Permits | |
|---|---|
| **Total OS/OW Permits** | 13,016 permits |
| **Temporary Registration** | 10,706 |

## 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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Email: MSCVC@alaska.gov
Fax: (907) 365-1220

Website: www.dot.alaska.gov/mscve

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Alex Surnin – MSCVC
Marjory Sanders – MSCVC
Carlos Rojas – MSCVC