

2022 |



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 03, 2023

As the Director of the Department of Transportation and Public Facilities (DOT&PF), Division of Measurement Standards and Commercial Vehicle Compliance (MSCVC), it is my pleasure to present the 2022 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 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, weight restrictions are used to decrease the deterioration of the transportation system.

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

Drive Safely,
Daniel V. Smith, Director

Mission Statement

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

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Executive Summary

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

In July 1997, the State of Alaska DOT&PF became the Lead Agency for weights and measures, 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 & Public Facilities. In July 2019, the Division of MSCVE changed to 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.

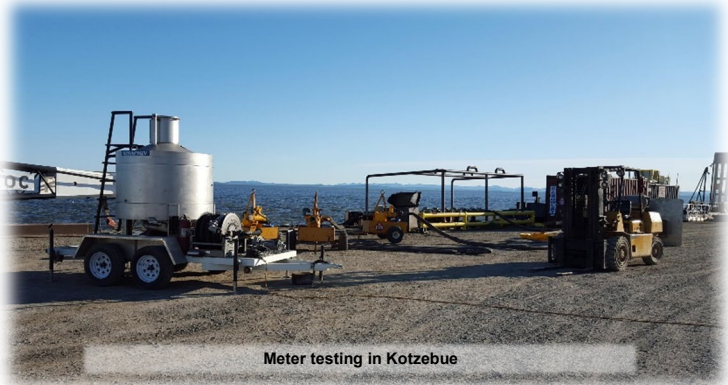
<u>Year</u>	<u>Period</u>
Federal Fiscal Year 2022 (FY2022)	October 1, 2021 – September 30, 2022
State Fiscal Year 2022 (SFY2022)	July 1, 2021 – June 30, 2022
Calendar Year 2022 (CY2022)	January 1, 2022 – December 31, 2022

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 14,469 weights and measures device inspections conducted during SFY2022, compared to 13,742 inspections conducted in SFY2021. The photograph to the right highlights trailer mounted volumetric prover used and located in Kotzebue. It tests the accuracy of medium and large petroleum meters used in commerce.



Meter testing in Kotzebue

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 inspections;
- Size and weight enforcement;
- 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.



Mandatory weigh conducted on a super-load in Seward, Alaska destined for Deadhorse, Alaska.

CVC's primary activities are to conduct safety inspections, size and weight compliance checks on all vehicles 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 FY2022, a total of 8,626 driver/vehicle inspections were conducted by certified Commercial Vehicle Inspectors. There was a total of 8,329 safety violations, which include: 6,610 vehicle violations, 1,545 driver violations, and 174 Hazardous Material (HazMat) safety violations. As a result, 944 unsafe vehicles and 161 unqualified drivers were removed from the road.

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 FY2022, a total of 83,150 CMVs were weighed for compliance at weigh stations throughout Alaska; an additional 158 vehicles were weighed during roadside operations. There were 752 unpermitted overweight trucks identified, 232 of which received a written citation. The FY2022 weight compliance rate was 98.1%. Continued size and weight enforcement throughout the Northern and Central regions of Alaska is expected to maintain weight compliance in FY2023.

The State of Alaska operates and maintains nine fixed facilities where safety inspections are conducted. The State also has nine 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 CMV traffic volume to determine efficient deployment of enforcement personnel.

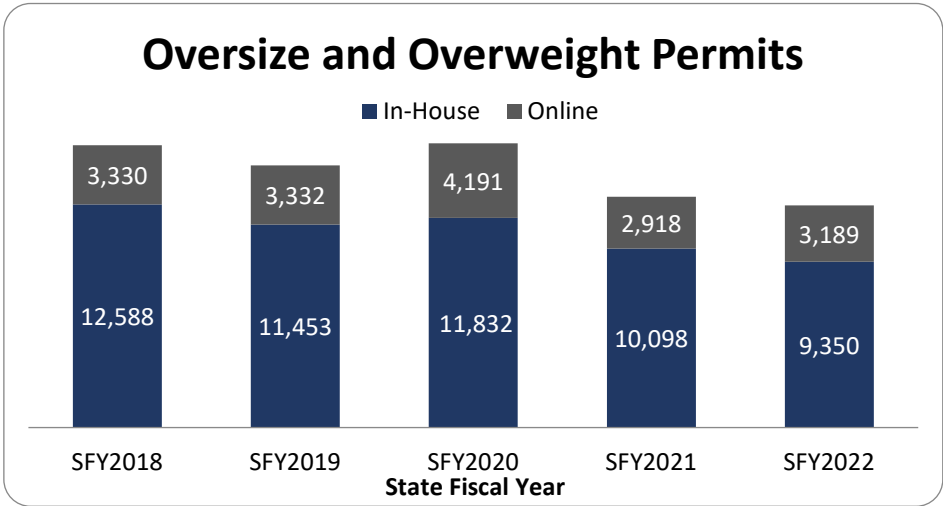
Commercial Vehicle Customer Service Center

Oversize and overweight vehicles without a permit can be a safety hazard to the motoring public and may damage infrastructure. The Commercial Vehicle Customer Service Center (CVCS) analyzes routes to process permits to ensure safe routes that preserve the State’s infrastructure when vehicles or loads exceed legal dimensions. The CVCS produced 12,539 oversize and



CVCI Kancir performing roadside enforcement on a permitted load.

overweight permits in SFY2022; an additional 10,774 temporary truck/trailer registration (TRT) permits were processed. The total number of oversize and overweight permits issued has decreased from SFY2018 through SFY2022 (see graph below). However, there is an increase of online permits from SFY2021 to SFY2022. According to the five-year-average data, approximately 77% of permits are processed by in-house staff as opposed to online.



Employee Recognition

During CY2022, the employees of MSCVC had an exemplary year and several individuals were specifically recognized for their excellence during the year.

Tausolia Mavaega, Commercial Vehicle Compliance Inspector (CVCI), was the Outstanding Employee due to exceeding his personal inspection goal of 440 inspections in 10 months, investing 285 hours performing 516 inspections of various levels

and identifying 384 violations. Ramiro Lamas Jr., CVCI, received the Leadership Award due to his outstanding job on on-boarding and training newly hired CVCI's. He also represented the State of Alaska at the 2022 North American Inspector Championship and received the Sgt. Dan Daigle Award of Excellence. CVCI's Chris Erickson, Morgan Hostina, Caleb Hessler, Ramiro Lamas Jr., and Shawn O'Donnoghue received the Team Award for their role in planning, creating, and delivering the Division's 2022 Annual In-Service Training in April. Daniel Burns, Weights and Measures Inspector, received the Employee of the Year Award due to constantly staying on top of his workload, going above and beyond of what is expected of him, his ability to quickly learn, and understand and apply the concepts of Weights and Measures.



Weights and Measures Inspector Daniel Burns 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 \$6,918,000.

- 36% – General Funds – Program Receipts (DGF)
- 29% – Grant Funds
- 21% – General Funds (UGF)
- 9% – Unified Carrier Registration Receipts
- 4% – 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

Measurement Standards needed effective management of personnel to meet statutory requirements. All registered scales, meters, and scanners require annual testing per AS 45.75.080 – General Testing. Challenges were 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, Juneau, and Sterling, 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

As technology advances, MS is looking into new master meter technology that will help improve the process of volumetric measuring and provide safeguarding elements.

During FY2022, Commercial Vehicle Compliance was awarded grant funding to begin in FY2023 under the High Priority Commercial Motor Vehicle (HP-CMV) and the High Priority Innovative Technology Deployment (HP-ITD) grant. The HP-CMV grant provided efforts to continue to carry out projects, which support improving CMV safety and compliance with CMV regulations. The HP-ITD grant will improve our current technology to better identify non-compliant vehicles and drivers.



This annual report is available for download at:

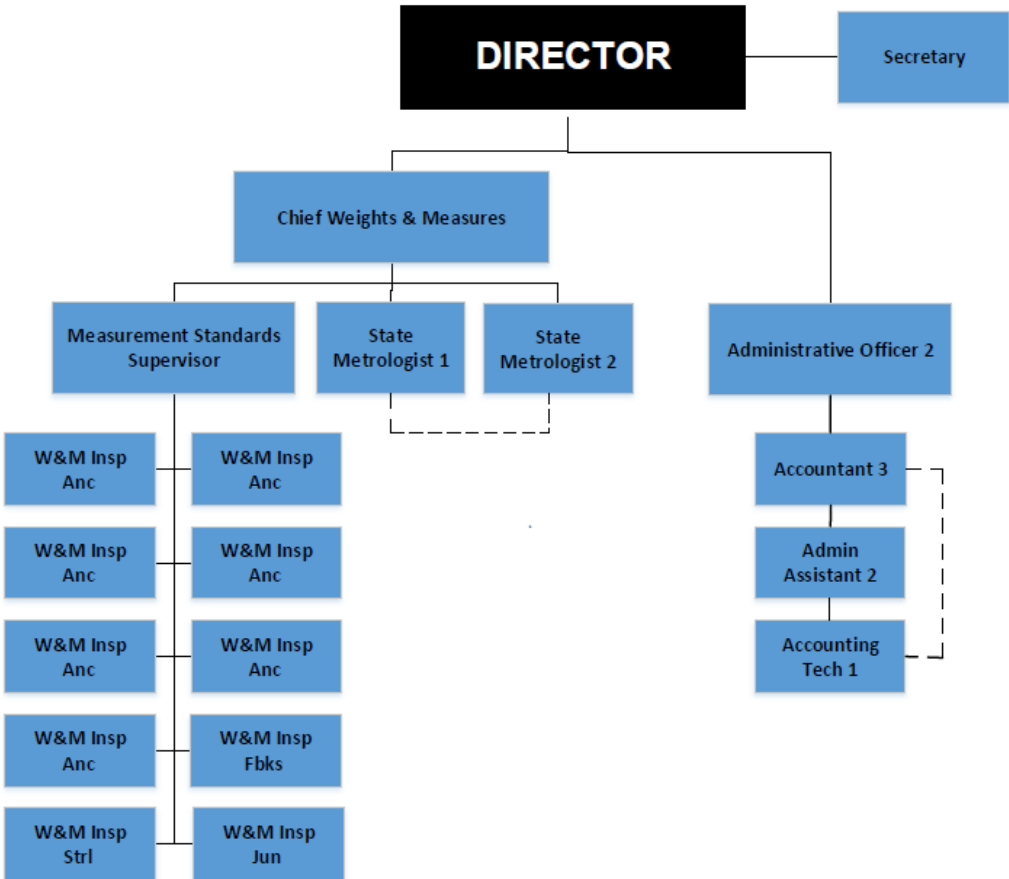
www.dot.alaska.gov/mscvc



Measurement Standards



Measurement Standards – Section Organizational Chart



As of January 17, 2023

Measurement Standards – Inspections and Testing

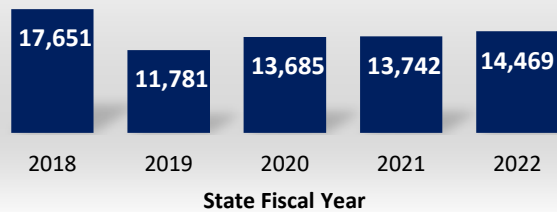


Weights and Measures prover inspection

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, an incorrect meter in a gasoline retail

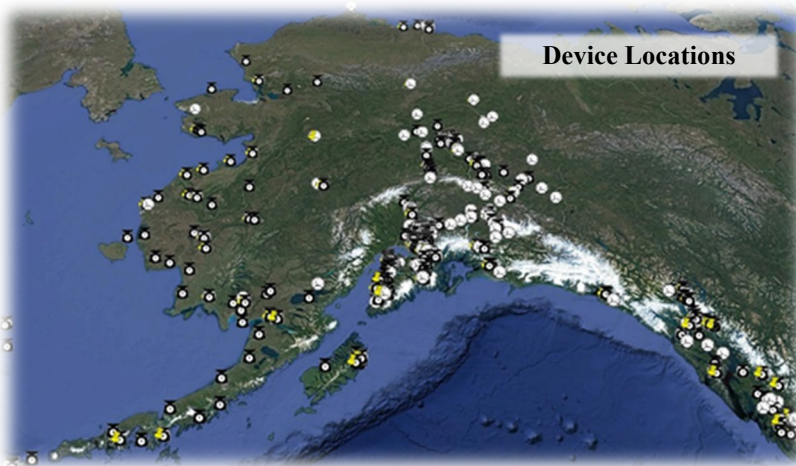
dispenser could be shorting customers on the amount of fuel being indicated if the meter is out of tolerance. Emphasis has been placed on testing, weighing, and measuring devices annually, increasing large fuel meter inspections, and improving inspector productivity.

Alaska Weights & Measures Inspections



Device Inspections

There were 14,469 Weights and Measures device inspections conducted during SFY2022, to include 12,521 unique registered devices. This is an increase from the 13,742 inspections conducted in SFY2021, as seen in the graph to the upper right. Of these 14,469 inspections, 40% were retail liquid measuring devices (i.e., fuel pumps or vehicle tank meters), 25% were scales used in the fishing industry, 8% were cannabis scales, and the remaining 26% were an assortment of other devices.



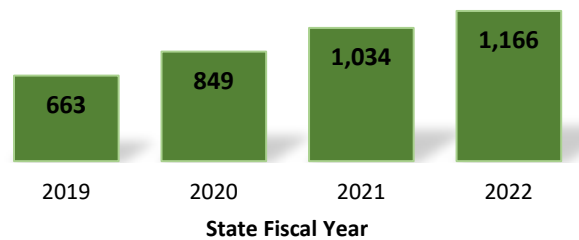
Statewide there are 20,156 active registered devices, some of which are inspected multiple times to bring them into compliance if they don't pass the initial test. Under AS 45.75.080, weighing and measuring devices are expected to be

tested and inspected annually. As seen in the diagram on the previous page, 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 grow and has become a reliable source of income to the State with the collection of tax revenue in the millions of dollars 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 on the graph to the right, the number of scales used in this industry has increased by 132 devices from SFY2021 to SFY2022. This steady upward trend has not slowed since the inception of legal marijuana sales in the State of 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.

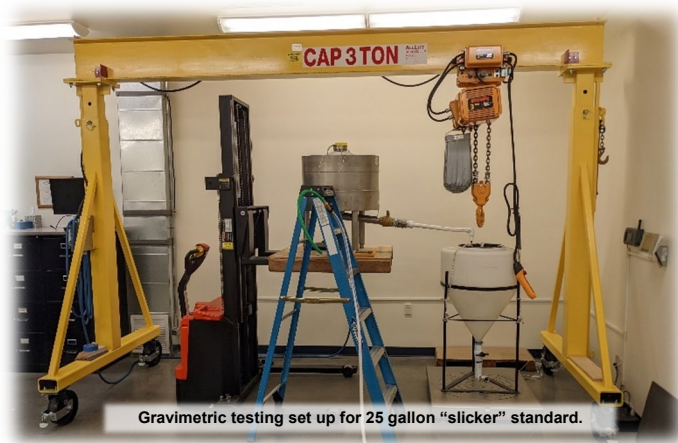
Commercial Weighing Devices Used in the Marijuana Industry



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 consumers 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 or the Alaska Marine Highway System. 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



Gravimetric testing set up for 25 gallon "slicker" standard.

in the field eliminates the additional cost of repeatedly shipping 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.



Measurement Standards – Metrology Laboratory



Haenni Wheel Load Scales used by CVC.

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 regarding 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, thermometers, and wheel load scales. All measurements results are traceable to the International System of Measurement through the National Institute of Standards and Technology (NIST).

The primary customers of the laboratory are the Weights & Measures Inspectors, although 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 SFY2022, the laboratory generated 869 calibration certificates, which equates to 2,425 calibrations. Compared to SFY2021, 716 calibration certificates were generated which equates to 2,275 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 NIST and was recently granted another two-year recognition for 2023 and 2024. The State Metrology Laboratory is one of only 18 state laboratories accredited by NVLAP.



Avoirdupois and Metric Primary Standards

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/mscvc/pages/measurement_standards.shtml

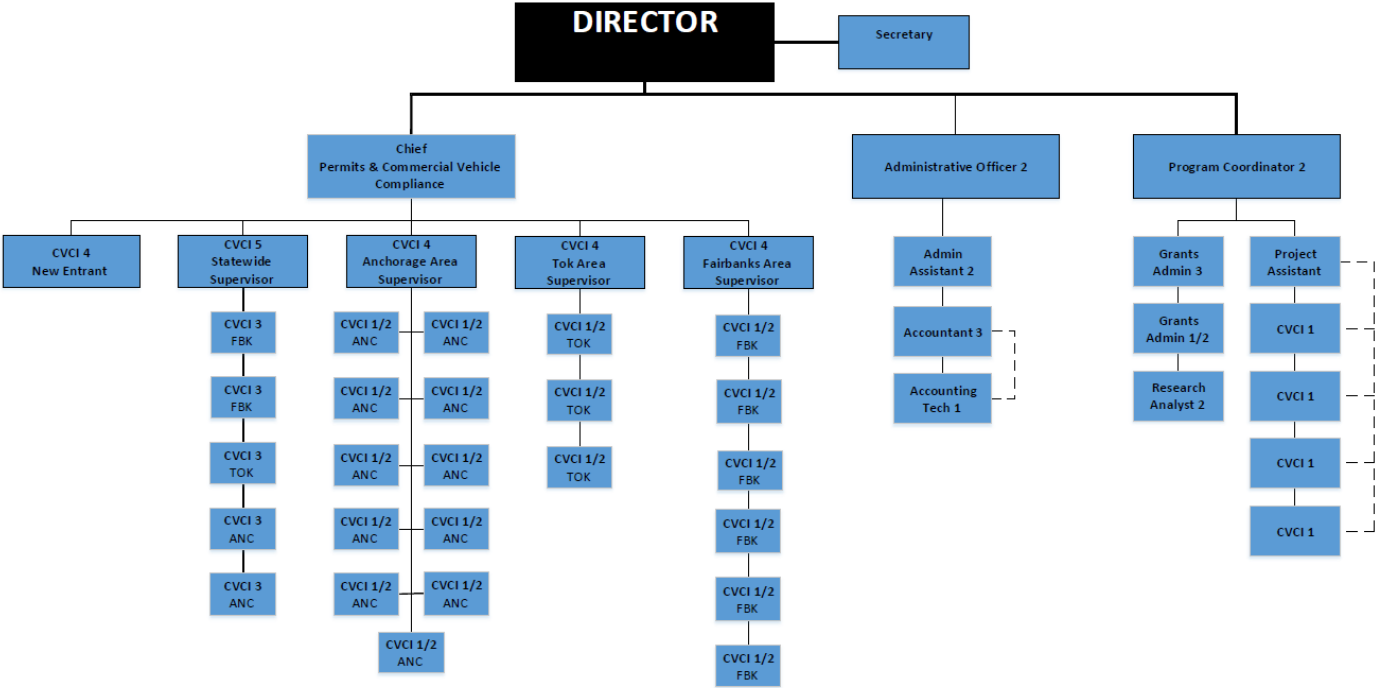
City	Name	Title	Phone	Fax	Email
Anchorage	Phillip Woolfolk	Chief, Weights & Measures	907-365-1222	907-345-2313	phillip.woolfolk@alaska.gov
Anchorage	Marjory Sanders	Measurement Standards Supervisor	907-365-1240	907-345-2313	marjory.sanders@alaska.gov
Anchorage	Gary Brown	Metrologist 2	907-365-1233	907-345-2313	garret.brown@alaska.gov
Fairbanks	Levi Hansen	Weights and Measures Inspector	907-717-8388	907-345-2313	levi.hansen@alaska.gov
Juneau	Vacant	Weights and Measures Inspector	907-789-9763	907-345-2313	
Sterling	Jeremy Boutwell	Weights and Measures Inspector	907-310-0810	907-345-2313	jeremy.boutwell@alaska.gov



Commercial Vehicle Compliance



Commercial Vehicle Compliance – Section Organizational Chart



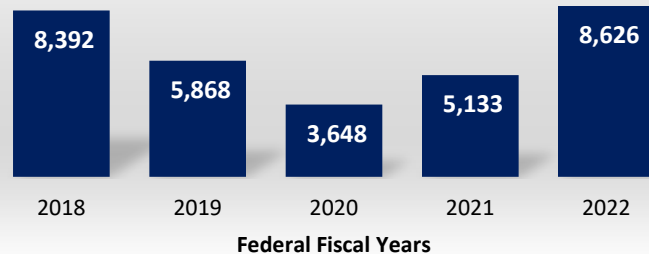
As of January 17, 2023

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, MSCVE became the Lead Agency for size and weight and oversize/overweight permitting. During FY2018, Commercial Vehicle Enforcement Officers were reclassified to Commercial Vehicle Compliance Inspectors. In SFY2020, the Division's title was modified to Measurement Standards Commercial Vehicle Compliance. During FY2022, a total of 8,626 safety inspections were conducted on CMVs, as seen on the figure to the right.

Alaska Commercial Motor Vehicle Inspections



Activities



CVCI Rendulic contacts a driver during the Division's annual Seatbelt Safety Outreach event.

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.

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

Unified Carrier Registration (UCR)

The 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)

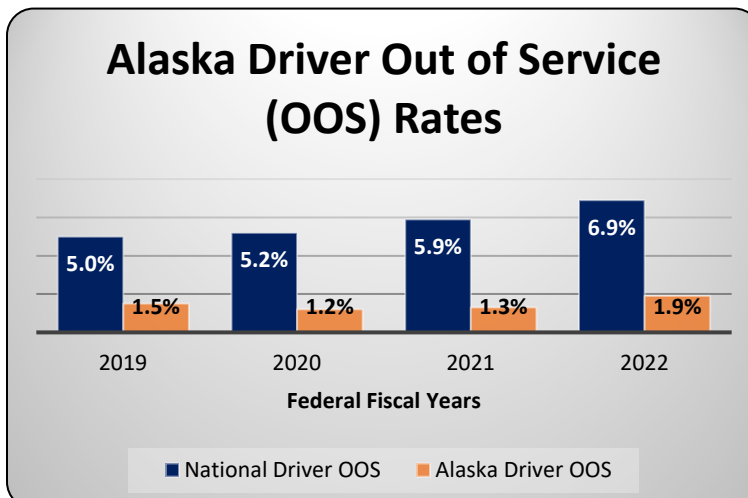
The HP-ITD grant, formerly known as Commercial Vehicle Information Systems and Networks (CVISN), provides financial assistance to advance the technological capability and promote intelligent transportation system applications for CMV operations by states. The program aims to improve efficiency through 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.

CMV Safety in Alaska (Out of Service Rates)

One metric 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

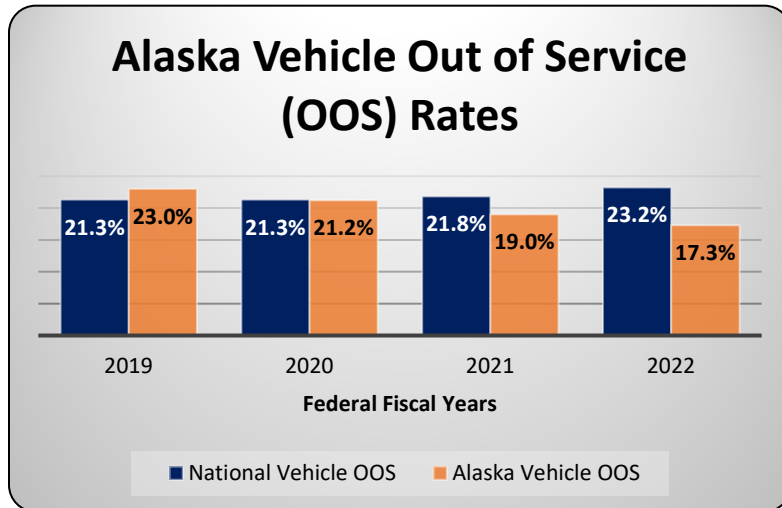


inspection program helps drivers and carriers comply with Federal and State safety regulations, thereby reducing driver and vehicle OOS rates. Removing drivers from the road for unsafe or fatigued driving violations reduces the risk of crashes. MSCVC utilizes a combination of the reduction of CMV crashes and OOS rates to measure the safety of CMV traffic.



Through regular inspections and educational outreach, the statewide driver OOS rate has increased from 1.5% in FY2019 to 1.9% in FY2022, which is noticeably less than the national average, as seen on the figure on the previous page. In comparison, the statewide vehicle OOS rate decreased from 23.0% in FY2019 to 17.3% in FY2022, as seen on the

figure to the right. Alaska is below the national average for vehicle OOS rates. CVCI's focus on vehicles that have a readily identifiable safety violation or in need of an inspection. By conducting roadside deployments, MSCVC can see new truck populations that would otherwise go uninspected. In FY2022, 158 total roadside weighs were conducted, including 115 rural road weighs.



Alaska CMV Inspection Program

MSCVC inspectors are DOT&PF 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 Graber conducts an inspection on a roadside deployment.

To standardize safety inspections within Alaska, the North American Standard (NAS) Inspection Levels are utilized. The Commercial Vehicle Safety Alliance (CVSA) standardizes procedures for inspection steps and types. Below are the inspection levels Alaska performs:

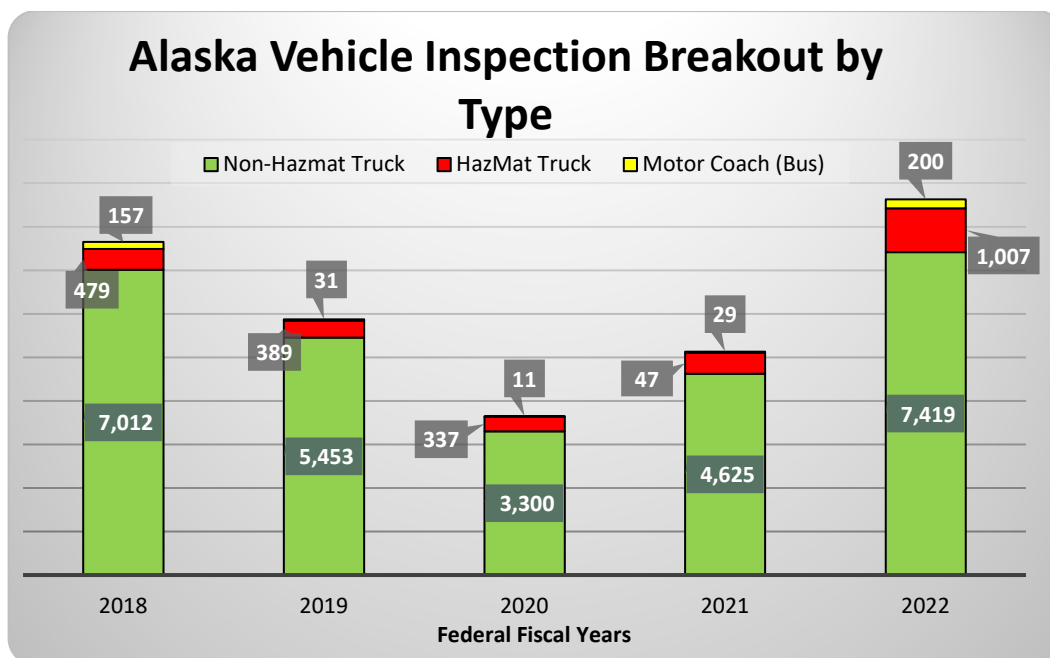
- Level I (Full Inspection)
- Level II (Walk-Around Vehicle and Driver Inspection)
- Level III (Driver/Credential Inspection)
- Level IV (Special Inspection)
- Level V (Vehicle-Only or Carrier Terminal Inspection)

As seen on the following table, the total safety inspections that were conducted during the past five years are broken down by inspection level. During FY2022, a total of 8,626 CMV

safety inspections were conducted by CVCIs. During FY2022, the number of safety inspections completed is above the five-year average except for level IV inspections.

NAS Inspection Level	2018	2019	2020	2021	2022	Five Year Average
I	2,450	1,641	896	1,697	2,084	1,754
II	2,061	1,560	1,215	1,795	3,326	1,991
III	3,811	2,574	1,529	1,614	3,168	2,539
IV	70	85	0	0	0	31
V	0	8	8	27	48	18
Grand Total	8,392	5,868	3,648	5,133	8,626	6,333

The number of motor coach¹, Hazardous Material (HazMat), and non-HazMat truck inspections increased in FY2022 as seen on the figure below. As a result of statewide enforcement efforts, 943 unsafe property carrying CMVs and one unsafe passenger carrying CMV were removed from the road. Through the safety inspection program, MSCVC identified 160 unqualified property carrying CMV drivers and one unqualified passenger carrying CMV driver during FY2022.



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.



Motor Coach (example)



Truck (example)



HazMat (example)

Roadside Enforcement

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



Lt. Surnin using a portable Haenni scale in Skagway, Alaska.

and Weight Plan, CVC conducted seven roadside deployments during FY22. 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 43 urban roadside weighs and 115 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.

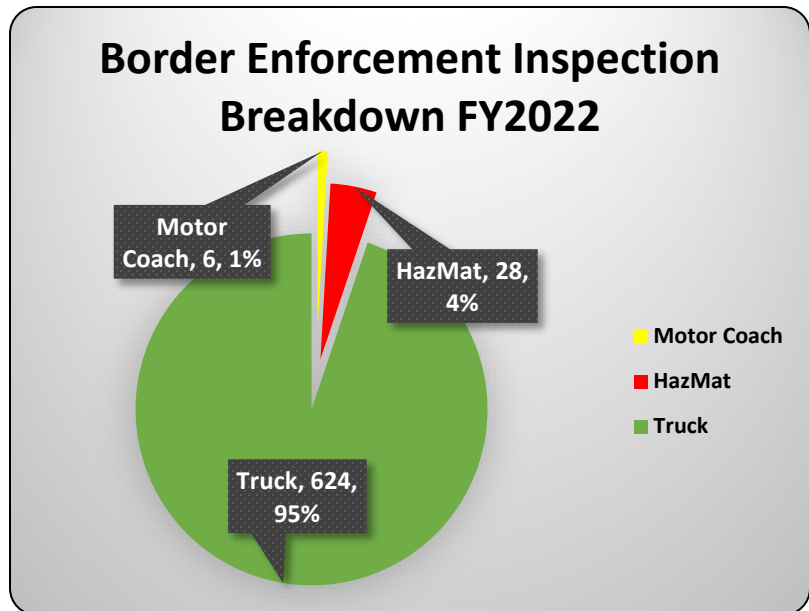
Border Enforcement

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 Tok Weigh Station is the first point of contact for CMVs entering the United States via the Alcan Border crossing. This is a major port of entry for International Commerce vehicles entering and leaving Alaska. Vehicles operating in interstate and international commerce

represented about 87.4% of the inspections that occurred at the Tok Weigh Station in FY2022.

In FY2022, six motor coaches 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 FY2022, 28 HazMat inspections occurred as part of border enforcement. These totals for motor coach and HazMat inspections are expressed as a percentage of the 658 total border enforcement inspections as seen on the figure to the right.

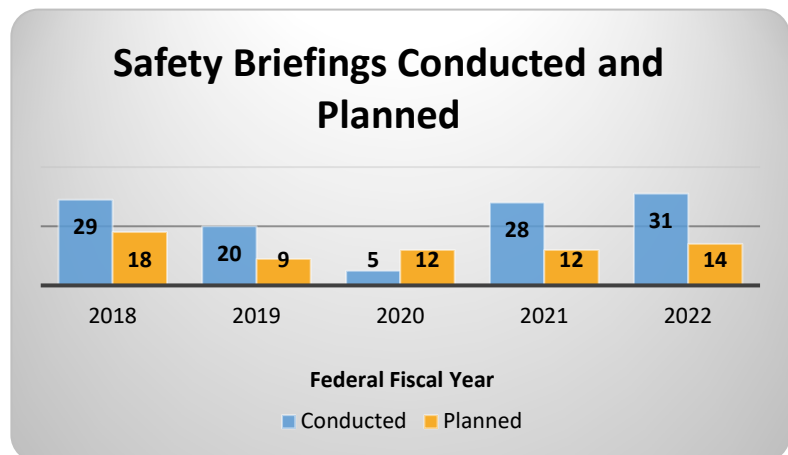


New Entrant Program

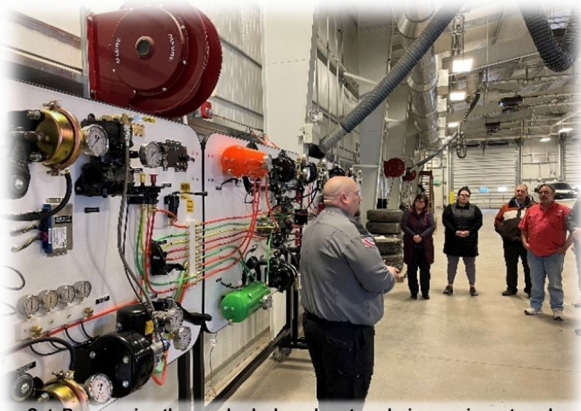
The New Entrant Program introduces new interstate motor carriers to Federal compliance and safety regulations. When a carrier registers to conduct interstate operations and receives a USDOT number, they are considered a New Entrant and will be monitored for their first 18 months. Within 12 months the 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 New Entrant Program was initiated in Alaska in FY2019. During FY2022, the New Entrant Safety Auditor conducted 22 audits on Interstate motor carriers.

Educational Outreach

Outreach efforts improve the driver’s awareness of highway users by attending events regarding minimizing the risk of a crash with a CMV and 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. At the Richardson Inbound Weigh Station, there is a new brake board system which will help industry understand the brake components and inspection procedures. 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 FY2022, MSCVC’s goal was to conduct 14 safety briefings throughout the state. MSCVC conducted a total of 31 safety briefings.



Sgt. Bower using the new brake board system during carrier outreach.



CVCI Bates at a Teens & Trucks event.

Future Updates

UCR fees have decreased from CY2022 to CY2023 per the 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	\$41	\$121	\$242	\$844	\$4,024	\$39,289

In late FY2022, grants were awarded to conduct deployments for CMV inspection activities in rural roadside not served by weigh stations or WIM sites for FY2023 and FY2024. The CMV grant also has a project towards public awareness and education to local law enforcement agencies, State Safety Data Quality, and human trafficking. There are two technology projects: virtual Weigh-in-Motion landing page and installing a license plate reader at the Hans Roelle Memorial Glenn Outbound Weigh Station.

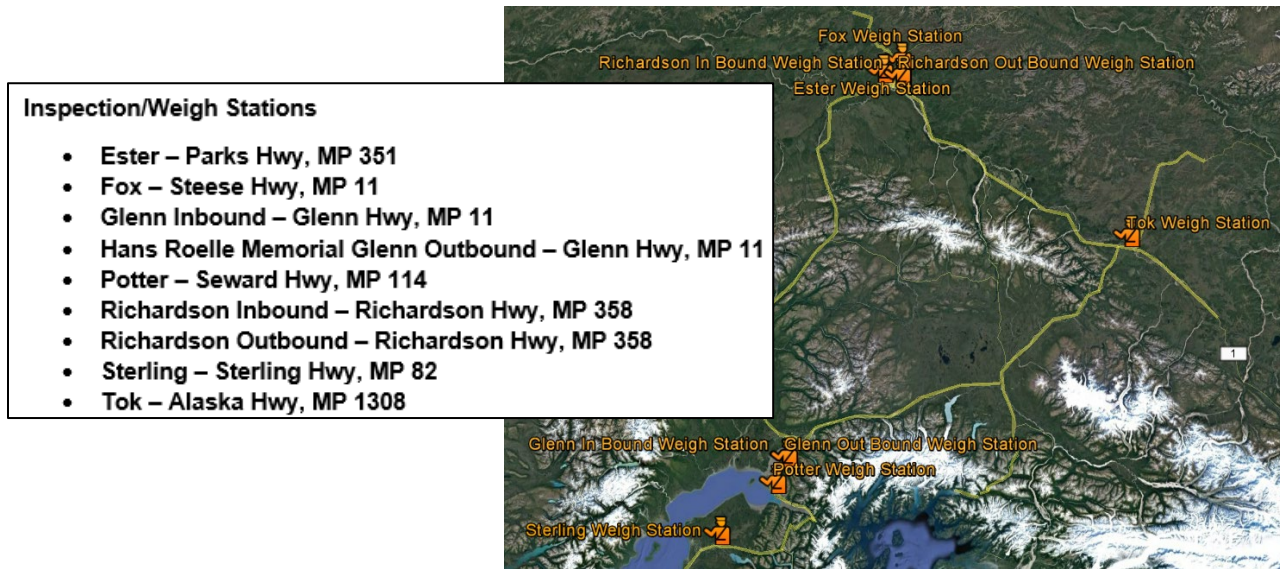
Commercial Vehicle Compliance – Size and Weight Compliance

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



Richardson Inbound Weigh Station and inspection facility.

infrastructure. The FY2022 weight compliance rate was 98.1%, which means only 1.9% of vehicles were found to be overweight.



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 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 FY2022, MSCVC weighed 83,150 CMVs at the fixed inspection/weigh stations listed in the upper left portion of the image. Portable scales are used at roadside locations by CVCIs. During FY2022, CVCIs conducted a total of 158 portable weighs.

Innovative Technology Deployment

The 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.

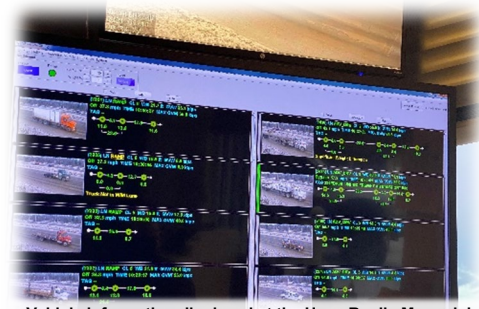
ITD refers to the information systems that support local CVC activities. Systems that support CVC activities consist of the following components:

- 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 FY2022, nearly 1.61 million CMVs (class 5-13 vehicles) crossed over established WIMs within the state. MSCVC also worked with DOT&PF Program Development & Statewide Planning group in the implementation of the new WIM at MP 2.5 Klondike Highway in Skagway, Alaska.



The new WIM site on the Klondike Highway

- 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 Alaska, the Sterling Highway, Steese Highway, the Glenn Highway, and recently added the Alaska Highway. To ensure continued operations of the VWS at the Glenn Highway locations, the Intelligent Roadside Computer was successfully replaced with a newer system in 2019. Data from the Glenn Highway WIM, Automated Vehicle Identification, and Video Identification are transmitted to the nearby weigh stations for the purpose of prescreening the weight compliance of vehicles.



Vehicle information displayed at the Hans Roelle Memorial Glenn Outbound Weigh Station

- Sorting system – The sorting system adds to the VWS through the use of transponders, provided free of charge to CMV carriers in Alaska, which may allow compliant vehicles to bypass an open weigh station. A sorting system is active at the Hans Roelle Memorial Glenn Outbound Weigh Station.



License Plate Reader at Port of Alaska

Commercial Vehicle Compliance – Crash Reporting

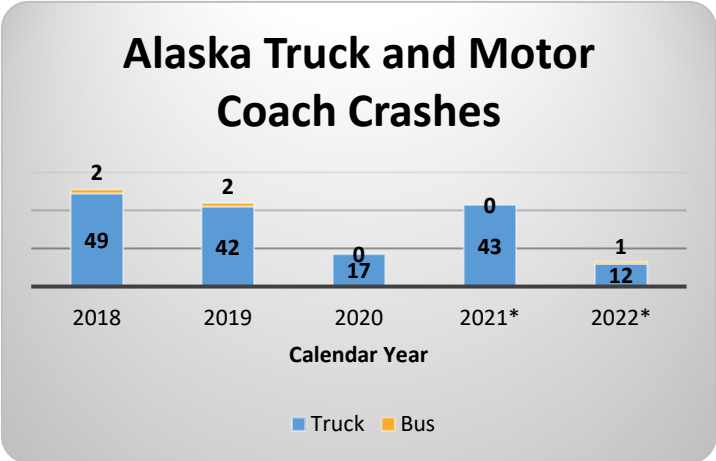


Commercial vehicle crash at MP 118 Glenn Highway.

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 FY2022 Alaska *Commercial Vehicle Safety Plan* (CVSP) the goal was to reduce the number of Federally-reportable CMV-related crashes below the (FFY14-FFY18) five-year average of 73. A Federally-reportable crash is one that results in: any vehicle being disabled as a result of the

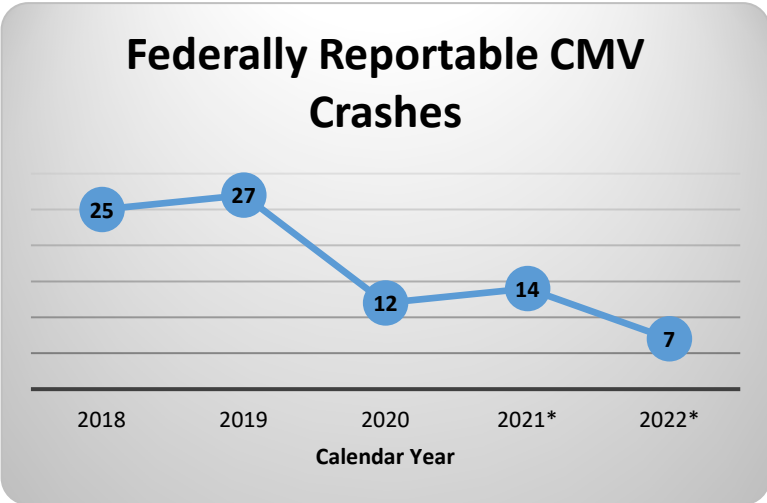
crash and requiring a tow; an injury as a result of the crash, requiring immediate transportation for treatment away from the scene; or a fatality.

Motor coaches are a vital mode of transportation for the Alaskan tourism industry. Unlike large property carrying CMVs, motor coaches generally have many passengers on board. The figure to the right, breaks down the last five years by motorcoach and truck crashes in Alaska. According to the five-year average, approximately 3.0% of Federally-reportable and non-reportable 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.



During CY2022 there were seven Federally-reportable crashes (figure to the left). These were entered into SAFETYNET, a state-utilized Federal system, and then uploaded to the Motor Carrier Management Information System.

*Preliminary data



Commercial Vehicle - Customer Service Center



An oversize load at the Glenn Inbound Weigh Station.

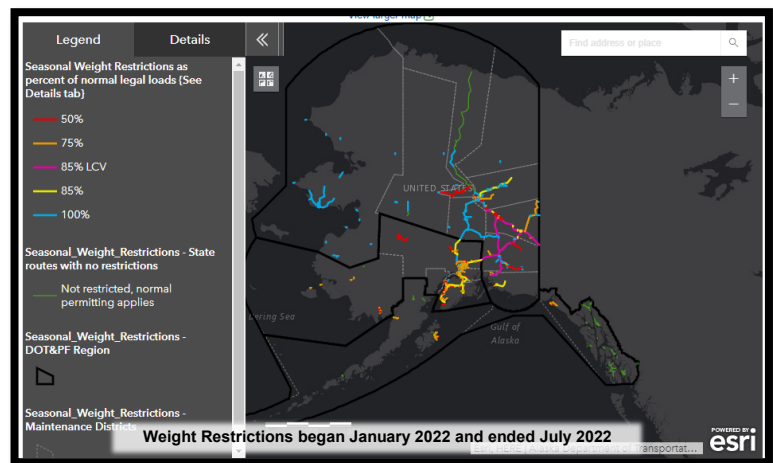
The CVCSC objective is to protect Alaska's highway infrastructure by regulating the transport of oversize and overweight loads. Without a permit, any oversize motor vehicle could damage infrastructure. Permit Technicians of the CVCSC interpret road and bridge restrictions and issue permits to allow movement of an oversize or overweight load in Alaska. This helps preserve infrastructure, including both roads and bridges, by detailing specific conditions. 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, and overweight loads. 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. DOT&PF's

Transportation Geographic

Information Section (TGIS) group collaborated with the Division and Maintenance & Operations to create an interactive map (previous page) to quickly identify weight restricted state roads throughout Alaska. This interactive map is for informational purposes only with the public notices available on the MSCVC's Website at:



<https://dot.alaska.gov/mscvc/pages/weightrestrictions.shtml>



Permit Technician Misty Smart at the CVCSC Office in Anchorage, Alaska

In SFY2022, the CVCSC issued 12,539 oversize and/or overweight permits. Permits were obtained through both the MSCVC office and online. Online permits are available for limited over-dimensional and overweight loads up to 125% overweight. The *Administrative Permit Manual: Oversize and Overweight Permits* is available online at www.dot.alaska.gov/mscve to assist in the process.

CVCSC provides assistance on:

- Information regarding legal weight and dimensions of loads
- Obtaining information for a FREE transponder (electronic bypassing of participating weigh stations)
- Updating the Federal MCS-150 form for CMV PRISM registration
- Processing annual UCR payments

Contact Information:

swoop@alaska.gov

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

<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/mscvc/pages/phones.shtml>

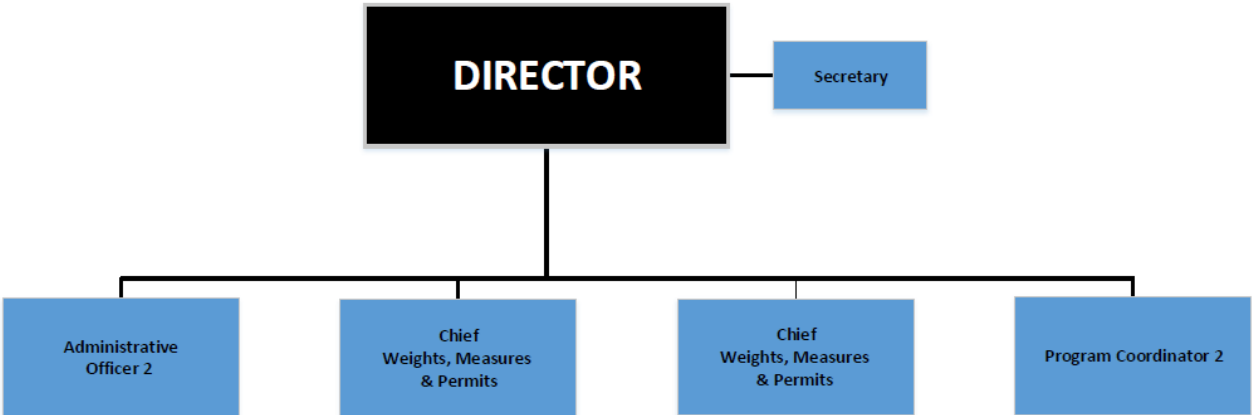
Commercial Vehicle Compliance

<i>City</i>	<i>Name</i>	<i>Title</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>
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	Vacant	Permits and Planning Coordinator	907-365-1215	907-365-1220	
Anchorage	Inga Johnson	Administrative Officer	907-365-1224	907-365-1220	inga.johnson@alaska.gov
Anchorage	Customer Service Center		907-365-1200 800-478-7636	907-365-1221 866-345-2641	swoop@alaska.gov

Weigh Stations – Statewide

<i>City</i>	<i>Name</i>	<i>Title</i>	<i>Phone</i>	<i>Fax</i>	<i>Email</i>
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	Chris Erickson	Tok Area Supervisor	907-883-3729	907-883-4318	christopher.erickson@alaska.gov
Hans Roelle Memorial Glenn O/B Weigh Station			907-428-1333		
Glenn I/B Weigh Station			907-428-2064		
Potter 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 January 17, 2023

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 2022

Measurement Standards (SFY2022)

Device Inspections	
Total Inspections	14,469 inspections
Metrology Laboratory	
Calibration Certificates Generated	1,048
Total Calibrations	2,454

Commercial Vehicle Compliance (FY2022)

Safety Inspections	
Total Number Inspected	8,626 inspections
Motor Coach (Bus) Inspected	200 inspections
HazMat Inspected	1,007 inspections
Unsafe Vehicles Removed	944 vehicles placed out-of-service
Unsafe Drivers Removed	161 drivers placed out-of-service
Safety Violations	
Total Safety Violations	8,329 safety violations
Vehicle-related	6,610 safety violations
Driver-related	1,545 safety violations
HazMat-related	174 safety violations
Vehicle Size & Weight	
% of weight compliance	98.1%
Weigh Station Counts	83,150 vehicles
Weigh-in-Motion Counts	1,610,479 vehicles
Portable Scales	158 vehicles

Commercial Vehicle Customer Service Center (SFY2022)

Permits	
Total OS/OW Permits	12,539 permits
Temporary Registration	10,774

MSCVC Contact Information

Daniel V. Smith, Director

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

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

Website: www.dot.alaska.gov/mscvc



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