MSCVE Annual Report

Federal Fiscal Year 2008

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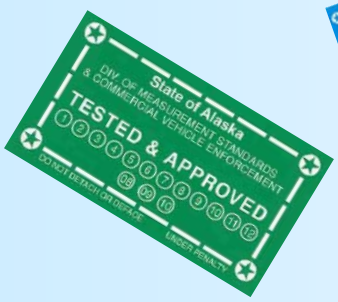
STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES,
DIVISION OF MEASUREMENT STANDARDS / COMMERCIAL VEHICLE ENFORCEMENT



MSCVE Patrol Units

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Governor
Sarah Palin

Commissioner
Leo von Scheben

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

The **MISSION** of the Alaska Department of Transportation and Public Facilities is to provide for the safe movement of people and goods and the delivery of state services.

The **VISION** of the Alaska Department of Transportation and Public Facilities is to plan, design, construct, operate and maintain quality, safe, efficient sustainable transportation and public facilities that meet the needs of Alaska's diverse population, geography and growing economy.

The **GOALS** of the Alaska Department of Transportation and Public Facilities are to:

- Improve the safety of the transportation system
- Develop a transportation system that supports and promotes economic development
- Improve our individual and collective performance
- Conduct business in an open and honest manner
- Promote career growth and safety for all staff

THE DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES CONSISTS OF A WIDE VARIETY OF DIVISIONS INCLUDING ADMINISTRATIVE, STATEWIDE DESIGN & ENGINEERING SERVICES, STATEWIDE PLANNING, MAINTENANCE & OPERATIONS, RIGHT OF WAY AND MEASUREMENT STANDARDS & COMMERCIAL VEHICLE ENFORCEMENT (MSCVE).

MSCVE IS THE DIVISION WITHIN THE DEPARTMENT ASSIGNED OVERSIGHT OF:

- COMMERCIAL MOTOR VEHICLE ENFORCEMENT
- INSPECTING THE WEIGHING AND MEASURING DEVICES USED IN COMMERCE
- THE STATE STANDARDS

DIVISION OF MEASUREMENT STANDARDS AND COMMERCIAL VEHICLE ENFORCEMENT

The **MISSION** of the State of Alaska, Department of Transportation & Public Facilities, Measurement Standards & Commercial Vehicle Enforcement Division is to enhance motoring public safety, protect public infrastructure and assure marketplace confidence and equitable trade.

The **VISION** of the State of Alaska, of Transportation & Public Facilities, Measurement Standards & Commercial Vehicle Enforcement Division is to ensure accurate trade measurements and to enforce commercial vehicle regulations.

The **GOALS** of the State of Alaska, Department of Transportation & Public Facilities, Measurement Standards & Commercial Vehicle Enforcement Division are to:

- Provide equity in the marketplace by enforcing the provision of the Weights & Measures Act
- Enforce federal and state commercial vehicle regulations to insure safe highways

PURPOSE OF THE MSCVE 2008 ANNUAL REPORT

The purpose of the annual report is to give information about MSCVE activities and data analysis to heighten awareness of the Division's efforts. The information and data in this report additionally satisfies the reporting requirements of many federal projects and efforts. This report is distributed to stakeholders, interested parties and available for download at www.alaska.gov. The period covered by this report is federal fiscal year 2008, FFY 08, (October 1, 2007—September 30, 2008) unless otherwise noted.

HISTORY OF MSCVE

In July 1997, the State of Alaska, Department of Transportation and Public Facilities created the Division of Measurement Standards and Commercial Vehicle Enforcement by combining staff, functions and responsibilities of groups formerly in the Alaska Departments of Commerce, Public Safety and Transportation. The division engages in short and long term planning to not only ensure safe, secure and equitable operations but also to promote safe, reliable, efficient passenger and freight movement which is critical in ensuring continued economic growth and development in our great state.

MSCVE uses multiple approaches of enforcement and regulatory compliance to enhance motoring public safety and ensure trade measurements are accurate in the public market place. These approaches include:

- Inspections at fixed weigh stations
- Roadside Inspections, some of which utilize the IRIS Van and/or the Mobile Inspection System
- Alaska State Troopers & local law enforcement
- Industry site inspections by Commercial Vehicle Enforcement Officers
- Device inspections and certifications by Weights & Measures Inspectors

DAN K. BREEDEN HAS BEEN MSCVE DIRECTOR SINCE 2007 AND HAS A TWO FOLD OBJECTIVE:

* TO MAINTAIN PUBLIC MARKET PLACE CONFIDENCE BY ENSURING THAT TRADE MEASUREMENTS ARE ACCURATE AND APPROPRIATE AND
* TO CREATE THE SAFEST, MOST PRODUCTIVE COMMERCIAL VEHICLE OPERATING ENVRIEONMENT POSSIBLE

MEASUREMENT STANDARDS SECTION

COMMERCIAL VEHICLE ENFORCEMENT SECTION

INSPECTION AND TESTING ACTIVITIES

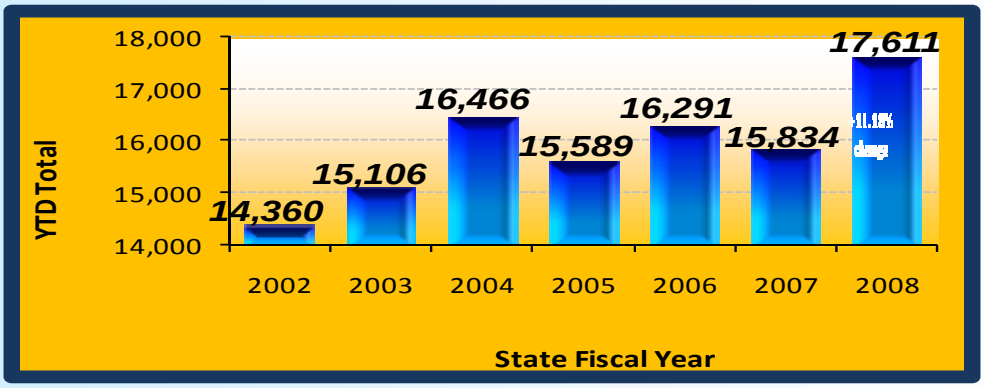
Core Services of Measurement Standards:

- Measurement Standards Testing - Test prepackaged commodities labeled by weight or volume at retail and wholesale locations, ensuring the accuracy of net content weights. Inspect and test commercial fuel meters used to measure road, marine and aviation fuel. Test and inspect commercial scales including those used at retail stores, large capacity freight scales and those used in the fishing industry, vehicle scales and those scales used by the Alaska Railroad. Perform price verification evaluations at retail stores to assure consumer confidence in price accuracy.
- Measurement Standards Metrology Laboratory - Provides calibration and certification for the standards used by Weights and Measures Inspectors, other government agencies and industry. This includes mass standards to 1,000 pounds, volumetric provers to 1,000 gallons, speed detection devices, and portable weight enforcement scales. Our metrology laboratory is recognized by the National Institute of Standards and Technology.

National Institute of Standards and Technology ...working with industry to foster innovation, trade, security and jobs

THE GOAL OF THE CHIEF OF WEIGHTS AND MEASURES IS TO ENFORCE THE PROVISIONS OF THE WEIGHTS & MEASURES ACT BY INSPECTING THE DEVICES AND MEASUREMENT ACTIVITIES USED IN COMMERCE. DOUG DEIMAN HAS BEEN CHIEF SINCE 2007.

MS inspection activities provide equity in the marketplace and provide a level playing field to business, large and small. Businesses can operate with confidence that we are inspecting and testing measuring and weighing devices throughout the state with methods established by the National Conference on Weights & Measures. State Fiscal Year 2008 saw an overall increase in inspection activities. The graph below illustrates a total of 17,611 inspections were completed. This represents an 11.2% increase over 2007.



Challenges for FFY2009 will be to continue the training of new staff members, bring the new test equipment on line, and to develop a procedure to apply civil penalties to those businesses that fail to voluntarily comply with state statues. Frequency of testing has always been the most effective method for reducing compliance failure rates. The addition of one new inspector position will allow MS to increase the frequency of testing for retail fuel dispensers in certain areas to less than once a year. There are still many rural areas that cannot be tested at all due to a lack of equipment and budgetary constraints.

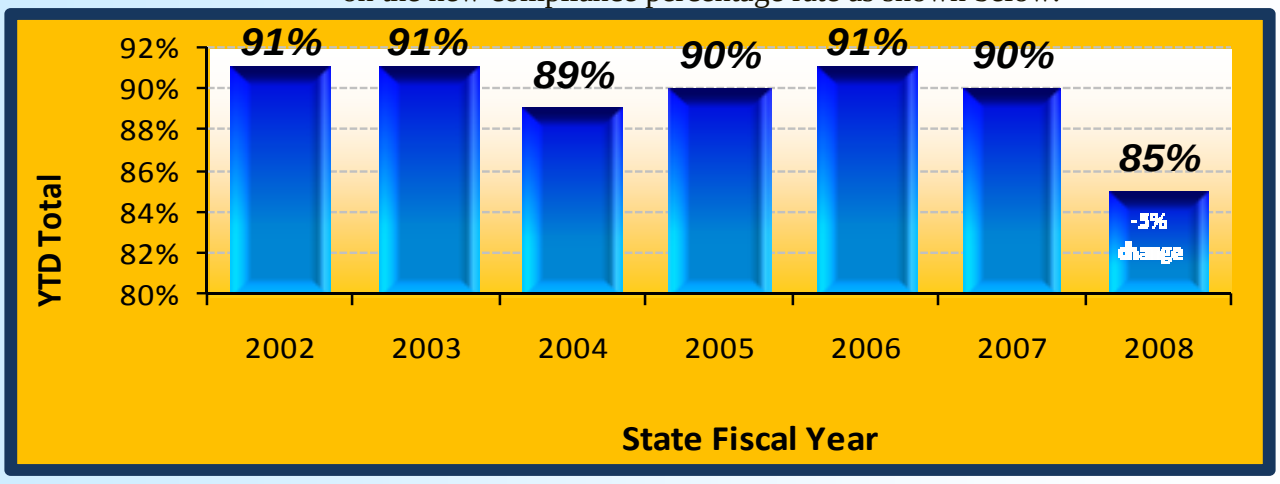
MEASUREMENT STANDARDS ORGANIZATIONAL CHART

- DAN BREEDEN — DIRECTOR MSCVE
  - DOUG DEIMAN — CHIEF WEIGHTS & MEASURES
    - ANCHORAGE W & M INSPECTOR II
    - ANCHORAGE W & M INSPECTOR II
    - ANCHORAGE W & M INSPECTOR II
    - ANCHORAGE W & M INSPECTOR I
    - ANCHORAGE W & M INSPECTOR I
    - ANCHORAGE W & M INSP. TRAINEE
    - ANCHORAGE W & M INSP. TRAINEE
    - JUNEAU W & M INSPECTOR II
    - JUNEAU W & M INSPECTOR I
    - FAIRBANKS W & M INSPECTOR II
    - FAIRBANKS W & M INSP. TRAINEE
  - STATE METROLOGIST II
    - STATE METROLOGIST I

*** SPECIAL NOTE: REPORTING PROCEDURES CHANGES**

In previous years, the compliance rate was based on an "as left" status of the devices inspected and was not reporting the true state of devices operating in the market place. MS is now reporting the compliance rate based on an "as found" status of the devices inspected. This decrease in the compliance rate was anticipated with this reporting change.

The difference in our reporting procedures is we now report the devices condition as we find it, not as we leave it. In the past this allowed repairs to be made to the device to bring it back into compliance prior to issuing its condition report and "Approved for Use" certificate. Future targets will be based on the new compliance percentage rate as shown below.



MEASUREMENT STANDARDS INSPECTION AND TESTING

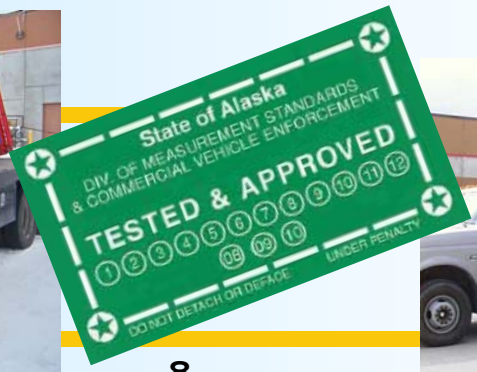
The department's goal is to assure market place confidence and equitable trade through increased testing to improve scale, meter and retail pricing compliance rates. Emphasis has been placed on testing weighing and measuring devices annually, increasing large fuel meter inspections, increasing enforcement presence, and improving inspector productivity in the performance of price verification evaluations. The combined number of scale, meter, and price verification inspections increased by 11.2% in State Fiscal Year 2008.

- Scales: Bringing the number of filled positions back to proper levels has resulted in a substantial increase in overall inspections. Three replacement pieces of crucial test equipment will be assembled and brought on line in State Fiscal Year 09/10. These test trucks will increase the safety and productivity of our inspectors, which will give us the opportunity to perform an analysis of vehicle scale installations and provide the data necessary to support a regulation change requiring businesses to follow detailed installation procedures.

- Meters: An increase in inspections due to the addition of new retail dispensers and the opening of new businesses in State Fiscal Year 08 increased the number of devices inspected. MS increased the inspections of fuel dispensers at the retail level and will continue this effort in to State Fiscal Year 09. New equipment added mid-year has increased the capacity to inspect meters in Southeast Alaska and the Aleutians. One new inspector will be added to the meter testing program by mid-2009.

- Price Verification Testing: A stable Alaskan economy and conservative growth in the retail sector has increased the number of locations inspected. We anticipate the trend to continue into 2009 and beyond. Assigning a staff member full time to the task has resulted in a 35% increase in the number of price verification tests performed annually. Businesses in Alaska continue to be on pace with the national average of 98% compliancy rate. The application of civil penalties will be an effective enforcement tool for those businesses that do not respond to our efforts to gain voluntary co-operation with regards to pricing accuracy.

MEASUREMENT STANDARDS TEST TRUCK



MEASUREMENT STANDARDS TEST TRUCK

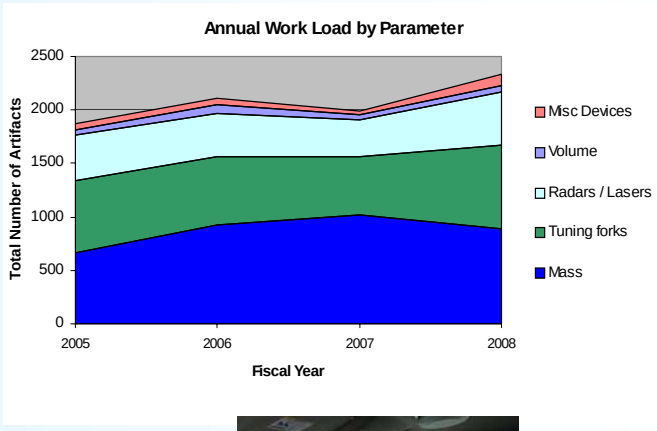
METROLOGY LAB

Although this function is relatively low in profile, the metrology laboratory provides for the critical link that assures confidence in measurements made within the state, particularly with regard to commerce and law enforcement. Metrology is defined as the science and practice of precision measurement, and is a requisite aspect of weights and measures regulation.

Alaska's state metrology laboratory is recognized by the US Department of Commerce, National Institute of Standards and Technology through the state laboratory Measurement Assurance Program. This program is limited to government laboratories that support regulatory weights and measures programs in specific measurement areas. It is through this program that the laboratory has established its capability of rendering traceable calibrations, thereby supporting the accuracy of its data for legal applications.

Items that the laboratory is recognized to calibrate (known as "parameters") include artifacts of mass, volume, and frequency. The laboratory also provides test results for devices, including speed detection equipment (e.g. radar and laser based "speed guns"), portable commercial vehicle scales and watt hour meters. Although the primary customers of the laboratory are the state Weights and Measures Inspectors, services are also provided to other governmental agencies and private industry. These include state and local law enforcement agencies, fuel distribution and support organizations, medical service companies, military organizations, and others.

The graph to the right illustrates four years of laboratory work load activity.



Because of the role that metrology plays in commerce and law enforcement, May 20 of each year is recognized nationally and internationally as "World Metrology Day". This is to commemorate the signing of an international treaty that provides the basis for the international agreement on units of measurement.
www.worldmetrologyday.com

SPEED DETECTION DEVICES

VOLUME STANDARDS

VOLUMETRIC PROVER

MOBILE VOLUMETRIC TEST TRUCK

MASS STANDARDS

PORTABLE WEIGHT ENFORCEMENT SCALES

MEASUREMENT STANDARDS WEB SITE AND SAFE LINKS

The website is designed to be a "One Stop" portal to most questions and concerns. On this website anyone can:

- Obtain contacts within the Section
- File a complaint against a retailer
- Register a device for testing
- Go to safe outside links

Additional information can be found at the following safe links:

- National Institute of Standards and Technology — http://nist.gov/
- National Conference on Weights and Measures — http://ncwm.net/
- Western Weights and Measures Association — http://westernwma.org/
- Association for Convenience & Petroleum Retailing — www.nacsonline.com

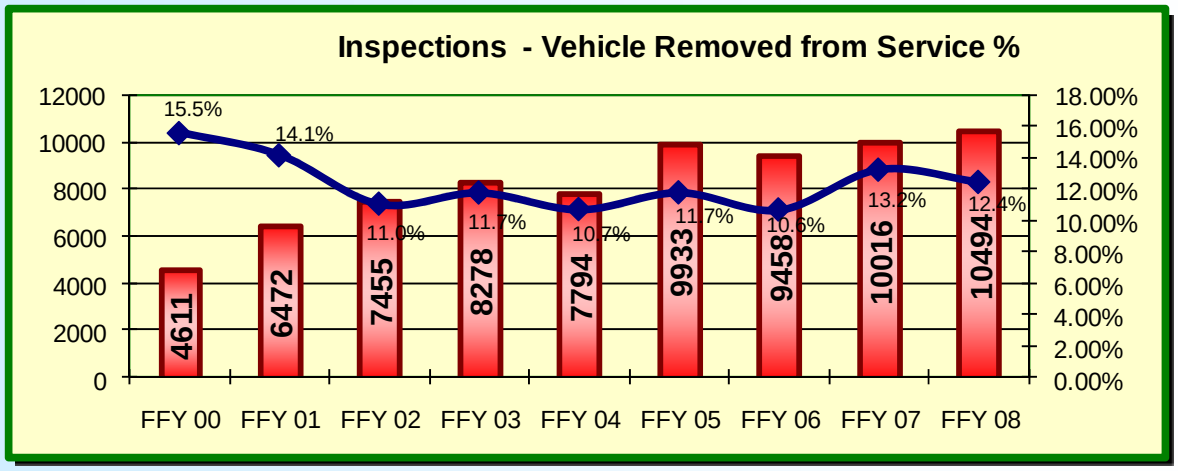
WWW.DOT.STATE.AK.US/MSCVE/MAIN.CFM?GO=WM

INSPECTION AND ENFORCEMENT SUMMARY

Core Services of Commercial Vehicle Enforcement:

- Issue oversize/overweight Commercial Motor Vehicle (CMV) permits. A permit specifies the routes and conditions under which vehicles or loads that exceed legal dimensions and weight limitations may move on the state highway system. Danger and inconvenience to the traveling public are minimized and potential damage to the highway structures and bridges is reduced.
- Commercial Vehicle Enforcement (CVE) operates seven-fixed, functional weigh stations at key locations, performs roadside inspections using mobile inspection teams, and has patrol units performing traffic stops on unsafe operators. CVE Officers weigh and inspect commercial vehicles to ensure they meet federal and state operating safety standards and regulations for size, weight, safety, permit and hazardous materials transport.
- Intelligent Transportation Systems/Commercial Vehicle Operations (ITS/CVO) - Freight Mobility, develop, deploy and operate Intelligent Transportation Systems to facilitate greater mobility and efficiencies in commercial vehicle operations.
- Commercial motor vehicle outreach - Provide safety and hazardous material transport training and coordination of secondary size, weight and safety enforcement activities with other state and local enforcement agencies.

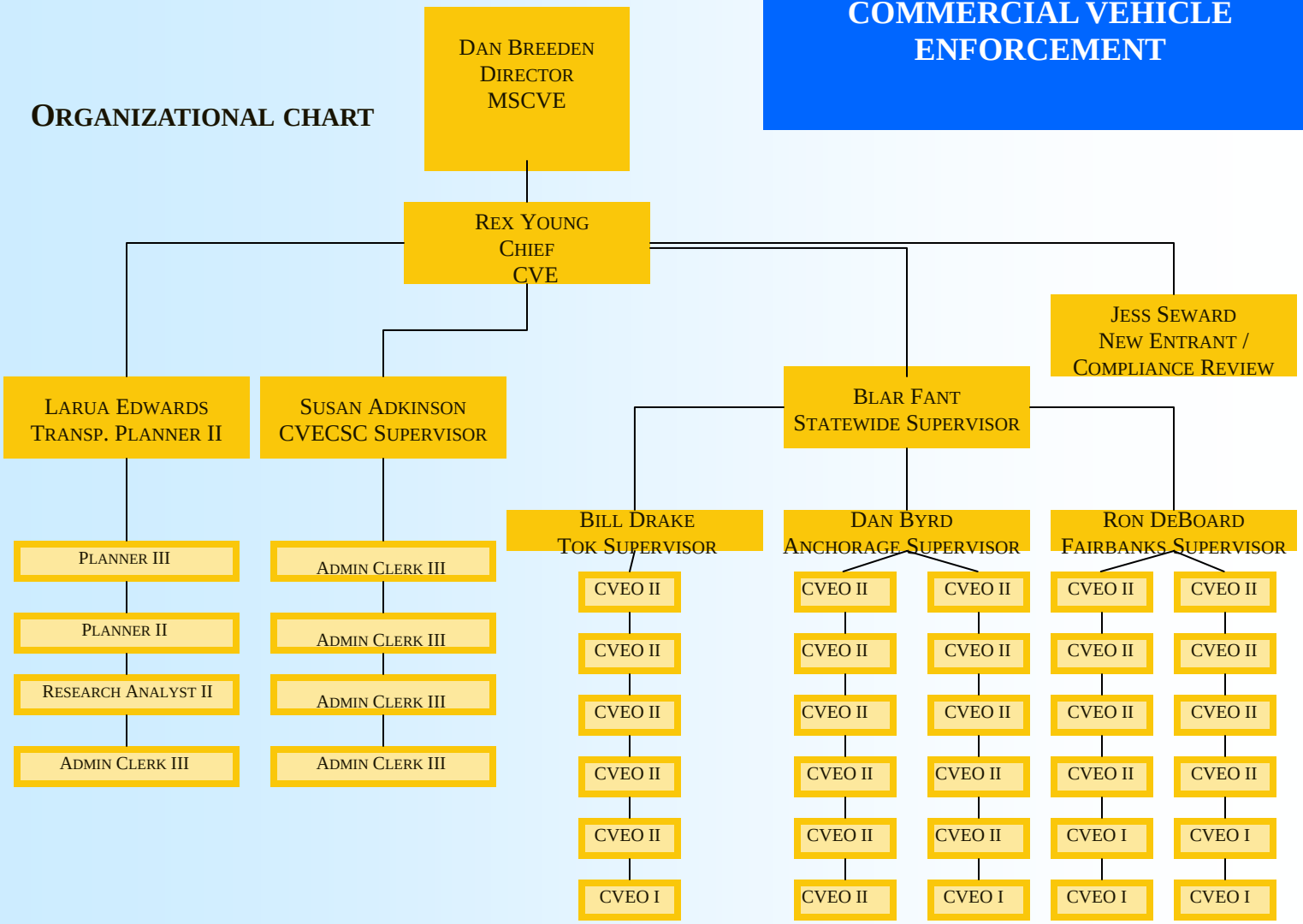
CVE is funded through a combination of sources. The Federal government and the State of Alaska provide all funds through grants and matching funds, respectively. Federal Fiscal Year 2008 saw a dramatic increase in fuel, contractual and overall general expenses. Through efficient scheduling and effective enforcement, CVE increased the number of inspections over last year. By relying on fixed weigh stations and mobile units, 10,494 vehicles were inspected. CVE removed 12.4% of the vehicles inspected from the road due to major violations.



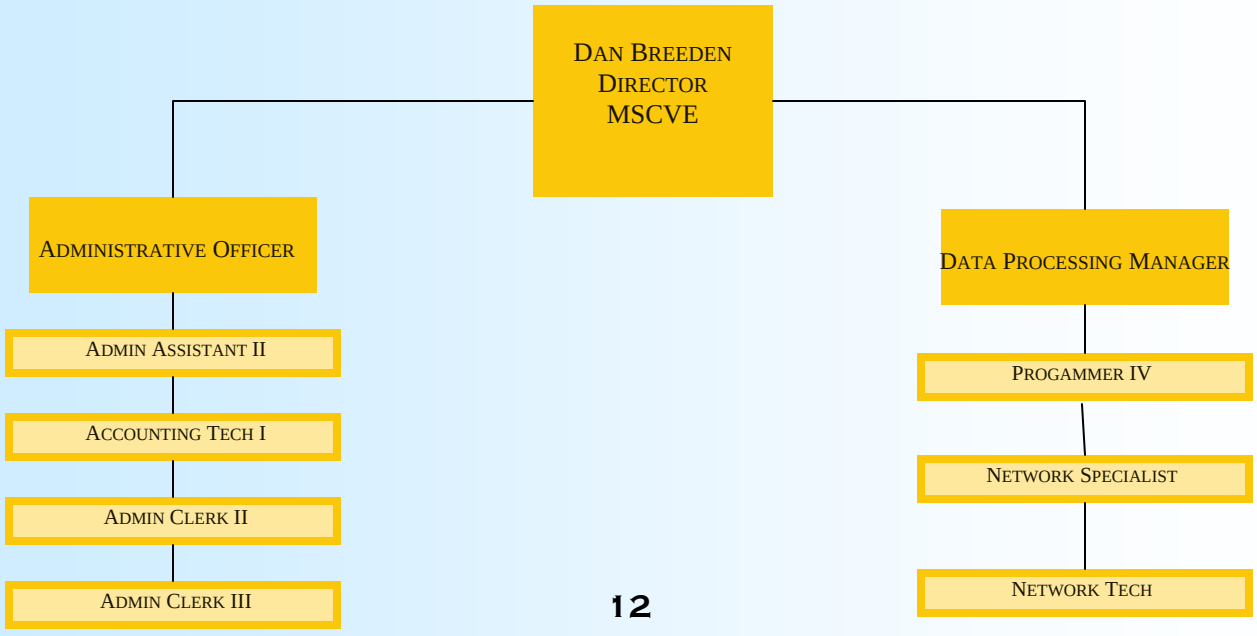
Challenges for FFY2009 will be to continue the training of new enforcement officers, with reduced funding. With nationally heightened security awareness, our officers must be equipped with the latest in radiological, chemical and thermo detection devices to inspect trucks traveling to and from Alaskan international ports and borders.

REX YOUNG HAS BEEN CHIEF OF COMMERCIAL VEHICLE ENFORCEMENT 2007 AND HAS A GOAL TO MAXIMIZE ALASKA'S ENFORCEMENT RESOURCES AND CAPABILITIES.

ORGANIZATIONAL CHART



ADMINISTRATIVE AND TECHNICAL SUPPORT ORGANIZATIONAL CHART

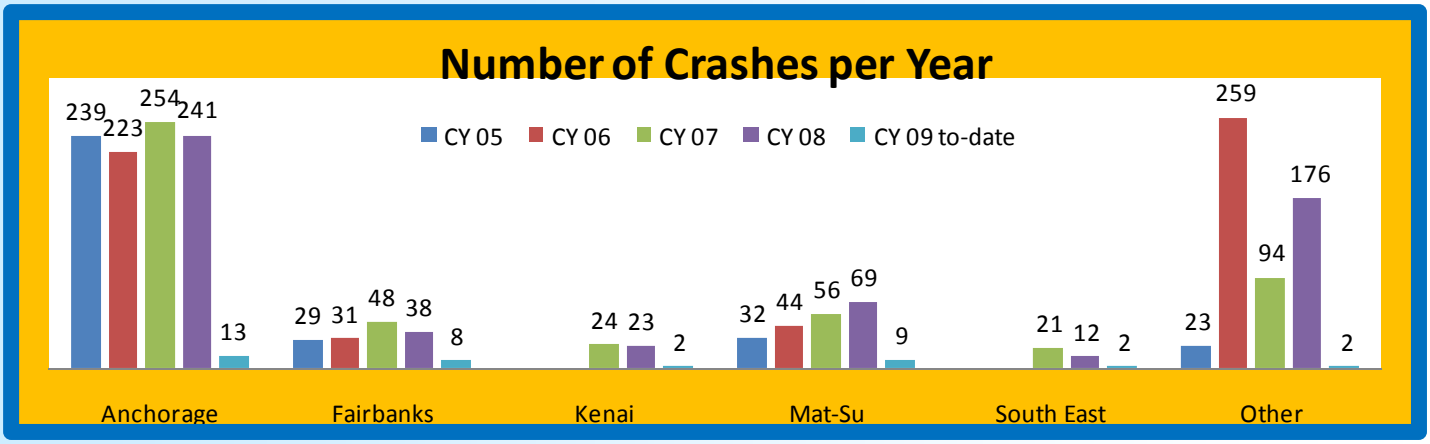


ALASKA CRASHES AND FATALITIES

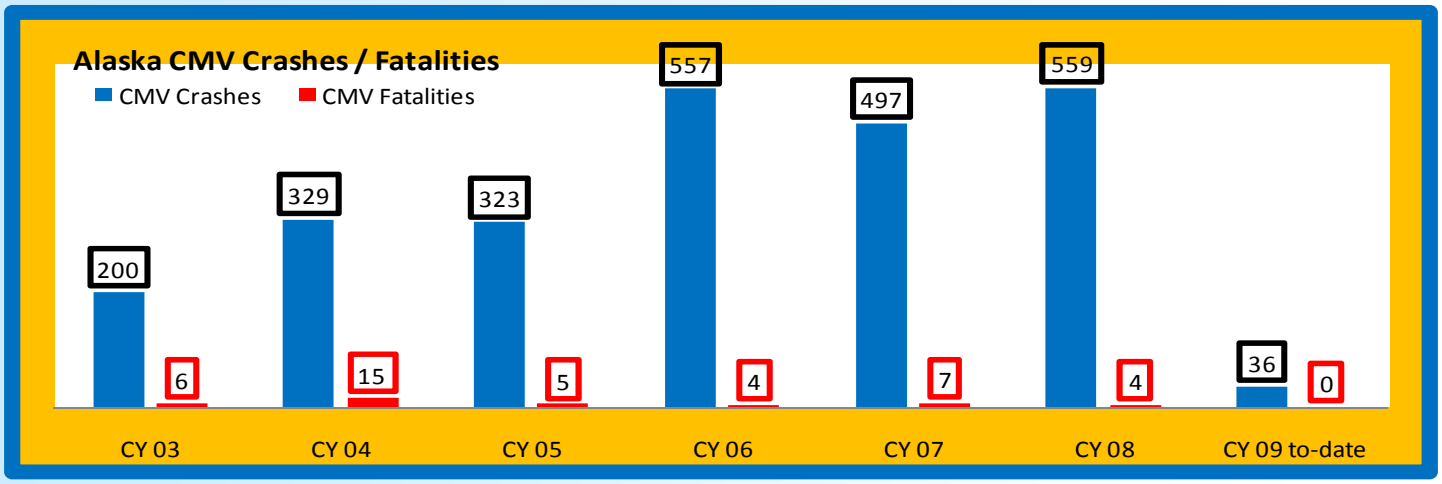
As a rule, there is a far greater risk of injury or death from a motor vehicle crash when one or more large commercial motor vehicles are involved. Because of this, CMV's and their drivers are subject to strict regulations to ensure the safest possible operating environment on the road.

Analysis of CMV crash records during FFY 2008 shows that while crashes are scattered throughout the state's road systems, they are prevalent in the following areas: Fairbanks, Anchorage and Matanuska Susitna Borough. Crash data analysis indicates an increasing trend of accidents in the Matanuska Susitna Borough. Crashes in the Mat-Su area were up 78% over 2005. Looking forward, MSCVE will participate in the Mat-Su Multi-Jurisdictional Traffic Safety Project, as one way to further inspection activities in the Matanuska Susitna Borough. Further analysis of crash data in the Kenai and the South East (Juneau, Ketchikan, and Sitka) areas will need to be conducted to determine if there is a trend and/or commonality of fault and cause of accidents.

The number of vehicle crashes in 2008 involving at least one commercial motor vehicle in the state fell to the lowest number since 2003. Trend analysis indicates Anchorage area crashes were down 17% from 2005 and overall crash rates in Fairbanks, Kenai and South East were down.



Crash reporting has become a priority for CVE. Thru outreach efforts, CVE has introduced TraCS as an electronic portal for crash reporting, throughout the state. As outlying law enforcement accept the new software, crash reporting will become increasingly accurate and timely.



INSPECTIONS AT WEIGH STATIONS

Weigh stations provide areas for a thorough inspection of a commercial motor vehicle and its driver. Fixed scales, equipped to detect axle group weight and gross vehicle weight violations, are installed at seven weigh station statewide. All scales, as illustrated bottom right, are located in the National Highway System.

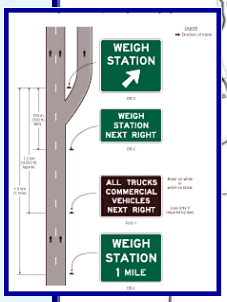
The Department of Public Safety issues Special Police Commissions for all officers. In addition to CVEO's, the Division utilizes cooperative partnership contracts with many local police agencies to conduct commercial motor vehicle traffic enforcement and inspections.

CMV PASSING THROUGH THE GLENN OUT BOUND WEIGH STATION

ANCHORAGE, ALASKA

Commercial Vehicle Enforcement Officers (CVEO's) are Alaska DOT&PF employees authorized to enforce:

* Traffic statutes
* Vehicle safety regulations
* Size and weight regulations
* Permit regulations

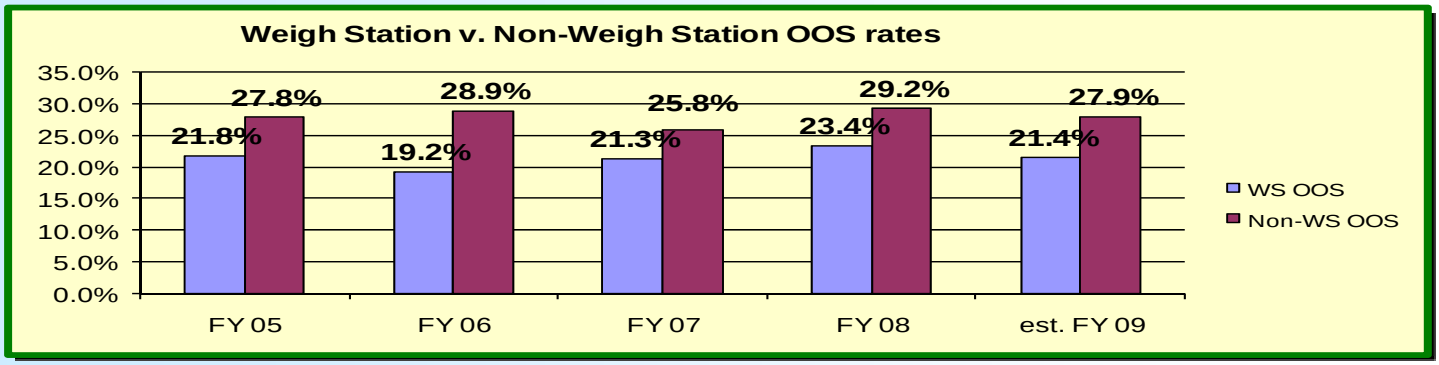


During Federal Fiscal Year 2007 a Total of 4304 CMV's were inspected at all weigh stations. During Federal Fiscal Year 2008 a total of 5437 CMV's were inspected, this represents a 26.3% increase in weigh station inspection activity.

DURING FEDERAL FISCAL YEAR 2008, THE DIVISION WEIGHED A TOTAL OF 81,822 TRUCKS. THIS IS A 60.1% INCREASE FROM THE PREVIOUS YEAR. OF THESE TRUCKS 99.3% WERE WEIGHT COMPLIANT. REMOVING OVER-WEIGHT TRUCKS FROM THE ROAD INCREASES THE ROAD LIFETIME AND REDUCES THE MAINTENANCE COST OF INFRASTRUCTURE

MOBILE INSPECTIONS

As seen below, in Federal Fiscal Year 2008 the vehicle out of service rate for violations was 21.4% at the weigh stations. Mobile inspections (those **not** done at the weigh station) saw a 27.9% vehicle out of service rate. With the historical data, a conclusion can be made: Trucks that do not regularly pass thru a weigh station have a greater chance to have an out of service violation and therefore are a greater risk to all Alaskan drivers.



In an effort to address this problem, CVE has obtained funding for the acquisition of a Mobile Inspection Station. This unit is a fully operational weigh station that will be deployed throughout the state where commercial vehicles are not readily seen. The unit will inspect, cite and remove from the road, unsafe commercial motor vehicles. An inspection may include the following:

- Driver-
  log, medical certificate, license drug, alcohol, radar detectors
- Vehicle-
  size, weight, brakes, lighting, suspension, tires, windshield, steering, couplings, emergency equipment and load securement

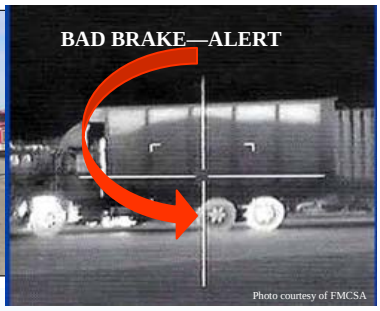
The Infra Red Inspection Station (IRIS) van will scan for CMV bad brakes in conjunction with the Mobile Inspection Station. The IRIS van will continue to be deployed where the braking capacity of CMV's is crucial (i.e. steep downgrades, high population areas and areas with a high propensity for crashes.

During Federal Fiscal Year 2007 a Total of 5717 mobile inspections of CMV's were conducted. During Federal Fiscal Year 2008 a total of 5057 mobile inspections of CMV's were conducted, this represents an 11.5% decrease in mobile inspection activity. It is anticipated that Federal Fiscal Year 2009 will see a 19% increase in inspection activity. The increase in inspection activity is the result of a fully staffed and trained CVEO force.

LOOKING FORWARD

FOR FEDERAL FISCAL YEAR 2009 MSCVE ANTICIPATES CONDUCTING OVER 6000 MOBILE INSPECTIONS.

MSCVE ANTICIPATES, WITH ADDITIONAL PRESENCE AND EDUCATION, THE MOBILE INSPECTION STATION WILL REDUCE THE NON-WEIGH STATION OOS RATE TO 25% (CURRENTLY AT 27.9%).



INFRA RED INSPECTION STATION (IRIS VAN)

BORDER ENFORCEMENT AND INSPECTION

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Public Law 109-059, provided funding availability in FFY 2008 for the Federal Motor Carrier Safety Administration (FMCSA) to make grants to an entity or State that shares land border with another country for carrying out border commercial motor vehicle safety programs and related enforcement activities and projects.

Alaska shares five road border crossings with Canada and over 44,000 miles of coastline. The coastline is accessible from the Arctic Ocean, Bering Sea and the Pacific Ocean. With open borders and international shipments increasing every year, increased safety and security checks of commercial motor vehicles is more important than ever.

The continued operations of the Border Enforcement program include but are not limited to:

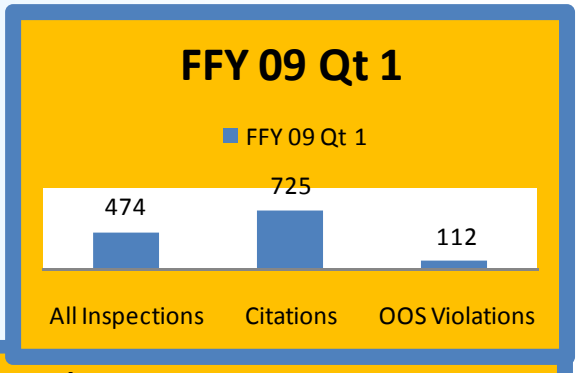
- CMV inspections at the Tok Port of Entry weigh station
- Remote locations throughout the state where international traffic is known to travel
- Commercial driver's license, operating authority and insurance checks for the majority of contacts

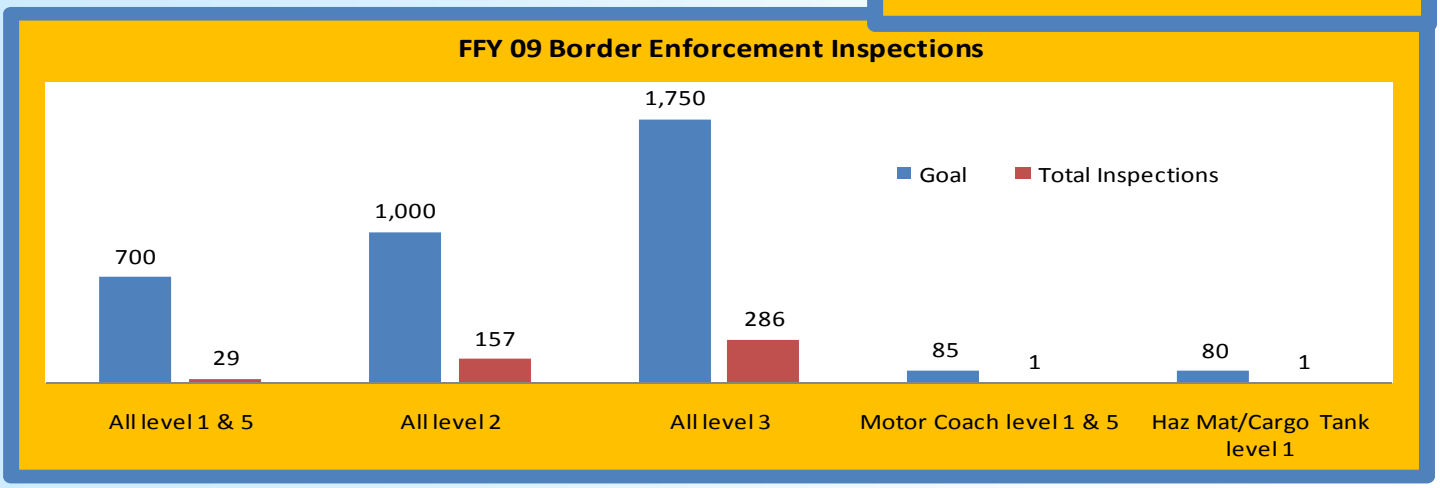
FFY 2008 saw:

- 653 Commercial Motor Vehicle inspections
- 597 Motorcoach inspections
- 271 Hazardous Material/Cargo Tank inspections
- Drug Interdiction Assistance Program (DIAP) Certification
- Hazardous Materials inspection training

CVE has set an aggressive Border Enforcement Program goal of inspecting over 3,600 CMV's and Motorcoaches on Alaskan highways.

As illustrated, December 31, 2008 (First Quarter of FFY 2009) there have been 474 inspections conducted. Of the 474 inspections conducted, there were 725 citations written and 112 violations that placed the vehicle out of service (OOS).





INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

ITS encompass a broad range of wireless and hard wire communication-based information, control and electronics technologies. When integrated into the transportation system infrastructure, and in vehicles themselves, these technologies help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and save lives, time and money. (ITS America, www.itsa.org)

ITS improves transportation safety and mobility and enhances productivity through the integration of advanced communications technologies into the transportation infrastructure and in vehicles.

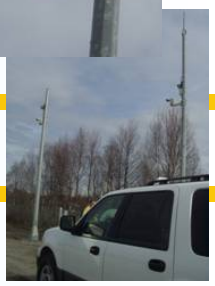
Funding of these systems comes primarily through the Federal Motor Carrier Safety Administration and Federal Highway Administration

Monitoring of commercial vehicles on Alaskan highways is priority. For MSCVE, the integration of ITS in commercial vehicle operations allows enforcement to focus attention on unsafe carriers and carriers who are not in compliance with state and federal regulations.

Because of the limited funding for enforcement personnel, CVE will continue to implement technology (ITS) to bridge the gap in personnel. Some of the systems include:

- Variable message signs
- License plate recognition
- DOT number readers
- Wireless communications
- More advanced applications that integrate live data and feedback from a number of other sources, such as carrier safety stats and inspection records.

DOT# READERS ON NEW SEWARD HIGHWAY



AUTOMATED VEHICLE IDENTIFICATION SYSTEM AND REMOTE VIDEO MONITORING SYSTEM (RVMS)

THE PERFORMANCE AND REGISTRATION SYSTEMS MANAGEMENT (PRISM) PROGRAM IS A FEDERAL AND STATE PARTNERSHIP WHICH LIKS THE COMMERCIAL VEHICLE REGISTRATION PROCESS TO MOTOR CARRIER SAFETY, TO ACHIEVE TWO PURPOSES:

- DETERMINE THE SAFETY FITNESS OF THE MOTOR CARRIER PRIOR TO ISSUING LICENSE PLATES OR RENEWING COMMERCIAL VEHICLE REGISTRATION
- INFLUENCE THE CARRIER TO IMPROVE ITS SAFETY PERFORMANCE THROUGH AN IMPROVEMENT PROCESS AND, WHERE NECESSARY, THE APPLICATION OF REGISTRATION SANCTIONS

ALASKA ITS

The Intelligent Transportation Society of Alaska (ITS Alaska) is a nonprofit corporation that was established in January 2008 as a chartered state chapter of the national organization, ITS America. ITS Alaska has the potential to be a strong advocate for intelligent transportation systems (ITS) and foster an environment for members to share ideas, encourage interest and integration, stimulate public-private and institutional partnerships, and support ITS developers, implementers and policy makers.

ITS Alaska goals include:

- Deployment of ITS applications relevant to Alaska
- Connectivity of Alaska's international borders & transportation corridors
- Accessibility to ITS resources
- Broader use of Alaskan, regional, international and National ITS architecture
- Information exchange between Alaska, national and international ITS organizations
- Integration and interoperability through use of National ITS Standards
- Conformance to Federal requirements for developing ITS projects
- Information exchange and technology efforts among stakeholders

2008 National Rural ITS Conference

Alaska Department of Transportation and Pubic Facilities and ITS Alaska were proud to host the 2008 national Rural ITS Conference in Anchorage. The conference brought 275 attendees and 28 guests from 36 states and four countries (Australia, Canada, Columbia and Korea). Topics discussed included:

- The impacts of climate change
- EMS and ITS
- RWIS applications
- Wildlife-vehicle collision issues, rural transit
- Electronic screening of commercial motor vehicles and other components of CVISN

TRUCK PASSING OVER THE WIM ON THE NEW SEWARD HIGHWAY IN ANCHORAGE

WEIGH IN MOTION (WIM'S) ARE LOCATED THROUGHOUT THE SATE. THESE DEVICES, USING TECHNOLOGY EMBEDDED WITHIN THE PAVEMENT, PROVIDE DATA THAT HELPS DIVISION PERSONNEL STUDY TRAFFIC PATTERNS AND DETERMINE PERIODS OF INCREASED CMV TRAFFIC FOR INSPECTION (MOBILE AND WEIGH STATION) ACTIVITIES.

WIM AREA ON THE GLENN HIGHWAY (OUTBOUND)

CVISN

As a component of the overall ITS structure, Commercial Vehicle Information Systems and Networks (CVISN) refers to the local information system elements that support commercial vehicle enforcement activities. CVISN includes information systems owned and/or operated by CVE. CVE has planned, deployed and integrated many systems on Alaskan highways to keep safe carriers moving state wide..

North American Preclearance and Safety System (NORPASS) is electronic screening. E-Screening systems use interagency coordination to improve efficiency of motor carrier operations by saving time and money

Transponders are **FREE** of charge at the MSCVE office in Anchorage. Carriers with transponders have the opportunity to bypass the weigh stations, saving valuable trip time and fuel, which translates to substantial cost savings per trip

More than 50% of Alaskan Commercail Motor Vehicles never pass through a fixed weigh station. According to current data analysis, these CMV´s are more probable to have an Out of Service violation and therefore more at risk to the overall driving population.

The **GOAL** of the Mobile Inspection System is to deploy a series of specially equipped facilities (Mobile Inspection Station & IRIS Van) and implement innovative safety technologies throughout Alaska in order to improve commercial truck and bus safety.

The **BENEFITS** of the mobile Inspection System are to:

- Utilize current inspection technologies
- Integrate these technologies with existing enforcement operations, Highway information systems and work with our Law Enforcement Partners
- Provide another comprehensive tool in MSCVE enforcement efforts
- Ensure the safe operations of commercial vehicles in areas not previously accissible to extended enforcement efforts

Mobile Inspection Station

Infra Red Inspection Station (IRIS Van)

CVE-CUSTOMER SERVICE CENTER

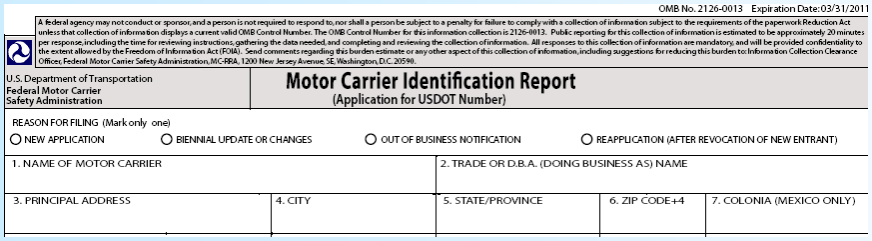
CVE Customer Service Center (CVECSC) offers a variety of services. The staff can help you to obtain permits to move an oversize load, overweight load, and assist in various road and bridge restrictions.

THE ALASKA ADMINISTRATIVE CODE, TITLE 17, CHAPTER 25 DEFINES THE LEGAL COMMERCIAL MOTOR VEHICLE OPERATIONS WITHIN ALASKA.

HTTP://WWW.TOUCHNGO.COM/LGLCNTR/AKSTATS/AAC/TITLE17/CHAPTER025.HTM

The staff can direct commercial vehicle owners to obtain FREE transponders for electronic by-pass of NORPASS participating weigh stations.

Additionally the CVCC staff can assist with obtaining a USDOT number, updating their MCS-150 and registering commercial vehicles.



OMB No. 2126-0013 Expiration Date:03/31/2011

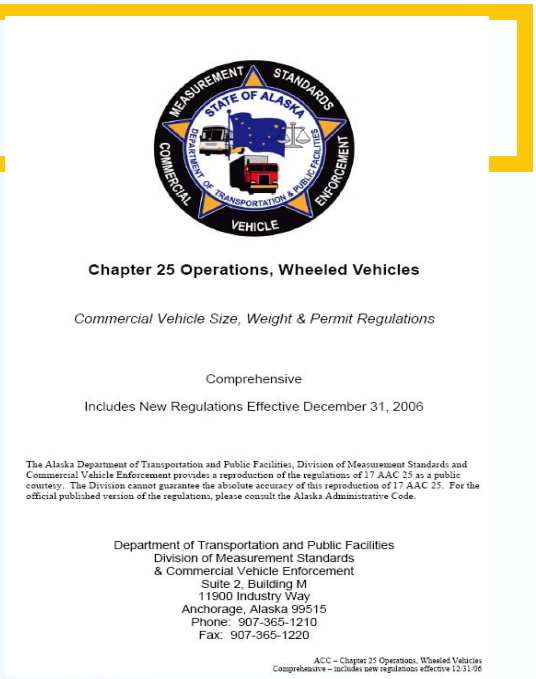
A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2126-0013. Public reporting for this collection of information is estimated to be approximately 20 minutes per response, including the time for reviewing instructions, gathering the data needed, and completing and reviewing the collection of information. All responses to this collection of information are mandatory, and will be provided confidentiality to the extent allowed by the Freedom of Information Act (FOIA). Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Federal Motor Carrier Safety Administration, MC-RRA, 1200 New Jersey Avenue, SE, Washington, D.C. 20590.

U.S. Department of Transportation
Federal Motor Carrier
Safety Administration

Motor Carrier Identification Report
(Application for USDOT Number)

REASON FOR FILING (Mark only one)
○ NEW APPLICATION ○ BIENNIAL UPDATE OR CHANGES ○ OUT OF BUSINESS NOTIFICATION ○ REAPPLICATION (AFTER REVOCATION OF NEW ENTRANT)

1. NAME OF MOTOR CARRIER		2. TRADE OR D.B.A. (DOING BUSINESS AS) NAME		
3. PRINCIPAL ADDRESS	4. CITY	5. STATE/PROVINCE	6. ZIP CODE+4	7. COLONIA (MEXICO ONLY)



STATE OF ALASKA MEASUREMENT STANDARDS COMMERCIAL VEHICLE ENFORCEMENT DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES

Chapter 25 Operations, Wheeled Vehicles

Commercial Vehicle Size, Weight & Permit Regulations

Comprehensive

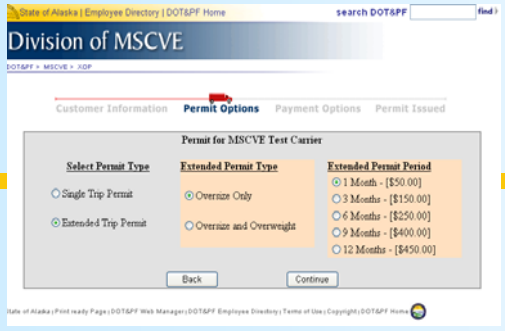
Includes New Regulations Effective December 31, 2006

The Alaska Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Enforcement provides a reproduction of the regulations of 17 AAC 25 as a public courtesy. The Division cannot guarantee the absolute accuracy of this reproduction of 17 AAC 25. For the official published version of the regulations, please consult the Alaska Administrative Code.

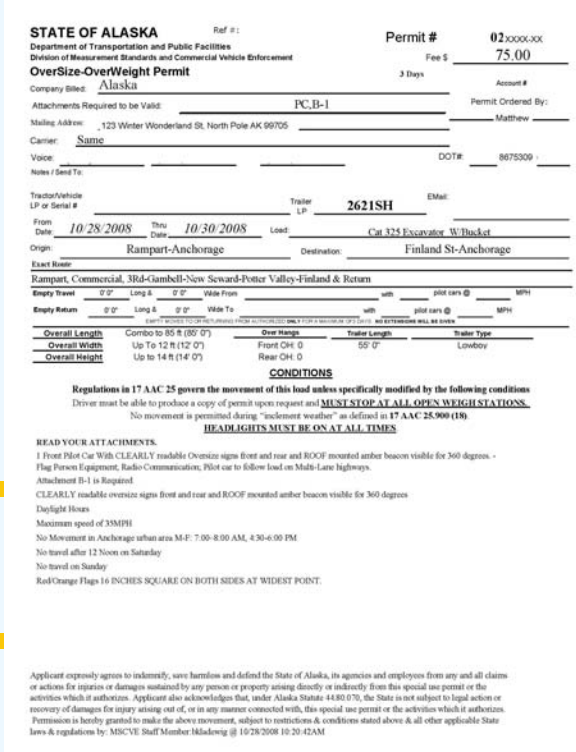
Department of Transportation and Public Facilities
Division of Measurement Standards
& Commercial Vehicle Enforcement
Suite 2, Building M
11900 Industry Way
Anchorage, Alaska 99515
Phone: 907-365-1210
Fax: 907-365-1220

ACC – Chapter 25 Operations, Wheeled Vehicles
Comprehensive – includes new regulations effective 12/31/06

On line permits are available at - www.dot.alaska.gov



EXTERNAL ONLINE PERMITS (XOP) IS A WEB-BASED APPLICATION THAT WILL ENABLE INDUSTRY AND THE PUBLIC TO CREATE PERMITS THAT AUTHORIZE THEM TO TRANSPORT SPECIFIC NON-STANDARD LOADS ON ALASKAN ROADS AND HIGHWAYS.



STATE OF ALASKA
Department of Transportation and Public Facilities
Division of Measurement Standards and Commercial Vehicle Enforcement
Ref #:
Permit # 02XXXX-XX
Fee $ 75.00
3 Days
OverSize-OverWeight Permit
Company Billed: Alaska
Account #
Attachments Required to be Valid: PC,B-1
Permit Ordered By: Matthew
Mailing Address: 123 Winter Wonderland St, North Pole AK 99705
Carrier: Same
Voice:
DOT#: 8675309
Notes / Send To:
Tractor/Vehicle LP or Serial #
Trailer LP: 2621SH
EMail:
From Date: 10/28/2008 Thru Date: 10/30/2008
Load: Cat 325 Excavator W/Bucket
Origin: Rampart-Anchorage
Destination: Finland St-Anchorage
Exact Route:
Rampart, Commercial, 3Rd-Gambell-New Seward-Potter Valley-Finland & Return
Empty Travel 0' 0" Long & 0' 0" Wide From with pilot cars @ MPH
Empty Return 0' 0" Long & 0' 0" Wide To with pilot cars @ MPH
EMPTY MUSES TO BE RETURNED FROM AUTHORIZED DML'S FOR A MAXIMUM OF 72 HRS. NO EXTENSIONS WILL BE GIVEN

		Over Hangs	Trailer Length	Trailer Type
Overall Length	Combo to 85 ft (85' 0")			
Overall Width	Up To 12 ft (12' 0")	Front OH: 0	55' 0"	Lowboy
Overall Height	Up to 14 ft (14' 0")	Rear OH: 0		

CONDITIONS

Regulations in 17 AAC 25 govern the movement of this load unless specifically modified by the following conditions
Driver must be able to produce a copy of permit upon request and MUST STOP AT ALL OPEN WEIGH STATIONS.
No movement is permitted during "inclement weather" as defined in 17 AAC 25.900 (18).
HEADLIGHTS MUST BE ON AT ALL TIMES

READ YOUR ATTACHMENTS.
1 Front Pilot Car With CLEARLY readable Oversize signs front and rear and ROOF mounted amber beacon visible for 360 degrees. -
Flag Person Equipment, Radio Communication; Pilot car to follow load on Multi-Lane highways.
Attachment B-1 is Required
CLEARLY readable oversize signs front and rear and ROOF mounted amber beacon visible for 360 degrees
Daylight Hours
Maximum speed of 35MPH
No Movement in Anchorage urban area M-F: 7:00-8:00 AM, 4:30-6:00 PM
No travel after 12 Noon on Saturday
No travel on Sunday
Red/Orange Flags 16 INCHES SQUARE ON BOTH SIDES AT WIDEST POINT.

Applicant expressly agrees to indemnify, save harmless and defend the State of Alaska, its agencies and employees from any and all claims or actions for injuries or damages sustained by any person or property arising directly or indirectly from this special use permit or the activities which it authorizes. Applicant also acknowledges that, under Alaska Statute 4480.070, the State is not subject to legal action or recovery of damages for injury arising out of, or in any manner connected with, this special use permit or the activities which it authorizes. Permission is hereby granted to make the above movement, subject to restrictions & conditions stated above & all other applicable State laws & regulations by: MSCVE Staff Member bladaewg @ 10/28/2008 10:20:42AM

THE COMMERCIAL VEHICLE CUSTOMER SERVICE CENTER HAS PRODUCED OVER 19,000 PERMITS FOR OVER WEIGHT/SIZE VEHICLES TRAVELING WITHIN ALASKA

TRUCKING COMMUNITY AND OUTREACH

CVE is responsible for all commercial motor vehicle size and weight enforcement. The Divisions' focus has been to expand the Motor Carrier Safety Assistance Program into a statewide program for safe freight transportation. In order to keep the statewide enforcement community up-to-date on commercial motor vehicle guidelines and regulations, CVE offers training to police departments who would like their officers to develop familiarity with and understanding of these guidelines and regulations. Training at MSCVE headquarters in Anchorage is conducted as well as many CVEO outreach and alliance programs.

During FFY 2008, safety education and community outreach activities included:

- Staffed a booth and handed out FREE information at the annual Alaska State Fair
- Along with the Alaska Trucking Association, co-hosted "Trucker Appreciation Day". Educational materials were made available to drivers and the general public. All commercial vehicle operators were invited to the weigh stations where CVEO's cooked and served FREE food.
- CVE contacted 43 carriers with safety briefings. These briefings are informal discussions on PRISM awareness and MSCVE website utilization, and CVSA sponsored activities. Safety briefings also relay new regulations to drivers and serve as a carrier educational workshop.
- The MSCVE website is continuously updated to provide needed information to the Alaskan trucking community. The website offers safe links to appropriate national and state government sites and provides a "one-stop" experience for permits and road load restrictions.

LAW ENFORCEMENT PARTNERS

THE TRAFFIC AND CRIMINAL SOFTWARE (TRACS) IS APPLICATION SOFTWARE THAT, COMBINED WITH LAPTOP COMPUTERS, ONE OR MORE PCS IN A CENTRAL OFFICE, AND DATA COMMUNICATIONS, PROVIDES OFFICERS WITH ALL OF THE FUNCTIONALITY NEEDED TO RECORD AND RETRIEVE INCIDENT INFORMATION WHEREVER AND WHENEVER AN INCIDENT OCCURS.

HTTP://WWW.TRACSINFO.US/TRACS_ABOUT_CLOSERLOOK.ASP

COMMERCIAL VEHICLE ENFORCEMENT WEB SITE AND SAFE LINKS

The website is designed to be a "One Stop" portal to most questions and concerns. On this website anyone can:

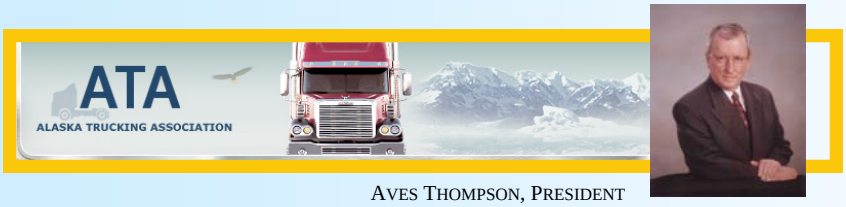
- Review MSCVE Annual Reports
- Review MSCVE Commercial Vehicle Safety Plans
- Obtain Unified Carrier Registration material
- Obtain US DOT # number material
- Download the Commercial Drivers License Manual
- Review material for Commercial Vehicle Heavy Use Tax
- Review Performance and Registration Information Systems Management (PRISM) program
- Review US Code: Interstate Transportation, CFR 49
- Obtain an oversize/overweight permit to travel on Alaskan roads
- Review weight restrictions in effect
- Safe links to:
    1. Federal Motor Carrier Safety Administration
    2. US Department of Transportation
    3. Alaska Trucking Association
    4. ITS America
    5. Alaskan CVISN Business Plan

WWW.DOT.STATE.AK.US/MSCVE/MAIN.CFM?GO=CVE

INTERNET CONTACTS

The Internet is an incredibly useful tool for locating information relevant to commercial vehicle enforcement. It is of particular benefit in remote (bush) jurisdictions. The following safe links constitute a sample of relevant web sites and were active as of December 2008:

• Federal Motor Carrier Safety Administration	www.fmcsa.dot.gov
• Analysis and Information Online	http://ai.fmcsa.dot.gov
• Fatality Analysis Reporting System	www-fars.nhtsa.dot.gov
• Volpe national Transportation Systems Center	www.volpe.dot.gov
• Federal Highway Administration	www.fhwa.dot.gov
• Code of Federal Regulations	www.gpoaccess.gov/cfr
• Commercial Vehicle Safety Alliance	www.cvsa.org
• NORPASS	www.norpass.net



AVES THOMPSON, PRESIDENT
ALASKA TRUCKING ASSOCIATION

TRACEY LEWELLYN
DIVISION ADMINISTRATOR
FRONTIER BUILDING SUITE 280
ANCHORAGE, ALASKA 99503
PH (907) 271-4068
FX (907) 281-4069

MSCVE Focus on the Future

Automatic Temperature Compensation in retail sales of refined petroleum products

Current regulations allow permissive use of temperature compensation devices in sales of refined petroleum products. This has resulted in unfair marketing practices and has allowed inequity to develop in the fuel industry.

In March 2008 MSCVE introduced 17 AAC 90.618 "Retail sales of refined petroleum products." The proposed rule making was an effort to level the playing field and ensure transparency in the marketplace by requiring one method of sale for refined petroleum products in Alaska. The regulation would have required:

1. All refined petroleum products, including all product blends of gasoline and diesel fuel oils, delivered from a retail motor fuel dispenser or a meter with a maximum rated flow rate of less than 100 gallons (378 liters) per minute, be sold on a gross volume basis. Volumetric measurement of the product could not be temperature compensated, or adjusted by any other factor;

2. Retail sales of refined petroleum products, including all product blends of gasoline and diesel fuel oils, delivered from any vehicle or trailer mounted meter, be sold on a gross volume basis. Volumetric measurement of the product may not be temperature compensated, or adjusted by any other factor; and

3. On or after January 1, 2010, the provisions of 17 AAC 90 618 would apply to temperature compensated meters previously approved for use by MSCVE.

During the public comment period and at the public hearing MSCVE received negative feedback from several fuel retailers regarding the proposed regulations; subsequently they were not adopted. After further internal discussion it was decided that MSCVE would hire a consultant to conduct a disinterested third party analysis of the value of requiring delivery of retail sales of refined petroleum products by net or gross gallon.

Subsequent to the Request for Proposals Northern Economic Research Associates was retained to conduct the study, which should be out in final draft by early May 2009.

MSCVE FOCUS ON THE FUTURE CONT.

Natural Gas Pipeline

In 2008 two competing natural gas line projects were announced. These projects will be designed to deliver 4 billion cubic feet of natural gas from Alaska's North Slope to North American markets. With the persistent hostilities in the Middle East and South America, securing a local fuel source is most vital to homeland security and continued economic growth. These two independent projects could inject up to $15 billion apiece into the Alaskan economy. A large portion of the financial outlay is transportation. In order to protect and preserve the motoring public and state infrastructure MSCVE, along with other law enforcement personnel, will be diligent in our enforcement efforts.

AN "ALASKAN INSPECTION" OF THE CURRENT OIL PIPELINE

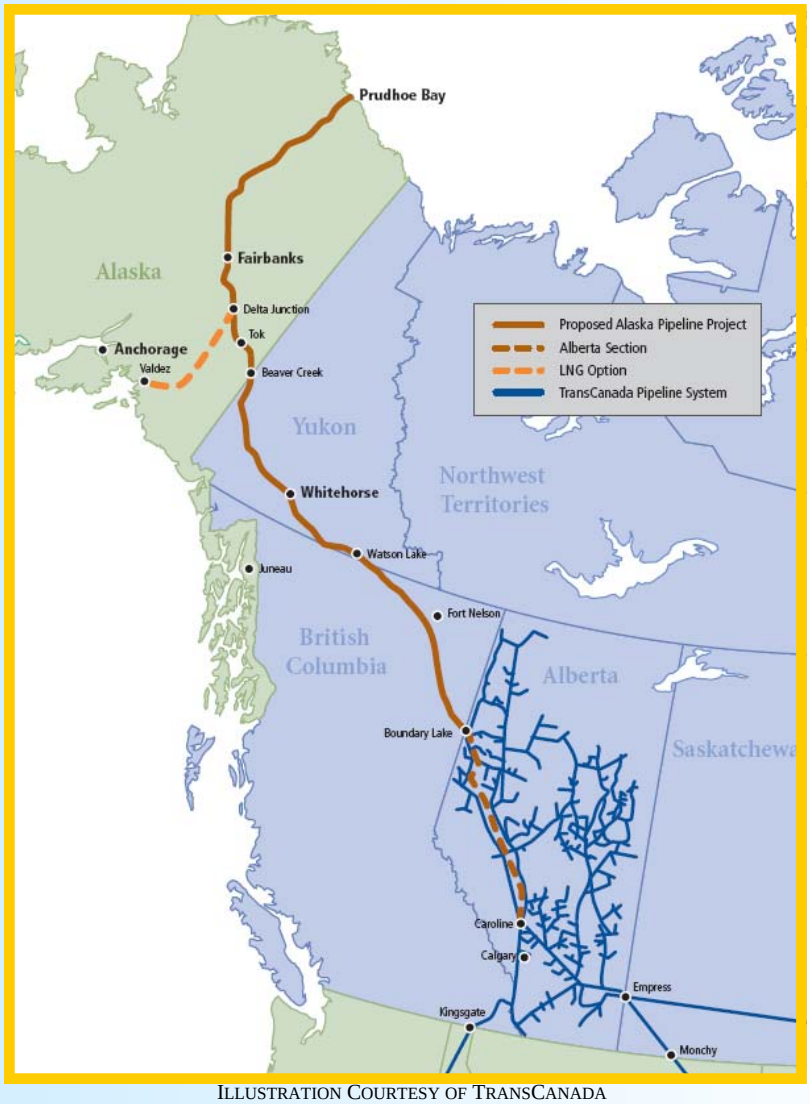


ILLUSTRATION COURTESY OF TRANSCANADA

MSCVE Focus on the Future cont.

ITS/CVO

Monitoring of carriers on Alaskan highways is priority. ITS in the area of commercial vehicle operations allows enforcement to focus attention on unsafe carriers. CVE will continue to enhance technology obtained with current funding and continue to seek funding for the implementation of ITS to bridge the gap in personnel. Some of the systems proposed include:

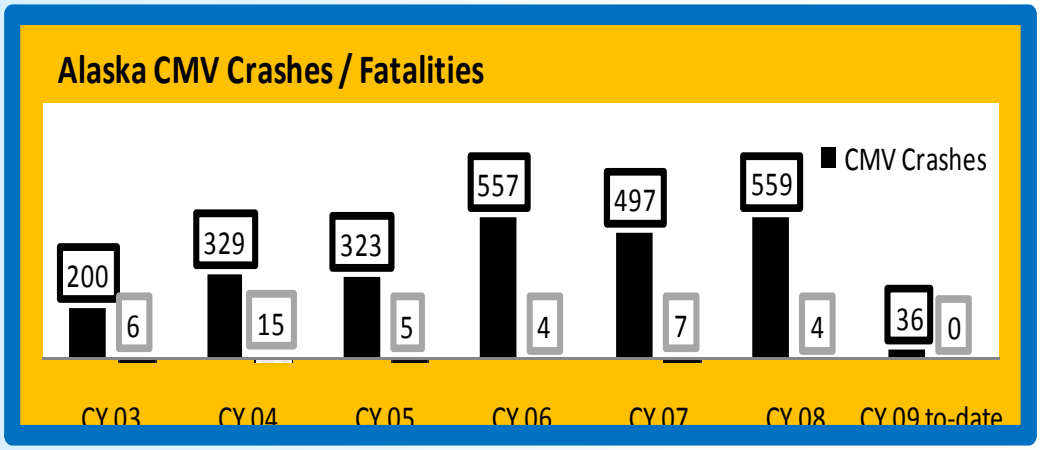
Mobile Vehicle and Cargo Inspection System
-Gamma-Ray Scanning-

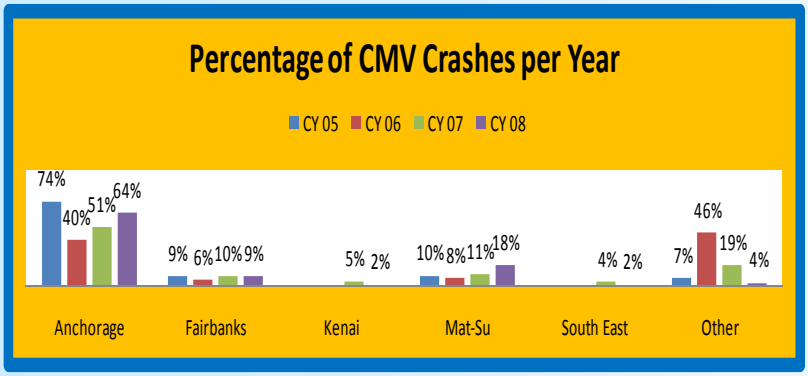
- Variable message signs
- License plate number plate recognition
- DOT number readers
- Wireless communications
- Secure CCTV systems
- Gamma-Ray Scanning

MSCVE will continue to implement technology to focus on unsafe drivers and carriers, thereby increasing the efficiency of freight mobility of compliant carriers.

Crash Reduction

Analysis of CMV crash records was inconclusive in identifying specific high accident routes and subsequent trends. However, while the crash data analysis shows that crashes are scattered throughout the state's road systems, it also indicates that crashes are prevalent in the following areas: Fairbanks, Anchorage and Matanuska Susitna Borough. In 2005, 2006,2007 and into 2008, crash data analysis indicates an increasing trend of accidents in the Matanuska Susitna Borough. Further analysis of crash data in the Kenai and the South East (Juneau, Ketchikan, and Sitka) areas will need to be conducted to determine if there is a trend and/or commonality of fault and cause of accidents.





In depth analysis will assist in scheduling and deployment of:

- Mobile Inspection Station
- IRIS van
- Weigh Station Personnel
- Special Enforcement efforts

MSCVE Patrol Units

AKDOT&PF, MSCVE
11900 INDUSTRY WAY M2
ANCHORAGE AK 99515

PH (907) 365-1210

FX (907) 365-1220

**WWW.
ALASKA.
GOV**