

STATE OF ALASKA

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



2010 ANNUAL REPORT

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Executive Summary

The purpose of this annual report is to provide information about the State of Alaska, Department of Transportation and Public Facilities, Measurement Standards and Commercial Vehicle Enforcement (MSCVE) activities and to heighten awareness of the Division's efforts. It is important to note reporting periods may vary depending on state, federal, or calendar year for which the information is presented. The following information will be noted in the legend or caption of each diagram.

<u>YEAR</u>	<u>PERIOD</u>
• Federal Fiscal Year 2010 (FFY10)	October 1, 2009 - September 30, 2010
• State Fiscal Year 2010 (SFY10)	July 1, 2009 – June 30, 2010
• Calendar Year 2010 (CY10)	January 1, 2010 – December 31, 2010

This report is distributed to stakeholders, interested parties and is available for download at www.dot.state.ak.us/mscve. The Division consists of two sections; Measurement Standards and Commercial Vehicle Enforcement. Both sections share support from Administrative Services and Information Technology Services within the division.

The State of Alaska began participation in the Motor Carrier Safety Assistance Program (MCSAP) in 1988 with a \$25,000 grant. In 1989, a \$125,000 grant was awarded, 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 state troopers, and one clerk.

In July 1997, the State of Alaska, Department of Transportation and Public Facilities (DOT&PF) became the Lead Agency. DOT&PF created the Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE) by combining staff, functions and responsibilities of groups formerly in the Alaska Departments of Commerce, Public Safety, and Transportation and Public Facilities. In order to protect the rights of individuals and businesses the Division's primary focus has been to fulfill statutory requirements placed on Measurement Standards and expand MCSAP into a statewide, comprehensive program. Measurement Standards is responsible for the annual inspection of weighing and measuring devices that are used in any form of commerce and trade. Commercial Vehicle Enforcement is responsible for all commercial vehicle size and weight enforcement in addition to MCSAP requirements.

MSCVE uses multiple approaches of enforcement and regulatory compliance to educate and regulate industry, to ensure trade measurements are accurate in the public market place, to ensure a level playing field for consumers and businesses alike, and to enhance motoring public safety. These approaches include:

- Monitor how commodities are sold to assure compliance with the Method of Sale Regulations
- Check prepackage products and commodities to assure pricing is based on the contents and not the packaging
- Calibrate weighing and measuring equipment used to conduct inspection activity

- Investigate consumer complaints and compile accurate data that can be used to prosecute habitual offenders
- Inspections at fixed weigh stations
- Roadside Inspections, some of which utilize the Infrared Inspections Station (IRIS) vehicle and/or the Mobile Inspection Station (MIS)
- Partnership with Alaska State Troopers and local law enforcement
- Industry site inspections by Commercial Vehicle Enforcement Officers (CVEOs)

MSCVE is funded through a combination of sources. The State of Alaska and the Federal government provide all the funding for the Division.

State of Alaska Funding

In SFY10 MSCVE expended approximately \$6,172,033 in state funding. State funding sources included:

- \$1,867,880 in General Funds
- \$65,156 in Interagency Receipts
- \$1,861,697 in Capital Improvement Projects Receipts
- \$2,377,300 in Receipt Supported Services.

The Governor has proposed a budget in SFY11 of \$6,722,000, which represents an approximate 8.9% increase in estimated funding from SFY10.*

Federal Funding

In SFY10 MSCVE received approximately \$1,934,692 from the Federal Motor Carrier Safety Administration (FMCSA) for the following grant programs:

- \$909,396 – †Motor Carrier Safety Assistance Program (MCSAP)
- \$94,416 – †Safety Data Improvement Program (SaDIP)
- \$495,272 – Border Enforcement
- \$400,608 – †Various enforcement efforts deemed High Priority
- \$ 35,000 – Carrier New Entrant Audits

Federal funding from FMCSA in SFY10 was approximately \$1,934,692, representing a 3.5% reduction from SFY09. Final amounts of FMCSA funding have yet to be determined in SFY11. The continued failure to reauthorize the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) may have future negative impacts on federal funding of the above-mentioned grants. It is uncertain at this time the amount of federal funding that will be requested and received in 2011.

* State of Alaska, DOT&PF, State of Alaska FY2011 Governor's Operating Budget, www.alaska.gov, (released December 14, 2009).

† 80% Federal Funding / 20% State Funding

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Department of Transportation and Public Facilities,
Division of Measurement Standards and Commercial Vehicle Enforcement

Measurement Standards

Weights and Measures inspections increased by 6.35% in SFY10 to 18,620. The newly implemented (SFY09) Package Testing program inspected 554 package lots (SFY09-625 package lots) representing 118,613 packages. As a result of these tests, enforcement actions were taken on 36 package lots. Three replacement pieces of crucial test equipment (three large test trucks) were brought on line in SFY10. This equipment (test trucks) will increase the safety and productivity of the inspectors. It is important to note, Weights and Measures inspectors travel to all parts of the state by land, air, and water; increased travel costs continue to be an ongoing concern.

Weighing and measuring devices are being built with higher levels of sophistication and staff training must keep abreast of these changes. The long-term challenge is to find and train qualified staff. Additionally, inspectors must be given the tools and training needed to keep up with technological advances in device design and application. MSCVE is working closely with the National Conference on Weights and Measures to provide a Professional Development Program that will be essential to retaining quality employees.

Commercial Vehicle Enforcement

Alaska shares the FMCSA goal of saving lives and reducing injuries by preventing Commercial Motor Vehicle (CMV) truck and bus crashes. The overall measure of effectiveness for the MCSAP program has been the Fatality Rate. As seen below, the latest complete data (CY09), Alaska had 4.932 billion vehicle miles traveled (VMT). Preliminary data indicates the United States had 2,979.3 billion VMT in CY09. Alaska stood at 0.041 fatalities per 100 million VMT, which is well below the FMCSA goal of 0.16 fatalities per 100 million VMT. With a baseline in 2005 of 0.10, Alaskan CMV fatality rates are consistently below the FMCSA Fatality Rate (0.16 fatalities per 100 million VMT), thus meeting the shared Alaska / FMCSA goal on a consistent basis.

In FFY10, a total of 7,204 inspections were conducted by Commercial Vehicle Enforcement Officers (CVEOs). The number of CMV inspections has decreased 27.6% since FFY09, due to a strategic shift from fixed site enforcement to mobile enforcement. Mobile enforcement areas have less CMV traffic and seldom (if ever) seen by commercial vehicle enforcement. These “under the radar” carriers and drivers were targeted during FFY10. Crash reporting in FFY07, 08, 09 and 10 show a downward trend in CMV related fatalities. CMV related injuries have been increasing yearly, with the exception of FFY10. During FFY10 CMV related injuries were significantly reduced.

In FFY10, CVE documented **4,403 Vehicle** Out-of-Service (OOS) violations, **328 Driver** OOS violations and **60 Hazardous Materials** (HazMat) OOS violations. As seen below, the Alaska Vehicle OOS rate continues to decline year after year, from 25.6% in FFY07 to 22.0% in FFY10. This is an indication of increased carrier compliance in Alaska. Conversely, the Alaska Driver OOS rate has been on an increasing trend since FFY07. In FFY07, the Driver OOS rate was 2.6% and in FFY10 the rate has risen to 4.1%. Violations for Medical Certificates and/or Hours-of-Service account for almost half of the Driver violations recorded by the Division. This can most likely be attributed to CVE tactical change in areas of enforcement.

During FFY10 CVEOs traveled off-the-road-system to Bethel, Haines, Juneau, Ketchikan, Kodiak, Nome and Skagway for the purpose of education and enforcement. Data indicated an increased level of motorcoach activity in Skagway. CVEOs were flown to target motorcoaches and their drivers for safety

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inspections. Travel to off-the-road-system communities is costly but is done to maintain a true statewide CVE presence. MSCVE will continue to increase roadside inspections and be supportive of other agencies. CMV inspection contracts with other agencies will be reduced over time. Mobile inspections conducted on the Dalton Highway (Haul Road) provided unique inspection challenges for this CMV population. Some of the unique challenges in Alaska, to include the Dalton Highway are:

- Weather – Blizzard like storms can form quickly, hurricane force winds are not uncommon, a build up (exceeding 1,000 lbs.) of ice and snow on a truck
- Roads – Limited truck parking facilities and/or pullouts to safely conduct inspections, narrow two lane un-divided highways.

To further increase rural mobile inspections, during FFY10, MSCVE deployed a fully functional Mobile Inspection Station (MIS). The MIS allows for an extended deployment of CVEOs to communities on and off the State Highway System that are not served with weight station facilities.

During the spring and summer, the MIS was deployed in Eastern Alaska with the purpose of conducting safety inspections. Five rural areas were targeted for MIS enforcement. (Tok, Glennallen, Valdez, Alaska/Canada Border and Richardson Highway MP 0-129) Enforcement efforts with the MIS during FFY10 were focused on Eastern Alaska as to align with the Tok Weigh Station closure. The deployment of the MIS concluded in October 2010. MIS deployments will resume in the spring of 2011.



The weigh stations at Tok and Sterling (as seen below) were reconstructed during 2010 and will be operational during FFY11.



Tok Weigh Station and
Indoor CMV Inspection
Facility



Sterling Weigh Station

The long-term challenge is to provide enforcement of commercial vehicle regulations throughout Alaska to reduce not only fatalities and injuries, but also property damage and premature damage to the highway infrastructure. In an effort to reduce CMV crashes, fatalities and injuries, additional resources (Federal and state grants, statutory funding) are required to increase such services as mobile safety inspections in State of Alaska,

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rural locations (Nome, Dutch Harbor, Skagway, etc.), carrier safety audits and HazMat inspection training.

Mission, Vision and Core Services

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

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

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

- Certify the accuracy of the weighing and measuring devices used in commerce
- Enforce federal and state commercial vehicle regulations to ensure safe highways and the protection of Alaska infrastructure.

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. The metrology laboratory is recognized by the National Institute of Standards and Technology.

Core Services of Commercial Vehicle Enforcement:

- Issue oversize, overweight and oversize/overweight Commercial Motor Vehicle (CMV) permits.
- Commercial Vehicle Enforcement (CVE) operates seven fixed weigh stations, performs roadside inspections and has patrol units performing traffic enforcement on unsafe operators.
- Commercial motor vehicle outreach - Provide safety and HazMat transport training and coordination of size, weight and safety enforcement activities with other enforcement agencies.

Measurement Standards (MS)

Weights and Measures

Ensuring Fairness in the Market Place

The goal is to certify the accuracy of the weighing and measuring devices used in commerce



Chapter 45.75. WEIGHTS AND MEASURES ACT

Article 01. STANDARD WEIGHTS AND MEASURES

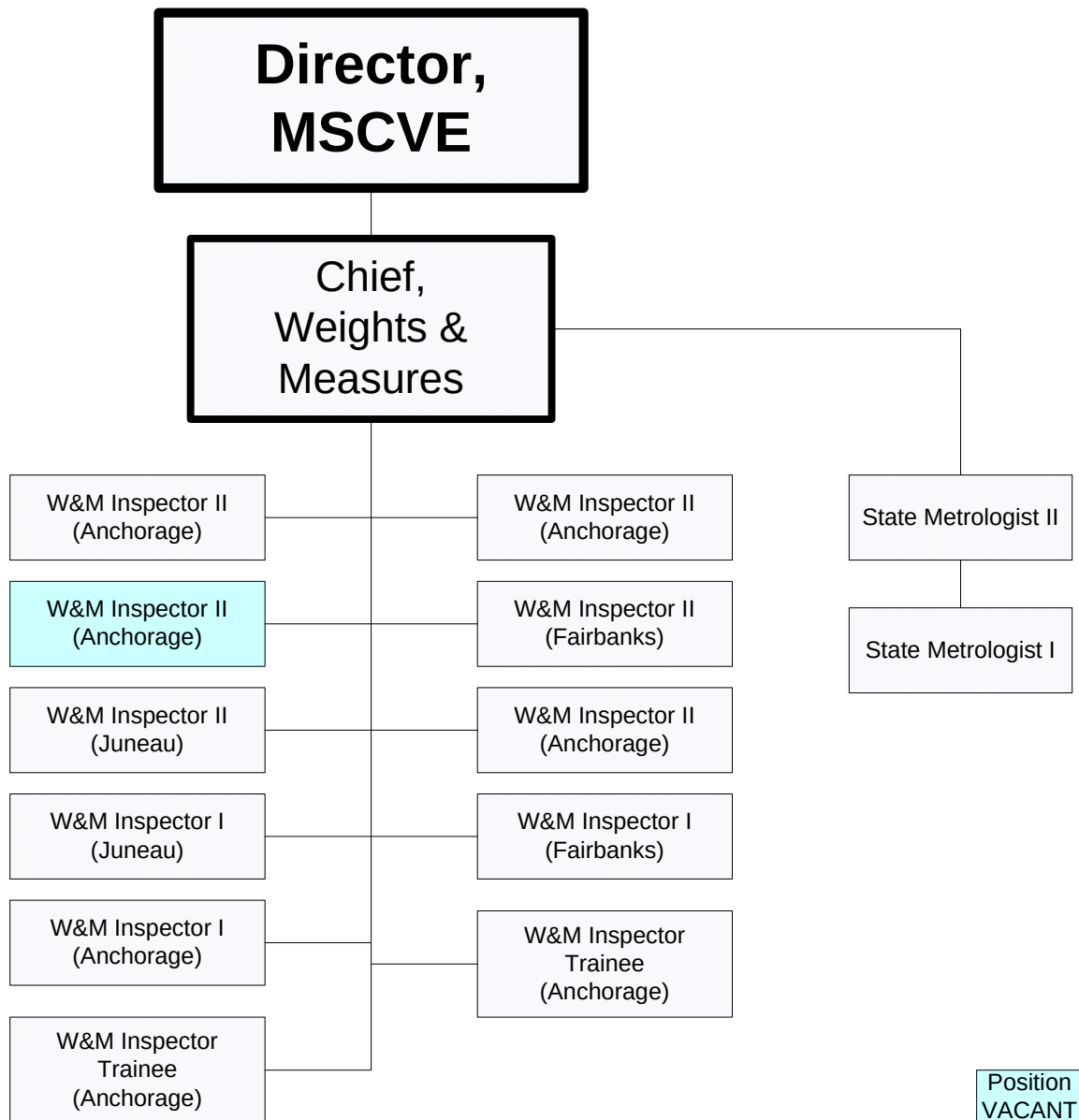
Sec. 45.75.010. Systems of weights and measures.

The system of weights and measures in customary use in the United States and the metric system of weights and measures are jointly recognized, and one or the other of these systems shall be used for all commercial purposes in the state. The definitions of basic units of weight and measure, the tables of weight and measure, and weight and measure equivalents, as published by the National Bureau of Standards or its successor organization, the National Institute of Standards and Technology, govern weighing and measuring equipment and transaction in the state.

Sec. 45.75.020. State standards of weight and measure.

The weights and measures obtained by the state in conformity with them and certified by the National Bureau of Standards or its successor organization, the National Institute of Standards and Technology, are the state standards of weight and measure. The state standards shall be kept in a safe and suitable place in the office or laboratory of the Department of Transportation and Public Facilities. They may not be removed from the office or laboratory except for repairs or for certification. The state standards shall be used only in verifying the office standards and for scientific purposes.

Measurement Standards – Organizational Chart



As of October 1, 2010

Measurement Standards – Device and Package Testing

The Divisions' goal is to assure marketplace confidence and equitable trade through increased testing to improve device (scales and meters) 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.

It is the objective of measurement standards to safeguard the public and industry in all matters involving commercial determinations of quantity. Inspection and testing procedures are designed to ensure the accuracy of all transactions whenever merchandise is bought or sold by weight, measure, or count, and to eliminate the potential for fraud, carelessness, and misrepresentations during such transactions.

Key Objectives

- Make consumers aware of their rights concerning commercial transactions, and publicize the Weights and Measures consumer complaint investigation function
- Provide a visible inspection seal on all commercial weighing and measuring devices to properly notify the public of the accuracy of these devices
- Maintain the integrity of Weights and Measures field standards by assuring their traceability to the National Institute of Standards and Technology. Legally acceptable standards must be used to verify the accuracy of commercial weighing and measuring devices
- Provide opportunities for inspectors to participate in training seminars that will improve their skills and inform them of the latest inspection procedures

The Weights and Measures Section has an impact on virtually every aspect of our lives from the moment we awaken until you lie back down to rest. The weights or volumes of your toothpaste, bath soap, cereal, milk, coffee, luncheon meat, bread, hamburger, vegetables, soft drinks, and snacks are all regulated by Weights and Measures.

The meter that delivers your heating fuel and the pump that fills the gas tank of your car is checked by our inspectors.



The price of every item that you purchase through a store scanning system is verified by Weights and Measures..



The amount of time that the local do-it-yourself car wash provides for you to wash your car, falls the jurisdiction of MSCVE. The list goes on and on, but every item that is sold by weight, measure, or count falls under the scrutiny of MSCVE.

Scales: Three replacement pieces of crucial test equipment were brought on line in SFY10. (see below) This equipment (test trucks) will increase the safety and productivity of the inspectors, which will give them 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.



State Fiscal Year	YTD Total	Variance
FY 2010	18,620	6.35%
FY 2009	17,509	-0.58%
FY 2008	17,611	11.22%
FY 2007	15,834	-2.79%
FY 2006	16,291	

Weights and Measures Device Testing



Meters: The Division increased the number of inspections of fuel dispensers at the retail level and will continue this effort in to SFY11. New equipment added during SFY09 has increased the capacity to inspect meters in Southeast Alaska and the Aleutians.

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 2011 and beyond. Assigning a staff member full time to price verification testing has resulted in a 30% increase in the number of price verification tests performed annually. MSCVE performed 1,051 Price Verification Evaluations in which 15% of the stores tested failed the inspection. The application of penalties will be an effective enforcement tool for those businesses that do not respond to our efforts to gain voluntary co-operation with regard to pricing accuracy.

Package Testing Program: The Package Testing Program, staffed by one full-time inspector, inspected 554 package lots representing 118,613 packages. As a result of these tests, MSCVE took enforcement actions on 36 package lots. This program protects consumers from purchasing short weight products and is another area of enforcement we take to ensure consumer confidence in the marketplace.

State Fiscal Year	YTD Total	Variance
FY 2010	554	-11.36%
FY 2009	625	3.31%
FY 2008	605	

Weights and Measures Package Testing

Photo – Crab claws labeled as ground beef.

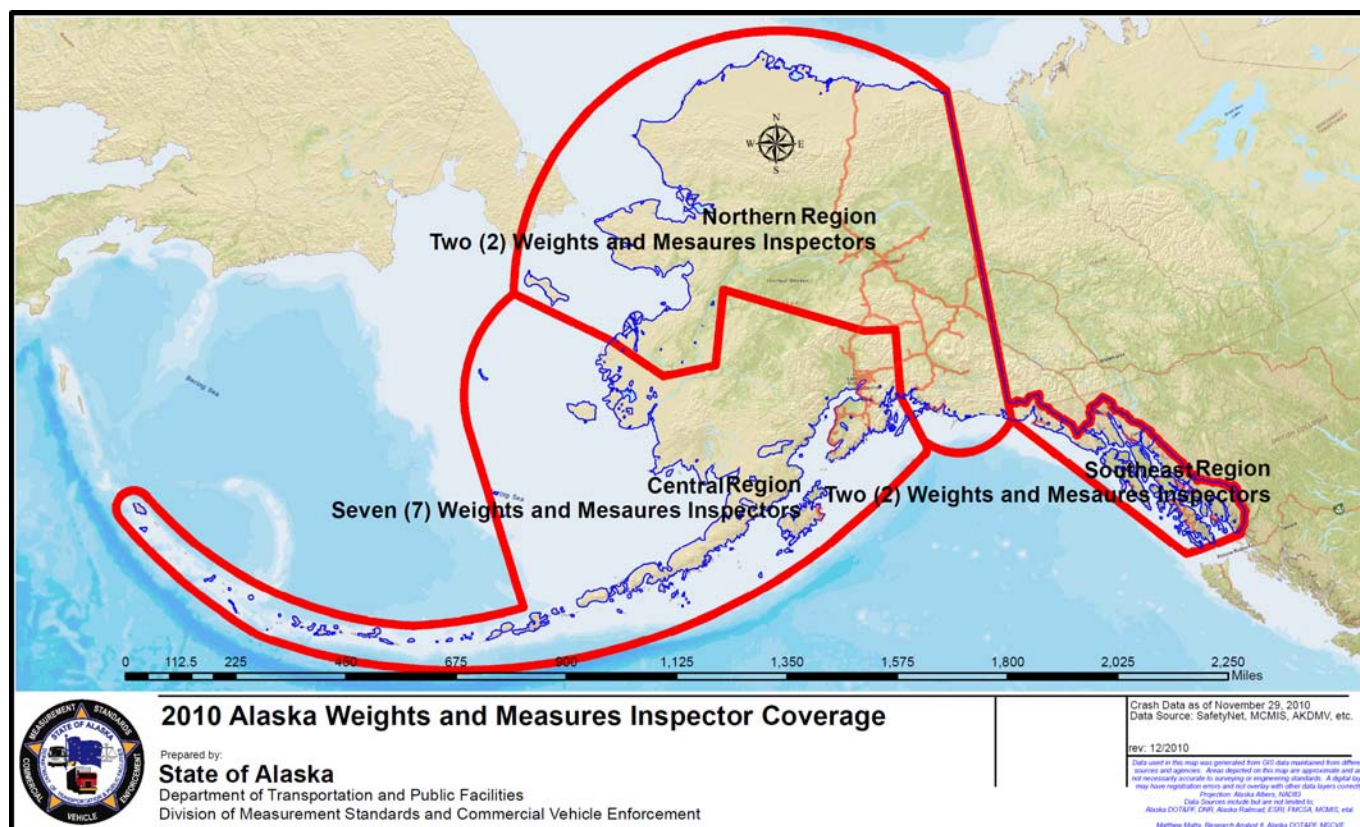
MSCVE price verification testing and the package testing program saves money for consumers and businesses alike.



The long-term challenge is to assure marketplace confidence and equitable trade by providing weights and measures enforcement throughout Alaska. Nine Weights and Measures (WM) inspectors conduct inspections on the “road system” as seen on the next page and two inspectors cover the entire southeast region. Inspections completed in the communities off the “road system” (as seen on the next page in green) are only accessible by air and water ferry. Inspections in rural locations are a significant portion of the overall budget, as the travel costs continue to increase. In an effort to provide weights and measures enforcement on a truly statewide level, additional resources are required to increase such services as inspections in rural locations (off the “road system”).

MSCVE would like to expand our program to do our statutorily mandated mission to protect consumer’s rights concerning commercial transactions. That mandate is clearly stated in AS 45.75.080 “General Testing.”

(a) The director may inspect and test, to ascertain if they are correct, all weights and measures kept, offered, or exposed for sale. The director shall, at least annually and more often as considered necessary, inspect and test, to ascertain if they are correct, all weights and measures commercially used....



During 2010, WM inspectors traveled to the following locations:

- Glennallen
- Kodiak
- Cordova
- Seldovia
- Dillingham
- King Salmon
- Pile Bay
- St. Paul
- Adak
- Bethel
- Prudhoe Bay
- Tok
- Barrow
- Nome
- Kotzebue
- Dutch Harbor
- Valdez

- Ft. Yukon
- Barrow
- Gustavus
- Skagway
- Haines
- Yakutat
- Petersburg
- Ketchikan
- Sitka
- Hoonah
- Angoon
- Kake
- Delta
- Tok
- Anchorage Area
- Matanuska Susitna ea
- Fairbanks Area

- Juneau Area
- Kenai Peninsula

Locations in

GREEN

require air and/or water travel

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Measurement Standards – Metrology Laboratory

Metrology is defined as the science and practice of precision measurement, and is a requisite aspect of weights and measures regulation. 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. 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. All certified equipment is traceable to the state standards, which are tractable to the National Institute of Standards and Technology.



Law enforcement speed-gun calibrator

Class "F" small-scale weight kit used by in Fairbanks, Alaska



The laboratory provides test results for measuring devices of mass, volume and frequency. (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.

As seen on the next page, Alaska's state metrology laboratory is recognized by the US Department of Commerce, National Institute of Standards and Technology (NIST) 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.



Due to efforts on of the State Metrologist and other the metrology lab personnel have secured a two-year recognition from NIST. The lab has made a difference to the quality of our state and nations measurement system.

Because of the role that metrology plays in commerce and law enforcement, the National Conference on Weights and Measures (NCWM) celebrated Weights and Measures Week *Weights and Measures: keeping Pace for the Future* on March 1-7, 2010. "World Metrology Day" is recognized internationally on May 20 of each year. 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)



Weights and Measures Provers

Measurement Standards – Information and Contacts

The Measurement Standards' web-link is designed to be a "One Stop" portal to access information about the Section, get answers to questions and present 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

[State of Alaska](#)
[Employee Directory](#)
[DOT&PF Home.](#)

[Search DOT&PF](#)
[find](#)

Measurement Standards & Commercial Vehicle Enforcement

[DOT&PF](#) > [MSCVE](#)

Welcome to the Weights and Measures Section

Ensuring Fairness in the Market Place

Our goal is to certify the accuracy of the weighing and measuring devices used in commerce.

Doug Deiman, Chief of Weights and Measure
 907-365-1222
 907-345-2313

Publications

Measurement Standards Regulations
 17 ACC Chapter 90 (Effective 4/9/2009) [PDF](#)

Resources

Price Check on Aisle 1 - ADN Story on WM Inspector Mike Nethercott [PDF](#)
 Best Practices Firewood Purchasing [PDF](#)
 Chapter 45.75 Weights and Measures Act (2008) [PDF](#)
 Complaint Form [PDF](#)
 Device Registration Application - Dry [PDF](#)
 Device Registration Application - Liquid [PDF](#)
 Device Test Request [PDF](#)
 Farmers Market and Roadside Stand Article [PDF](#)
 National Conference on Weights and Measures (NCWM)
 Protecting Equity in the Market Place (NCWM)
 Single Draft Weighing [PDF](#)
 WM Directors in other States [PDF](#)

MS/CVE Links

[Home](#)
[Director](#)
[Measurement Standards](#)
[Chief](#)
[Metrology](#)
[Commercial Vehicle Enforcement](#)
[Chief](#)
[Commercial Vehicle Information & Systems Network \(CVISN\)](#)
[Weight Restrictions](#)
[Permits](#)
[Administration](#)
[Planning](#)
[Contact Info](#)

Related Links

[Federal Motor Carrier Safety Administration \(FMCSA\)](#)
[National Institute of Standards and Technology \(NIST\)](#)

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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 |

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Commercial Vehicle Enforcement (CVE)

Commercial Vehicle Enforcement

The goal is to enforce federal and state commercial vehicle regulations to ensure safe highways

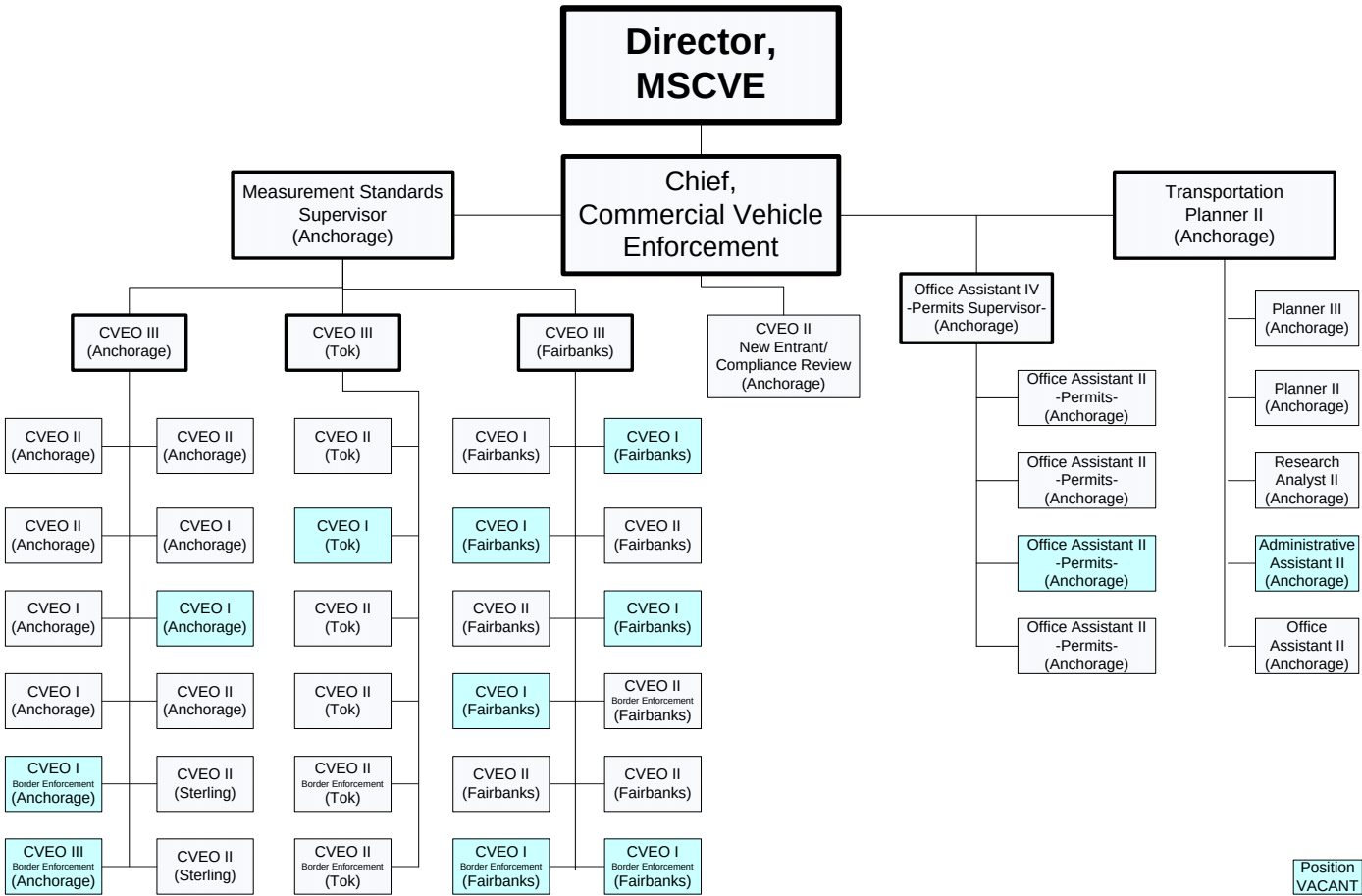


Alaska Administrative Code, Title 17 Transportation and Public Facilities, Chapter 25 Operations, Wheeled Vehicles

Article

- 1.** Commercial Motor Vehicles: Size and Weight. (17 AAC 25.010 - 17 AAC 25.119)
- 2.** Commercial Motor Vehicles: Safety and Hazardous Materials. (17 AAC 25.200 - 17 AAC 25.250)
- 3.** Oversize and Overweight Vehicles. (17 AAC 25.310 - 17 AAC 25.380)
- 4.** Unified Carrier Registration. (17 AAC 25.400)
- 5.** Waivers. (17 AAC 25.800)
- 6.** General Provisions. (17 AAC 25.900)

CVE – Organizational Chart

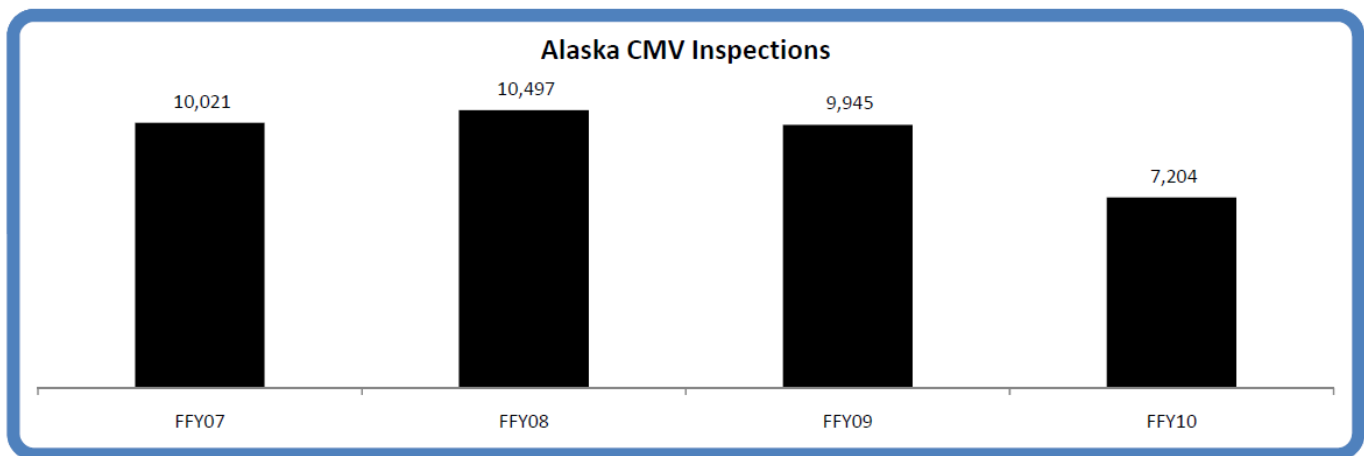


As of October 1, 2010

CVE – Commercial Motor Vehicle Inspection Program

History of the CMV Inspection Program

The State of Alaska began participation in the Motor Carrier Safety Assistance Program (MCSAP) in 1988 with a \$25,000 grant. In 1989, a \$125,000 grant was awarded, 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 state troopers, and one clerk. During Federal Fiscal Year 1993 (FFY93), 631 inspections were conducted. In July 1997, the State of Alaska, Department of Transportation and Public Facilities (DOT&PF) became the Lead Agency. It created the Measurement Standards and Commercial Vehicle Enforcement (MSCVE) Division by combining staff, functions and responsibilities of groups formerly in the Alaska Departments of Commerce, Public Safety, and Transportation and Public Facilities. MSCVE is responsible for all commercial vehicle size and weight enforcement in addition to Commercial Motor Vehicle (CMV) safety regulations. The Division's primary focus has been to expand the MCSAP program and to develop it into a statewide, comprehensive program. During FFY10, 7,204 inspections were conducted on CMVs. The reduction in inspections is due to a shift to mobile inspections. Mobile inspections are more time consuming than an inspections conducted at a weigh station and target areas with lower CMV traffic.



Data snapshot obtained from SafetyNet October 26, 2010

The Division of Measurement Standards and Commercial Vehicle Enforcement (MSCVE), is a headquarters division within the Alaska Department of Transportation & Public Facilities. MSCVE is a comprehensive commercial motor vehicle enforcement agency. MSCVE is the lead agency enforcing federal safety requirements of operating authority and other requirements under 49 CFR, and ensuring compliance of both intrastate and interstate operators on Alaska's highways. In addition to the laws pertaining to commercial vehicle safety and hazardous materials, MSCVE also enforces laws and regulations governing registration, size & weight, and over-dimensional loads. Additionally MSCVE enforces financial responsibility requirements under AS 19.10.300.

Personnel

There are 49 positions in the Division with various levels of direct involvement in commercial vehicle enforcement:

1	Chief	1	Administrative Clerk
1	Training Officer	1	Administrative Supervisor
4	Supervisors	4	CVCSC Representatives
30	Enforcement Officers	1	ITS/CVO Program Planner
1	MSCAP Project Manager	2	Microcomputer / Network Specialist
1	Transportation Planner	1	Administrative Assistant
1	Research Analyst		

Activities

MSCVE uses multiple approaches for enforcement and compliance depending on each enforcement areas distinct issues and environment. Inspections are conducted at fixed facilities (weigh stations), roadside locations (IRIS van and Mobil Inspection Station), during traffic stops and at terminal locations. As part of the community outreach/education program, terminal safety inspections are conducted during winter months. Terminal inspections provide additional safety benefits for industry and training for MSCVE personnel. MSCVE partners with the Alaska State Troopers and local Police Departments through the Alaska Strategic Traffic Enforcement Partnership (ASTEP) to remove impaired CMV drivers from the highways with ongoing and effective enforcement initiatives. To ensure maximum operational effectiveness and efficiency, MSCVE has dedicated MCSAP resources to support the following commercial motor vehicle programs:

- Safety data collection
- Uniform driver and vehicle safety inspections
- Traffic enforcement
- Commercial driver's license (CDL) verification and enforcement
- Hazardous materials training and enforcement
- Public information and education
- Comprehensive Safety Analysis (CSA) Investigations (formerly Compliance Reviews)
- Equipment and services to support these activities

MSCVE is funded through a combination of sources. The State of Alaska appropriations, Unified Carrier Registration receipts and the Federal government constitute 100% of the funding sources for all MCSVE efforts. The funding used to support the abovementioned programs include the following federal grant programs.

Motor Carrier Safety Assistance Program (MCSAP)

The Motor Carrier Safety Assistance Program (MCSAP) is an international, coordinated, and uniformed program of inspections and enforcement activities related to intrastate and interstate commercial vehicle and drivers. The program is designed to immediately place unqualified drivers and defective vehicles out of service, if necessary, until defects have been corrected. Through coordinated efforts with State and Industry Organizations, this helps in reducing fatalities, injuries, property damage, and hazardous materials incidents.

Border Enforcement Grant (BEG) Program

The Federal Motor Carrier Safety Administration's (FMCSA) Border Enforcement Grant (BEG) program provides financial assistance to entities or a State that shares a land border with another country. BEG funds are utilized to ensure motor carriers operating commercial motor vehicles (CMVs) entering the United States from a foreign country are in compliance with commercial vehicle safety standards and regulations, financial responsibility regulations and registration requirements of the United States (U.S.) and to ensure drivers of those vehicles are qualified and properly licensed to operate A commercial motor vehicle. The BEG program is intended to enhance a State's existing Motor Carrier Safety Assistance Program (MCSAP) program.

New Entrant Safety Assurance Grant Program

The Border Enforcement Grant Program assists in accomplishing the Federal Motor Carrier Safety Administration (FMCSA) goal of reducing the number of crashes and fatalities involving large trucks and commercial buses. The objective is to improve safety and productivity of motor carriers, commercial vehicles and their drivers. To accomplish the objective, MSCVE performs a New Entrant safety audit on every new entrant interstate motor carrier within 18 months of FMCSA granting the new entrant interstate motor carrier a U.S. Department of Transportation (US DOT) number. New Entrant interstate motor carriers must demonstrate sufficient compliance with applicable Federal Motor Carrier Safety Regulations (FMCSRs) and Hazardous Materials Regulations (HMRs). MSCVE provides educational and technical assistance to promote safe operation by New Entrant motor carriers.

Safety Data Improvement (SaDIP) Grant Program

The Safety Data Improvement Grant Program provides funding to Alaska for activities to improve the accuracy, timeliness and completeness of safety data including, but not limited to, large truck and bus crash data, roadside inspection, data enforcement data, driver citation data, and registration data. These funds are used to purchase equipment, train law enforcement officers in collecting crash/inspection data, revise outdated crash report forms, and code and enter crash data.

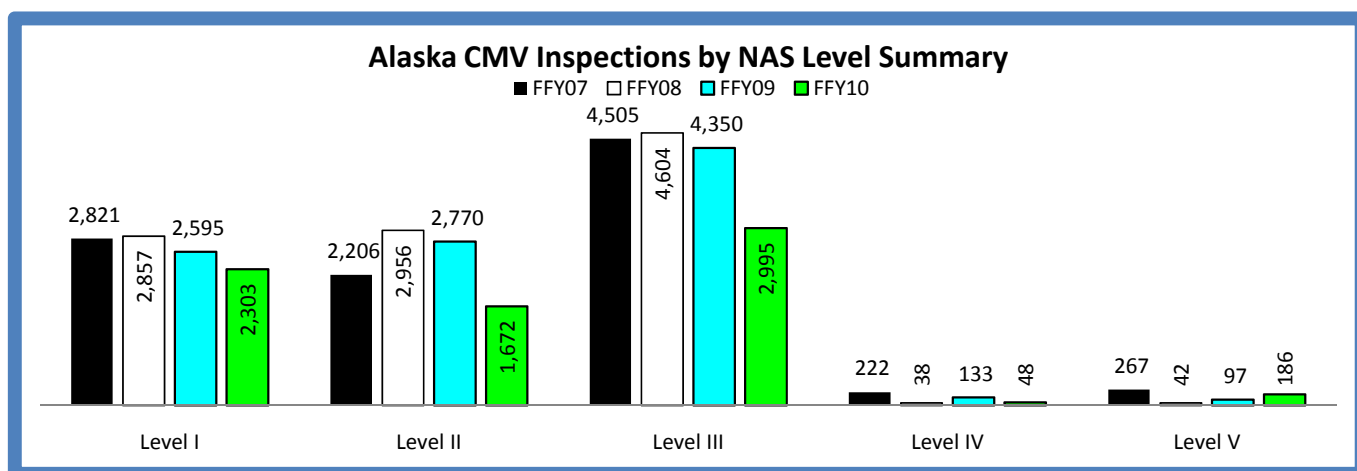
Alaska CMV Inspection Program

MSCVE is the lead agency in commercial motor vehicle enforcement and has the authority to stop, inspect and if necessary suspend operation of any carrier and/or driver. The Alaska Commercial Vehicle size, weight and permit regulations are contained in 17 AAC (Alaska Administrative Code) Chapter 25. To standardize safety inspections within North America, Alaska has adopted the Commercial Vehicle Safety Alliance (CVSA) North American Standard (NAS) Inspection Levels. The inspection levels are:³

- **Level I (Full Inspection)**
An inspection that includes examination of driver's license; medical examiner's certificate and Skill Performance Evaluation (SPE) Certificate (if applicable); alcohol and drugs; driver's record of duty status as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); all truck parts and mechanical systems; securement of cargo; emergency exits and/or electrical cables and systems in engine and battery compartments (buses), and transportation of hazardous materials (HazMat) requirements as applicable. HazMat inspections are conducted by certified HazMat inspectors.

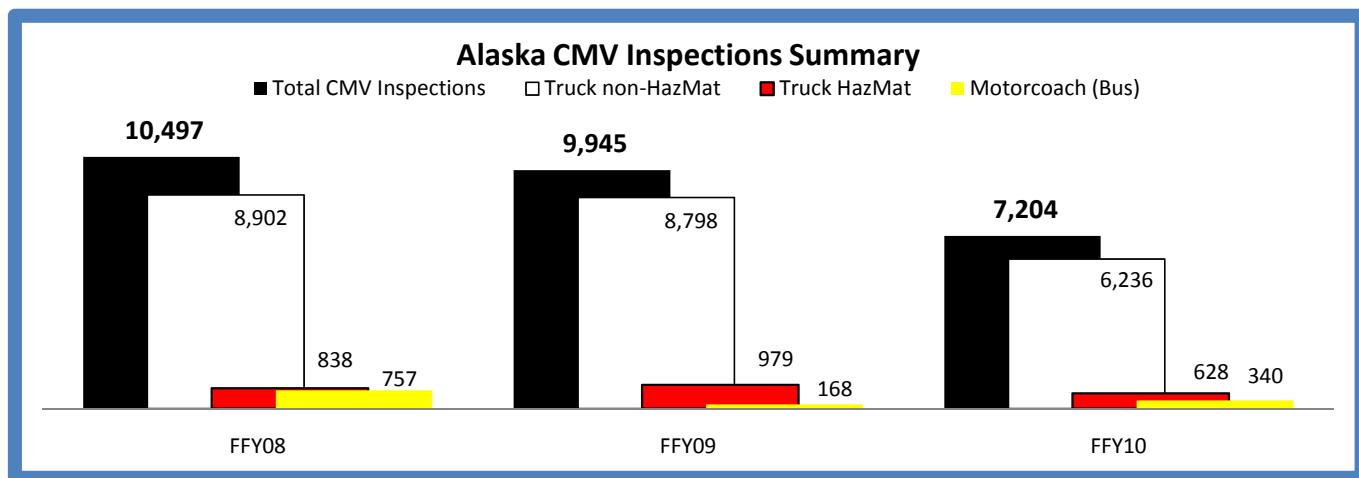
³ North American Standard Out-of-Service Criteria, Commercial Vehicle Safety Alliance, rev. April 2010
State of Alaska,

- **Level II (Walk-Around Driver/Vehicle Inspection)**
An examination that includes, as a minimum, Level II inspections must include examination of driver credentials and a vehicle inspection (without physically getting under the vehicle).
- **Level III (Driver/Credential Inspection)**
At a minimum, Level III inspections must include examination of driver credentials.
- **Level IV (Special Inspection)**
Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend. (e.g. Alaska Brake Check Day)
- **Level V (Vehicle-Only or Carrier Terminal Inspection)**
An inspections that includes each of the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present.



Data snapshot obtained from SafetyNet October 26, 2010

During FFY10, a total of 7,204 CMV inspections were conducted by CVEOs (as seen on the next page), this represents a 27.6% decrease in inspection activity from FFY09. Motorcoach/Bus inspections increased in FFY10, but the number of Truck non-HazMat and Truck HazMat inspections declined. The number of CMV inspections decreased due to strategic shift to mobile enforcement. Inspections done with mobile units are more time consuming and are conducted in areas with less CMV traffic. Mobile enforcement units provide coverage where a weigh station is absent. The shift from fixed weigh station to mobile unit enforcement is in response to the increasing Driver Out-of-Service (OOS) rate and the need for Second Truck population (local/urban drivers) enforcement. CMV inspection data has lead to the conclusion the Second Truck population has a greater risk of crash/fatalities that are attributed to driver error.



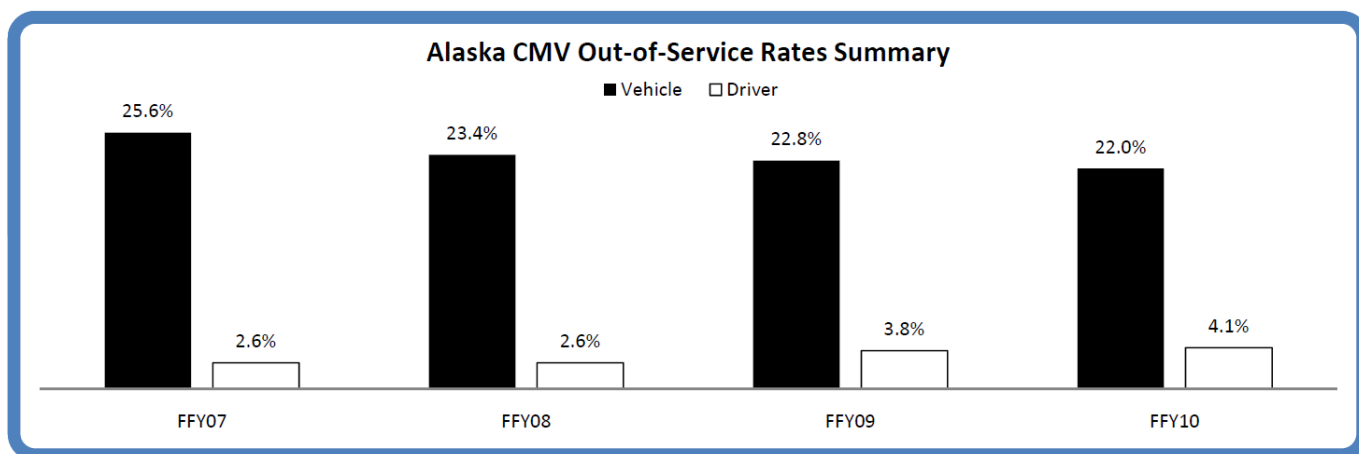
Data snapshot obtained from SafetyNet October 26, 2010

Out of Service Rates in Alaska

One measurement of the overall safety of commercial motor vehicle traffic is the Out of Service (OOS) rate: a lower OOS rate of all CMVs and drivers inspected reflects a lower risk of crash.



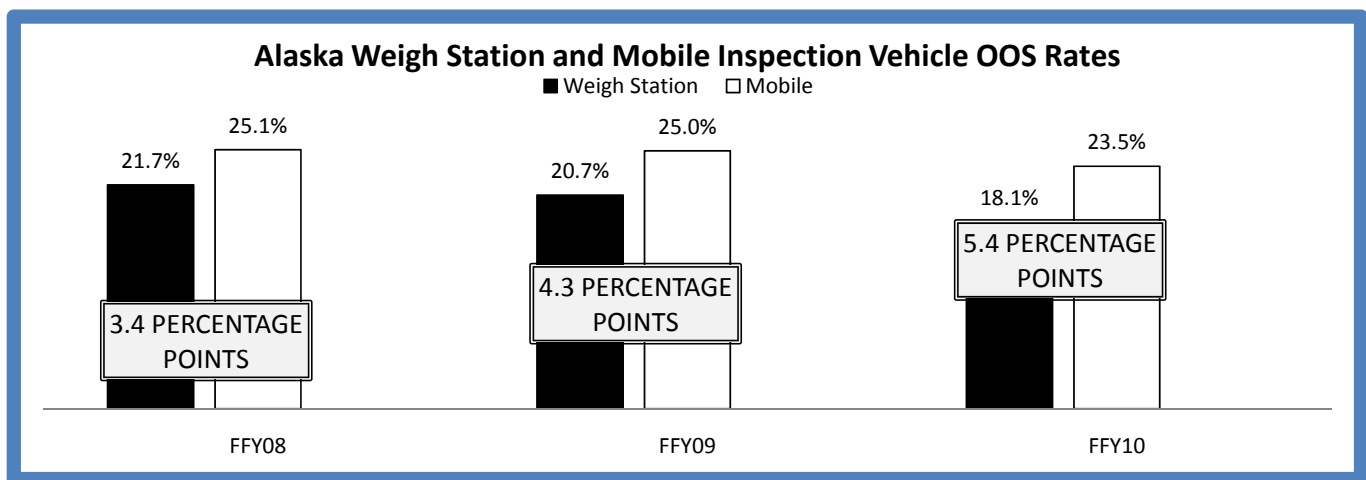
The Alaska Vehicle OOS rate continues to decline year after year, from 25.6% in FFY07 to 22.0% in FFY10. This is an indication of increased carrier compliance in Alaska. Conversely, the Alaska Driver OOS rate has been on an increasing trend since FFY07. In FFY07, the Driver OOS rate was 2.6% and in FFY10 the rate has risen to 4.1%. Violations for Medical Certificates and/or Hours of Service account for almost half of the Driver violations recorded by the Division. This can most likely be attributed to CVE tactical change in areas of enforcement.



Data snapshot obtained from SafetyNet October 26, 2010

Second Truck Population

Analysis of inspection data provides evidence of the continuing existence of two separate truck populations in Alaska. The primary truck population consists of those carriers whose activities bring their CMVs across the scales at weigh stations on a regular basis. These carriers know that their drivers and trucks have a high probability of being inspected and therefore devote significant resources to driver training, credentialing and truck maintenance programs. The “Second Truck Population” does not regularly pass through weigh stations because they primarily operate in urban areas of the state away from the weigh stations. These operators are commonly known as “local drivers”. With analysis of both OOS rates, it can be concluded; the carriers in the Second Truck Population tend NOT to devote significant resources to driver training and truck maintenance programs. As part of the 2010 Motor Carrier Safety Assistance Commercial Vehicle Safety Plan (CVSP), MSCVE had an objective to reduce the second truck population OOS level to a level equal to Weigh Station OOS levels. The objective was not met, in that the percentage point difference between mobile and weigh station inspections increased. However, the overall goal to reduce crashes by reducing the risk of crashes was met; the mobile OOS rate has seen a decreasing trend.



Data snapshot obtained from SafetyNet October 26, 2010

In FFY08, a 3.4 percentage point difference existed between the weigh station OOS rate and the mobile OOS rate. In FFY10, the percentage point difference between the weigh station OOS rate and the mobile OOS rate increased to 5.4 percent. The increase in mobile OOS rates are anticipated to increase for the near future as MSCVE continues to increase patrol activities throughout Alaska. It is anticipated that the mobile OOS rate will peak and begin a decline as industry becomes more aware of commercial vehicle operations requirements.

Performance and Registration Information Systems Management (PRISM)

The Performance and Registration Information Systems Management (PRISM) program helps keep unsafe motor carriers and their vehicles off the road. PRISM is a Federal and State partnership which links the commercial vehicle registration processes to motor carrier safety, to achieve two purposes:

1. Determine the safety fitness of the motor carrier prior to issuing license plates or renewing commercial vehicle registration.

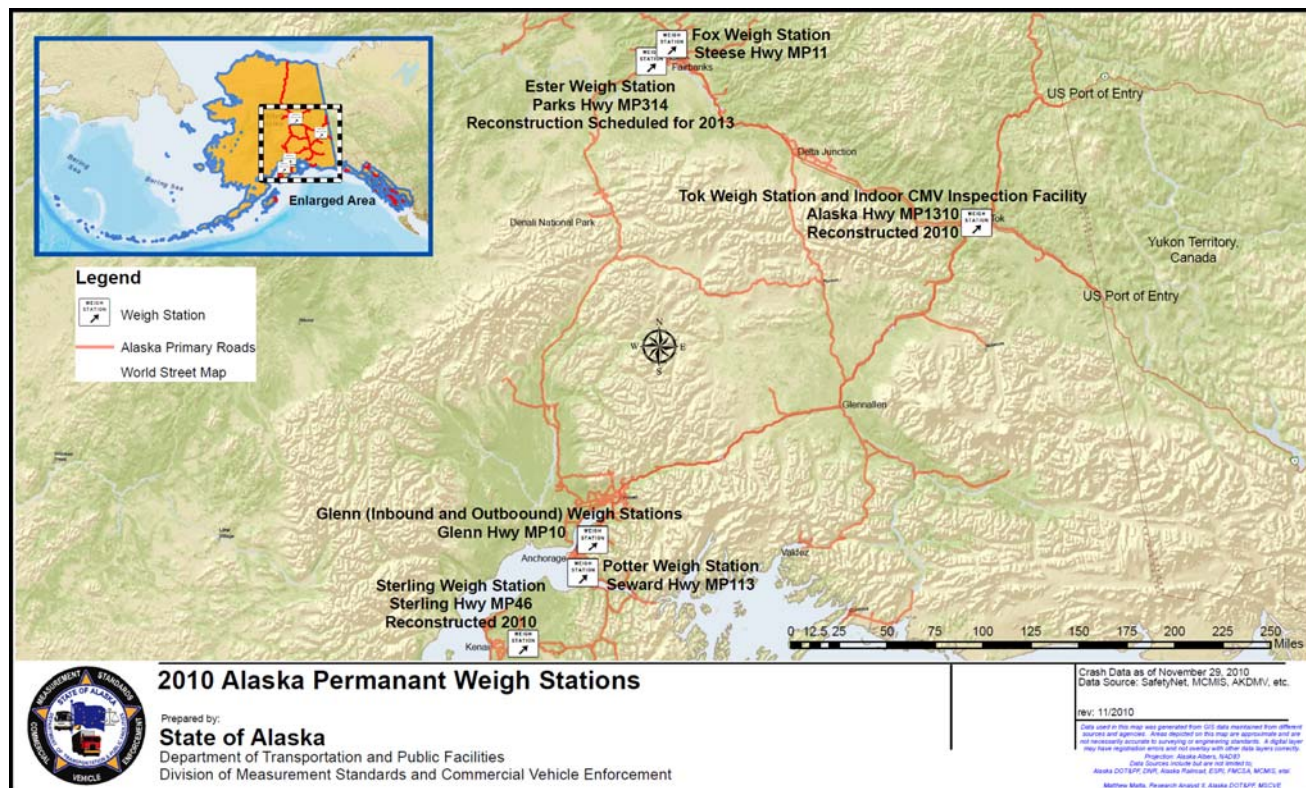
2. Influence the carrier to improve its safety performance through an improvement process and, where necessary, the application of registration sanctions.

Unified Carrier Registration (UCR)

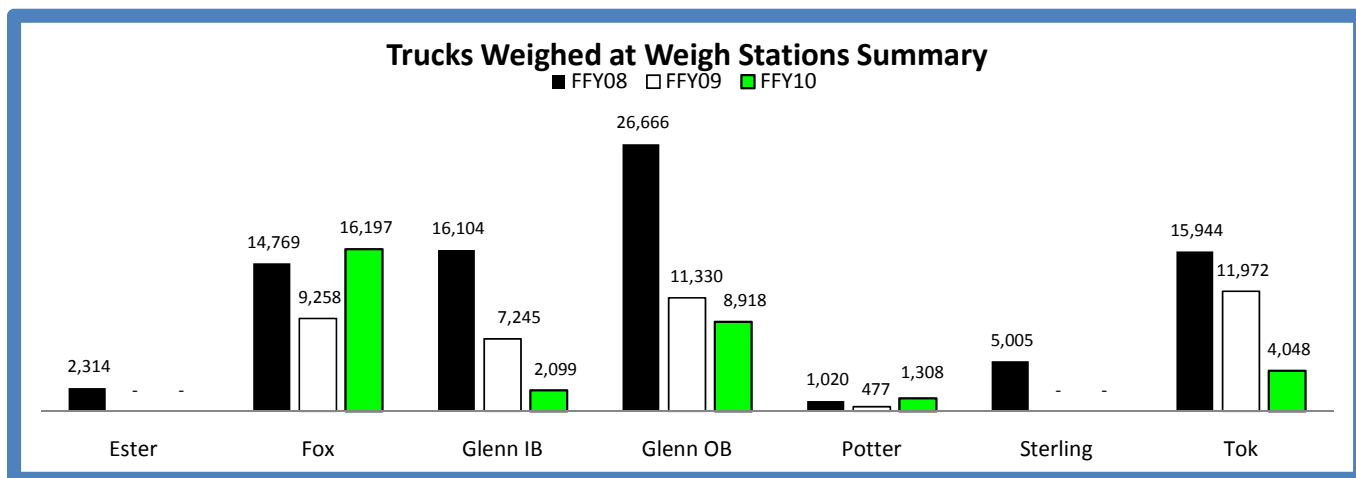
The UCR Agreement is a base-state system administered by federal and state governments and by the motor carrier industry for the collection of fees levied on motor carriers and related entities. Motor carriers, motor private carriers, freight forwarders, leasing companies and brokers based in the United States, Canada, Mexico, or any other country that operate in interstate or international commerce in the United States must register under the UCR program. Non-payment of UCR fees subject carriers, forwarders and leasing companies to enforcement action. These enforcement actions may include a violation (§392.2 UCR) on a CMV Inspection Report. Alaska additionally conducts Safety Audits and Compliance Reviews (CSA) to ascertain all the proper fees have been paid.

CVE – Alaska Weigh Stations

Weigh stations provide areas for a thorough inspection of a commercial motor vehicle and driver credentials. Fixed scales, equipped to detect axle group weight and gross vehicle weight violations, are installed at eight weigh stations statewide. All Alaska fixed static weigh scales are located on the National Highway System.



MSCVE weighed 32,570 CMVs at these weigh stations, during FFY10. This is a 19.1% reduction from the previous year (FFY09 – 40,282). The reduction is primarily a result of inoperable scales due to construction at Sterling and Tok. The Ester scale was inoperable during FFY10. Scale counts were also down due to a shift to mobile safety/size & weight enforcement.



Data snapshot obtained from CVESupport db. October 26, 2010

Weigh stations at Ester and Southeast Fairbanks (Richardson MP357) are tentatively scheduled for construction in 2013. These scales will be most important during the construction of the Alaska natural gas pipeline. The weigh stations at Tok and Sterling (as seen below and on the next page) were reconstructed during 2010 and will be operational during FFY11.



Tok Weigh Station and
Indoor CMV Inspection
Facility

*MSCVE in conjunction with
US Customs and Border
Protection (CPB) ensure the safety
of Alaska drivers at this
important US Port of Entry.*



State of Alaska,
Department of Transportation and Public Facilities,
Division of Measurement Standards and Commercial Vehicle Enforcement

2010 Annual Report

Providing for the safe and efficient movement of people and goods and the delivery of State services



Sterling Weigh Station



CVE – Commercial Vehicle Information Systems and Networks (CVISN)

The Commercial Vehicle Information Systems and Networks (CVISN) program is a key component of the State and Federal Motor Carrier Safety Administration's (FMCSA's) drive to improve commercial motor vehicle safety. The CVISN Program supports our goals by

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

Overall CVISN Goals

- Improve safety
- Simplify operations, improve efficiency and freight mobility
- Improve security
- Achieve nationwide deployment, with all jurisdictions participating

Objectives

- Improve safety and productivity of motor carriers, commercial vehicles and their drivers
- Improve efficiency and effectiveness of commercial vehicle safety programs through targeted enforcement
- Improve commercial vehicle data sharing within states and between states and FMCSA
- Reduce federal/state and industry regulatory and administrative costs

Electronic Credentialing and Screening

Traffic congestion has been growing in all transportation modes. The effect, if not addressed, will result in more traffic crashes and fatalities, greater greenhouse gas emissions (during idling), the impeding of both state, national and international commerce, and the ultimate resulting deterioration of highways and streets. MSCVE has responded to this problem in a variety of ways, including the intelligent transportation systems (ITS). ITS encompasses 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) Monitoring of commercial vehicles for adherence to size, weight and safety regulations, on Alaskan highways is a priority. For MSCVE the integration of ITS, with federal CVISN money, in commercial vehicle operations allows enforcement to focus attention on unsafe carriers.

As a component of the overall ITS structure, Commercial Vehicle Information Systems and Networks (CVISN) refers to the local information systems elements that support Commercial Vehicle Enforcement (CVE) activities. Alaska's systems consist of the following components:

- Weigh in Motion (WIM) sites – WIM is used to measure approximate axle weights as a vehicle moves across the sensors, and to determine the gross vehicle weight and classification based on the axle weights and spacing's. These devices, using various types of technology embedded

within the pavement of the roadway, provide data that helps MSCVE personnel study traffic patterns of CMVs and determine periods of increased CMV activity. During FFY10 over 1.6 million CMVs (class 5-13) crossed over established WIMs within the state. WIM allows the weight of a vehicle to be estimated for screening purposes while maintaining traffic flow.

- Virtual Weigh Station – the term “virtual weigh station” is ubiquitous and often is used to describe any deployment of roadside technologies that occurs away from a fixed inspection site. In Alaska, a Virtual Weigh Station is comprised additional components at the WIM to allow the weight of a vehicle to be transmitted to a fixed location for screening purposes while maintaining traffic flow. These components include cameras to capture images of commercial vehicles passing over the WIM, and software and hardware to transmit the image and weigh data to either weigh stations or a web location. Currently, virtual weigh stations are at the Port of Anchorage, the Seward Highway and the Glenn Highway near the Glenn Highway weigh stations. Data from the Glenn Highway WIM, Automated Vehicle Identification (AVI) and Video Identification (VID) are transmitted to the weigh stations up the road, for the purpose of prescreening vehicles that may not be in compliance with state and federal regulations.



Weigh in Motion



Glenn Hwy Out Bound (Anchorage)



AVI, VID and NORPASS Transponder Reader

- Bypass system – This system adds to the Virtual Weigh station components through the use of transponders, provided free of charge in Alaska. A bypass system is active at the Glenn weigh stations. In addition to cost savings to the industry, the reduction in CMV idling emissions reduces the carbon footprint of the weigh stations. Furthermore, bypassing safe carriers allows the Division to focus more of their resources on unsafe carriers.



Free Alaska Transponder



Alaska is a member of North American Preclearance and Safety System (NORPASS). Carriers who participate in the free transponder program receive a small transponder to mount on the windshield. As the truck approaches the Glenn Outbound NORPASS weigh station, a roadside reader detects the transponder and a roadside computer checks the credentials and CMV weight. If everything passes, a signal is sent back to the truck and the transponder gives a green light indicating that the driver may bypass the weigh station. If a problem with the truck is detected, the transponder returns a red signal, indicating that the driver must pull in. Safe and legal carriers with transponders that bypass weigh stations save valuable trip time and fuel from not idling during a weigh station stop, which translates to cost savings to the carrier and freight industry, as a whole.

CVE – Mobile Inspections

Second Truck Population

Mobile CMV enforcement is critical to the safety of the motoring public. Analysis of inspection data provides evidence of the continuing existence of two separate truck populations in Alaska. The primary population consists of those carriers whose activities bring their CMV's across the scales at weigh stations on a regular basis. These carriers know their drivers and trucks have a high probability of being inspected and therefore devote significant resources to driver training and truck maintenance programs. The "Second Truck Population" does not regularly pass through weigh stations because they primarily operate in local areas of the state away from the weigh stations. These operators are commonly known as "local drivers". These drivers tend NOT to devote significant resources to driver training and truck maintenance programs placing other carriers at an economic disadvantage.



Dirt released on roadway in Anchorage.



Load Securement issues



Load Securement issues

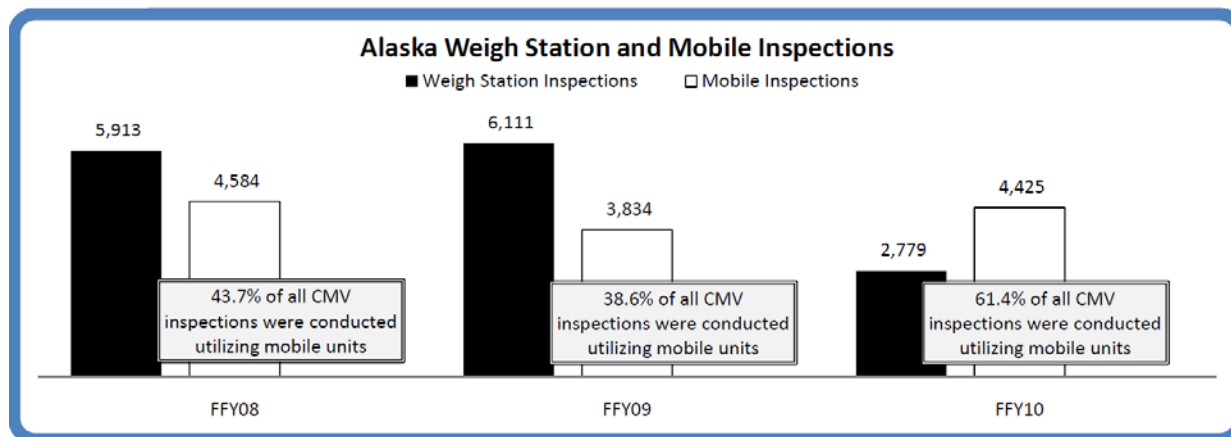


Bad tires and rims

Inspection statistics have shown the vehicles that do not pass through a weigh station are more probable to have a violation, which will put it out of service. MSCVE has a goal of increasing the number of inspections performed at roadside locations.

MSCVE has a goal to increase mobile CMV enforcement in keeping with US DOT Rural Safety Initiative. Mobile inspections conducted on the Dalton Highway (Haul Road) provided unique inspection challenges for this CMV population.

These mobile inspections target the second truck population. MSCVE did achieve the FFY10 target (increase of 5%) of increasing mobile inspections by 15.4% over the previous year.



Data snapshot obtained from SafetyNet October 26, 2010

During FFY10 CVEOs traveled off-the-road-system to Bethel, Haines, Juneau, Ketchikan, Kodiak, Nome and Skagway for the purpose of education and enforcement. Data indicated an increased level of motorcoach activity in Skagway. CVEOs were flown to target motorcoaches and their drivers for safety inspections. Travel to off-the-road-system communities is costly but is done to maintain a true statewide CVE presence. MSCVE will continue to support CMV inspection contracts with the Alaska State Troopers and local police departments. In FFY10 non-MSCVE law enforcement officers inspected 1,133 CMVs. During FFY10 there was a 34.7% increase in inspections done by non-MSCVE inspectors.

During FFY10, MSCVE deployed a fully functional Mobile Inspection Station (MIS). The MIS allows for an extended deployment of CVEOs to communities on and off the State Highway System that are not served with weigh station facilities. The MIS is a fully functioning CMV inspection station with all tools to conduct NAS Level 1 inspections at roadside locations.



At safe roadside locations, an advance warning sign and electronic message sign advise CMV drivers where the MIS is deployed. Secure wireless connectivity allows current CMV driver license and warrant checks in addition to DOT carrier authority checks. The MIS is also equipped with Haenni scales for Alaska weight compliance.

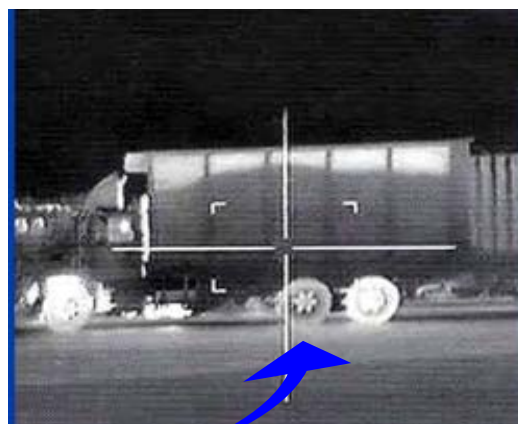


The Mobile Inspection Station (MIS) was deployed in Eastern Alaska with the purpose of conducting safety inspections. Five rural areas were targeted for MIS enforcement. (Tok, Glennallen, Valdez, Alaska/Canada Border and Richardson Highway MP 0-129) Enforcement efforts with the MIS during FFY10 were focused on Eastern Alaska as to align with the Tok Weigh Station closure. The deployment of the MIS concluded early October 2010. MIS deployments will resume in the spring of 2011.

An additional tool to reduce the risk of CMV crashes is the Infrared Inspection System (IRIS) vehicle. The IRIS vehicle is a tool CVEOs use to thermally scan brakes to detect bad brakes. The IRIS vehicle is deployed to areas where braking capacity is crucial. (Residential areas, areas of high crash rates, steep downgrades, etc.)



Brakes that have limited or no friction (bad brakes), do not produce heat and do not "glow"



Commercial Vehicle Outreach and Inspection Partnerships

MSCVE is responsible for all commercial motor vehicle size and weight enforcement. The Divisions' focus has been to expand the Motor Carrier Safety Assistance Program (MCSAP) into a statewide program for safe passenger and freight transportation. In order to keep the statewide enforcement community up-to-date on commercial motor vehicle guidelines and regulations and to augment Commercial Vehicle Enforcement Officers efforts, MSCVE offers training to police departments who would like their officers to develop familiarity with and understating of these guidelines and regulations so they may participate in commercial vehicle inspections. During FFY10, safety education and community outreach activities included:

- North American Standard (Part A and B) CMV inspection training class was conducted in April 2010.
- Two law enforcement officers were sent (outside Alaska) to CMV Cargo Tank/HazMat inspection training.
- In association with the Alaska Trucking Association, MSCVE co-hosted "Trucker Appreciation Day".
- The Commercial Vehicle Safety Alliance (CVSA) Brake Check Day was conducted on May 5, 2010 and follow-up "Air Brake Check Week" was conducted early October 2010.
- Fifteen safety briefings were conducted with drivers, carriers and students within the state. The most requested briefing was done at high schools; "Teens and Aggressive Driving".
- The MSCVE website was continuously updated to provide needed information to the Alaskan trucking community.

Training other law enforcement officers to conduct commercial vehicle inspections improves highway safety in communities seldom patrolled by MSCVE officers. CMV inspection law enforcement partners include:

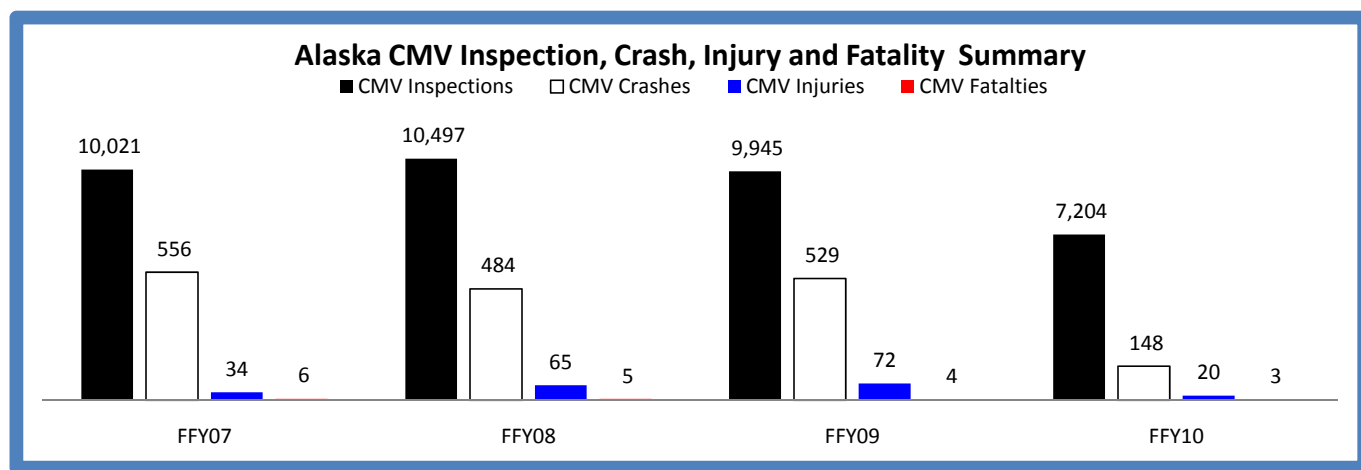
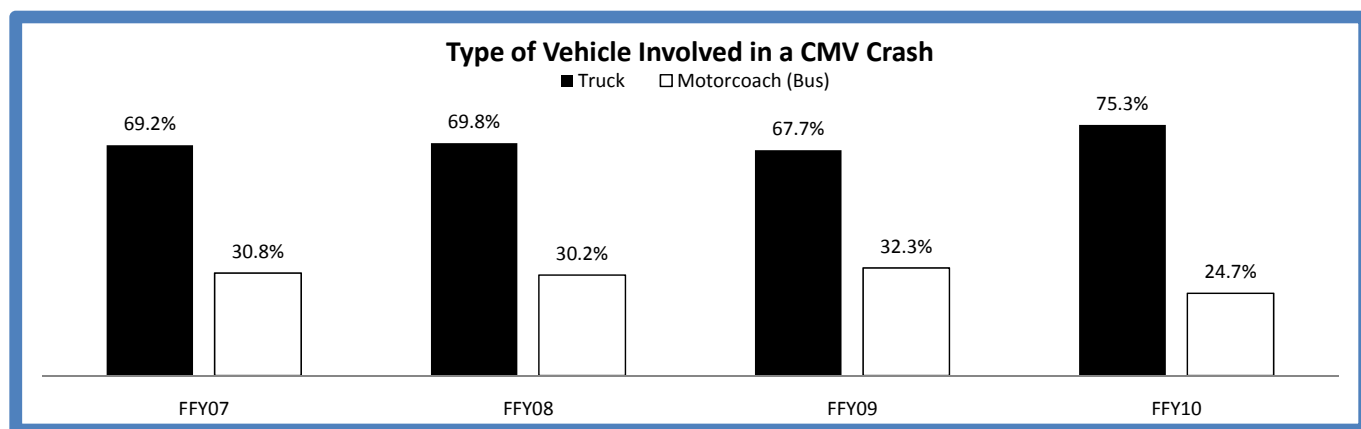
- | | |
|---------------------------------------|--|
| • Anchorage Police Department | • Homer Police Department |
| • Anchorage Airport Police Department | • Juneau Police Department |
| • Sitka Police Department | • Fort Wainwright Police Department (Military) |
| • Wasilla Police Department | • North Slope Borough Police Department |
| • Valdez Police Department | • Alaska State Troopers |
| • North Pole Police Department | |
| • Haines Police Department | |

It is through the dedicated effort of the above-mentioned law enforcement partners that a true statewide CMV enforcement presence is growing.

CVE – Crash Reporting

Crash Reporting

Alaska federally reported 148 commercial motor vehicle crashes in FFY10, which represents a 72.0% decrease from FFY09. In this Annual Report, the term motorcoach refers to motorcoaches and buses. Motorcoaches are vital to the Alaskan tourism industry and the general motoring public. Unlike large trucks, motorcoaches generally have many passengers aboard. During FFY10, 24.7% of CMV crash vehicles were motorcoaches or buses, as seen below.



CMV fatalities decreased 25%, from four to three. Due to the fact Alaska has such a small number of fatalities the annual percentage of CMV fatalities is highly variable; a difference of two or more fatalities can easily skew the percentage. The number of injuries sustained from a CMV crash is on the decline, down 72.2% in FFY10.

For any given crash where a CMV is involved, various factors play a role. Analysis has found that driver (CMV and non-CMV) errors are the most prominent contributing factor in most crashes. Written citations for basic speeding and passing violations were prevalent in many crash reports.

State of Alaska,

Department of Transportation and Public Facilities,
Division of Measurement Standards and Commercial Vehicle Enforcement

2010 Annual Report

Providing for the safe and efficient movement of people and goods and the delivery of State services

CMV Crash Reduction on Rural Roads

As part of the 2010 CVSP, MSCVE had an objective to reduce the OOS rate (precursor to crashes) on rural roads by 1-3% annually after an established baseline year (FFY10). Rural enforcement efforts, utilizing the MIS, during FFY10 were to serve as a baseline for future Rural Road Crash Reduction efforts. Baseline inspection data is complete. MIS enforcement efforts began on April 15, 2010 and concluded in early October 2010. The five rural areas targeted were Tok, Glennallen, Valdez, Alaska/Canada Border and Richardson Highway (Valdez to Delta Junction). The objective for FFY10 was focused on Eastern Alaska as to align with the Tok Weigh Station closure. During FFY10 the MIS was deployed and operated by seven CVEOs. The deployments were visible and located on designated rural road areas. As this is the inaugural deployment year to establish a baseline, a side-by-side comparison will be utilized to compare rural MIS efforts and statewide efforts. With 2010 MIS deployment inspections successfully completed, MSCVE has established baseline rural area OOS rates, as seen below:

	<u>Alaska Statewide</u>	<u>FFY2010 MIS Deployment</u>
Level 1 Inspections	2,291	240
Level 2 Inspections	1,661	74
Level 3 Inspections	2,987	135
Level 4 Inspections	48	10
Level 5 Inspections	186	0
Total Inspections	7,173	459
Vehicle OOS	21.9%	15.2%
Driver OOS	4.1%	6.5%
Violation/Inspection	1.6	1.7

MIS deployment inspections accounted for 6.3% of the statewide inspections. The statewide Driver OOS rate was 4.1%. It is important to note, the statewide Driver OOS rate has been increasing (FFY08-2.6%, FFY09-3.8% and FFY10-4.1%) for the past three years. Inspections conducted with the MIS had a Driver OOS rate of 6.5%, 2.4 percentage points higher than the statewide Driver OOS rate. This is a clear indication that drivers on rural road areas have a greater risk of crash, where the driver is at fault.

Statewide, the Vehicle OOS rate was 21.9%, the statewide Vehicle OOS rate has been decreasing (FFY08-23.4%, FFY09-22.8% and FFY10 21.9%) for the past three years. Inspections conducted with the MIS had a Vehicle OOS rate of 15.2%, 6.7 percentage points lower than the statewide Vehicle OOS rate. This is a clear indication that vehicles on rural road are better maintained and have a lower risk of crash, where the vehicle is at fault.

The violations (all) per inspection rate, statewide, was 1.6, by comparison MIS enforcement efforts had a violations (all) per inspection rate of 1.7. It would be fair to conclude enforcement efforts, by the officers operating the MIS, are in line with statewide efforts. There were no special allowances made to rural road drivers.

Commercial Vehicle Oversize and Overweight Permit Office

The Commercial Vehicle Customer Service Center (CVCSC)'s goal is to protect Alaska's highway investments by regulating the transport of oversize and overweight loads on Alaska highways. To this end, CVCSC offers a variety of information and services. The staff can help you obtain permits to move an oversize load, overweight load or oversize/overweight load and assist in various road and bridge restrictions. In FFY10, the CVCSC produced 18,615 permits. A permits manual is available to assist in the permitting process.

The staff can assist commercial vehicle owners to:

- Obtain a FREE transponder for electronic by-passing of weigh stations
- Obtain or update a USDOT number
- Process payments of Unified Carrier Registration (UCR) system
- Legally register a new or used CMV in Alaska utilizing PRISM

The State of Alaska website enables industry and the public to create permits that authorize them to transport non-standard loads on Alaskan roads and highways. Online permits are available for over dimensional as well as overweight loads up to 125%.

CVE – Information and Contacts

The Commercial Vehicle Enforcement website is designed to be a “One Stop” portal to most questions and concerns. On this website anyone can:

- Review MSCVE Commercial Vehicle Safety Plans
- Obtain Unified Carrier Registration (UCR) material
- Obtain US DOT number material
- Download the Commercial Drivers License Manual
- Review Performance and Registration Information Systems Management (PRISM) program
- Review US Code: Interstate Transportation, CFR 49 regulations
- Obtain an oversize/overweight permit to travel on Alaskan roads

[State of Alaska](#)
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Measurement Standards & Commercial Vehicle Enforcement

[DOT&PF > MSCVE](#)

Welcome to the Commercial Vehicle Enforcement Section

Our goal is to enforce federal and state commercial vehicle regulations to ensure safe highways.

Rex Young, Chief
907-365-1210



Unified Carrier Registration

[UCR General Information PDF](#)
[Registration Form for 2010 PDF](#)
[Registration Form Instructions PDF](#)

Publications

[Commercial Vehicle Size, Weight & Permit Regulations 17 AAC Chapter 25 \(Effective 4/9/2009\) PDF](#)
[2007 Annual Report \(5.1mb\) PDF](#)
[2008 Commercial Vehicle Safety Plan \(1.6mb\) PDF](#)
[2009 Commercial Vehicle Safety Plan \(1.0mb\) PDF](#)

Resources

[Update MCS-150](#)
[US DOT Number Registration](#)
[AMMVA.net](#)
[Alaska Trucking Association](#)
[Bridge Formula Chart PDF](#)
[Carrier Lookup](#)
[Commercial Drivers License Manual \(2.0mb\) PDF](#)
[Commercial Vehicles and Heavy Use Tax](#)
[DMV Office Cameras](#)
[DOT Safety Activities](#)
[Federal Motor Carrier Safety Administration](#)
[Heavy Vehicle Use TAX \(HVUT\) Information](#)
[Most Commonly Asked Questions](#)
[Performance and Registration Information Systems Management \(PRISM\) program](#)
[Sterling Weigh Station Story](#)
[Title 49, Subpart A, Workplace Drug Testing](#)
[Title 49, Chapter III, Parts 301 - 399](#)
[US Code: Interstate Transportation, CFR 49](#)
[US DOT FAQ - Alaska Division](#)
[Vehicle Registration](#)

MS/CVE Links

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[Director](#)
[Measurement Standards](#)
[Chief Metrology](#)
[Commercial Vehicle Enforcement](#)
[Chief Commercial Vehicle Information & Systems Network \(CVISN\)](#)
[Weight Restrictions](#)
[Permits](#)
[Administration](#)
[Planning](#)
[Contact Info](#)

[Sign up to Receive Weight Restriction Notifications, Alerts & More by Email, Text Messages](#)

Related Links

[Federal Motor Carrier Safety Administration \(FMCSA\)](#)
[National Institute of Standards and Technology \(NIST\)](#)

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Focus on the Future

MSCVE will dedicate resources to the following three initiatives:

1. Increased Frequency of Scale, Meter and Price Verification Testing
2. Full implementation of Comprehensive Safety Analysis interventions (CSA)
3. Modernize Weigh Stations and ITS infrastructure

Increased Frequency of Device (scale and meter) and Price Verification Testing

Challenges for SFY11 will be to continue the training of new staff members, bring the new test equipment on-line, and begin a beta citation program to apply financial penalties to those businesses that fail to voluntarily comply with state statutes.

Frequency of testing has always been the most effective method for reducing compliance failure rates. The advanced training of new inspectors will allow MSCVE to increase the frequency of testing for retail fuel dispensers in certain areas to less than once a year. Alaska Statute 45.75.080 “General testing” mandates that the director shall, at least annually and more often as considered necessary, inspect and test, to ascertain if they are correct, all weights and measures that are commercially used in Alaska. There are still many rural areas where devices cannot be tested at all due to a lack of equipment and budgetary constraints.

Comprehensive Safety Analysis

Compliance, Safety, Accountability (CSA) is a Federal Motor Carrier Safety Administration (FMCSA) initiative to improve large truck and bus safety and ultimately reduce crashes, injuries, and fatalities that are related to commercial motor vehicles. It introduces a new enforcement and compliance model that allows FMCSA and its State Partners to contact a larger number of carriers earlier in order to address safety problems before crashes occur. Rolled out in December 2010, the program establishes a new nationwide system for making the roads safer for motor carriers and the public alike.

The Comprehensive Safety Analysis intervention model is a Federal initiative to develop more effective and efficient methods to achieve its mission of reducing CMV crashes, fatalities, and injuries. Individual carriers can access their own scores and areas of deficiency to improve their safety rating.

The current process, through the Compliance Review (CR) program, is resource intensive and reaches only a small percentage of motor carriers. The current system for measuring safety performance groups safety problems together to identify carriers for a one-size-fits-all CR. It also does not focus on the behaviors known to cause crashes. The new safety evaluations will be focused on specific safety behaviors.

This new approach to improve large truck and motorcoach safety targets all seven safety areas. If an intervention is required, FMCSA and MSCVE will utilize resources to assist the carrier to become

compliant. The goal is not to suspend operations, but to promote the safe and transparent operation of carriers within the state of Alaska.

Weigh Stations and ITS Infrastructure

Replacement and/or updating of the weigh stations is needed to ensure size, weight and safety compliance of all commercial vehicles traveling across the state. It is anticipated that two weigh stations (Ester and Richardson) will be completed by 2013. An advanced screening system at the Fox Weigh Station, just north of the city of Fairbanks, will enhance the movement of crude and natural gas drilling materials traveling to and from the North Slope of Alaska.

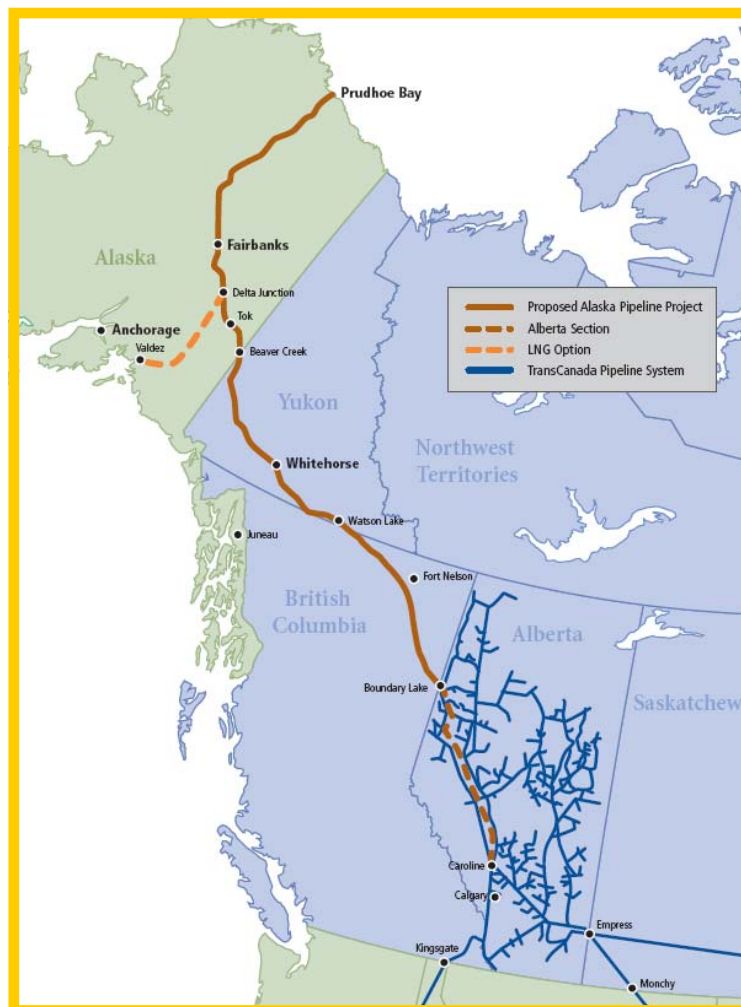
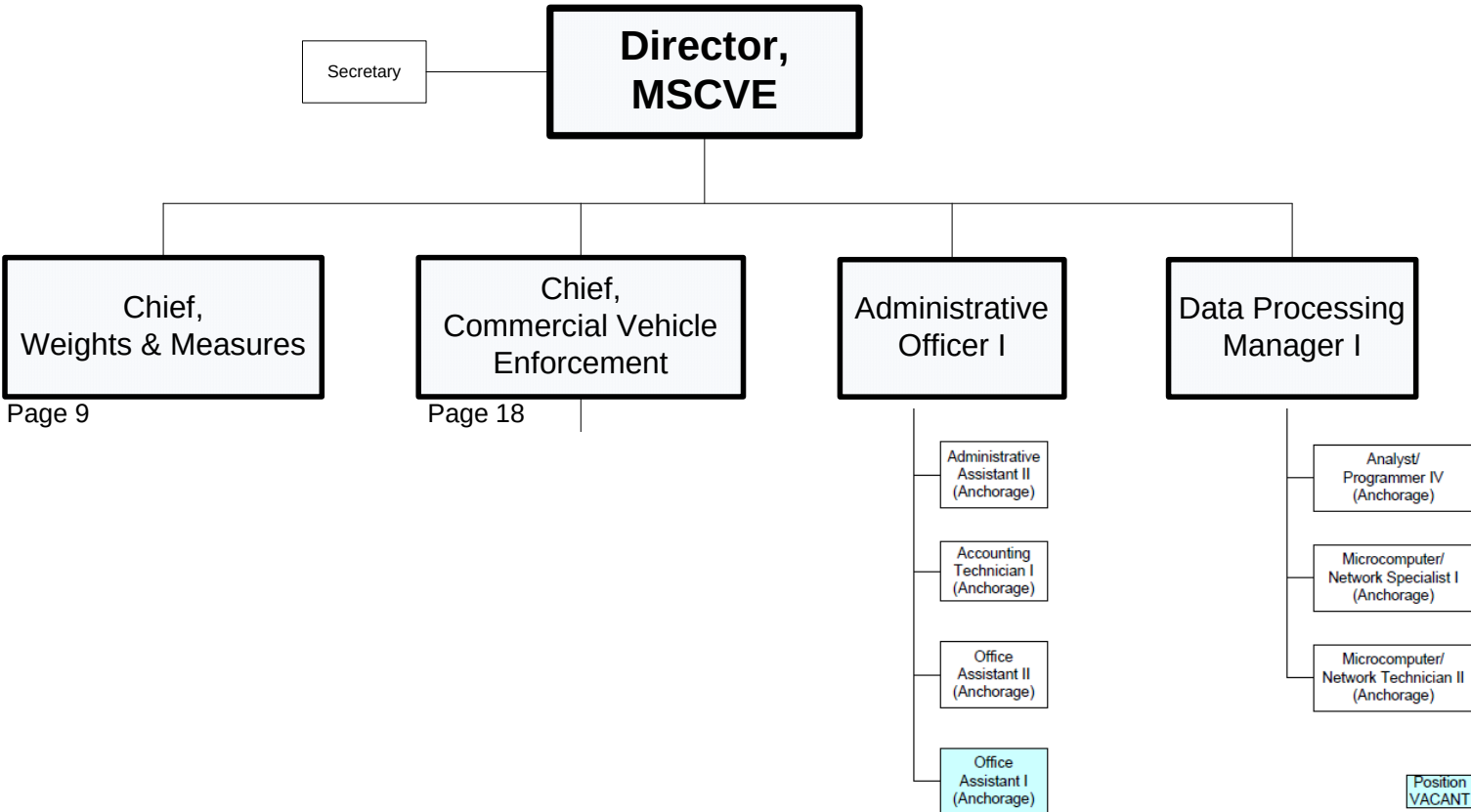


Photo courtesy of TransCanada

Appendix A – Top Level Organizational Chart



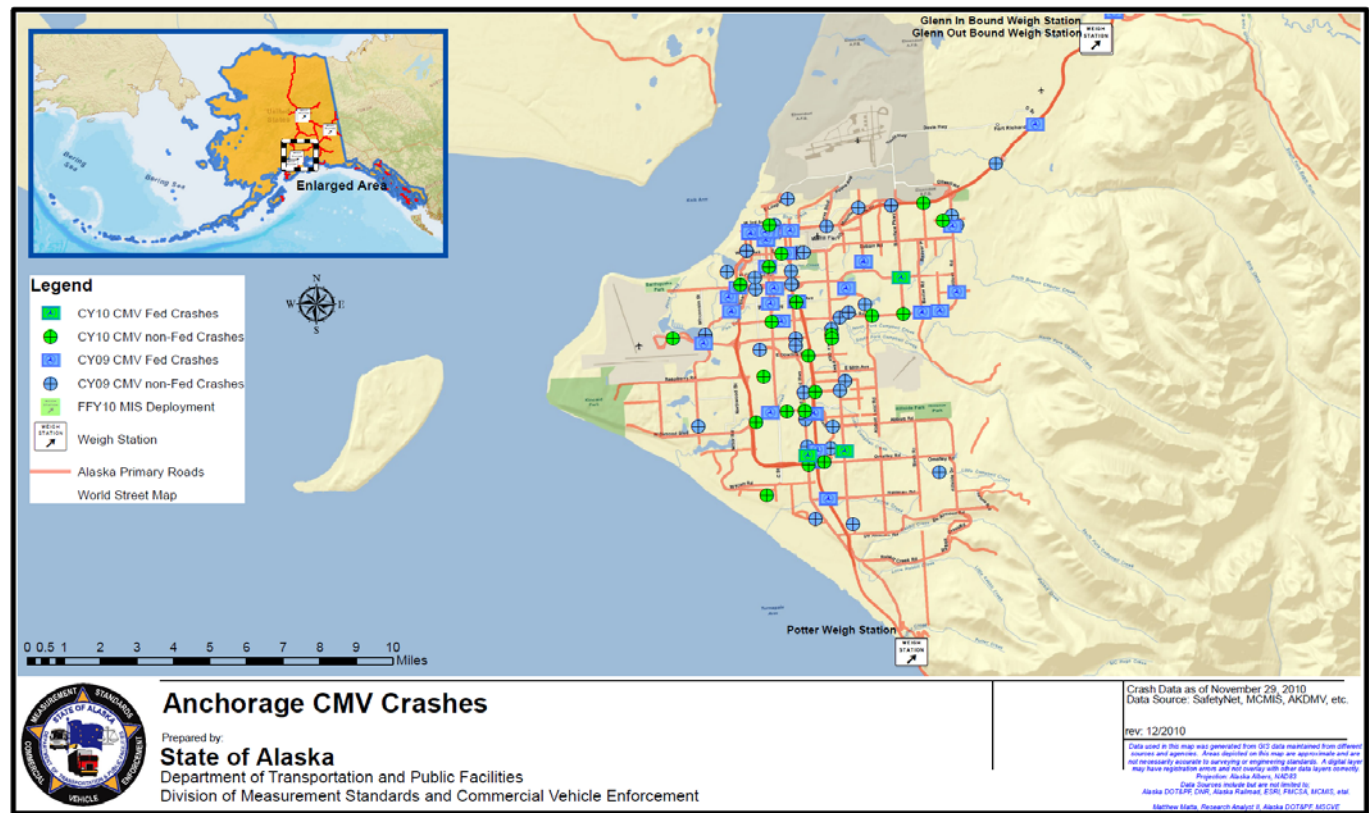
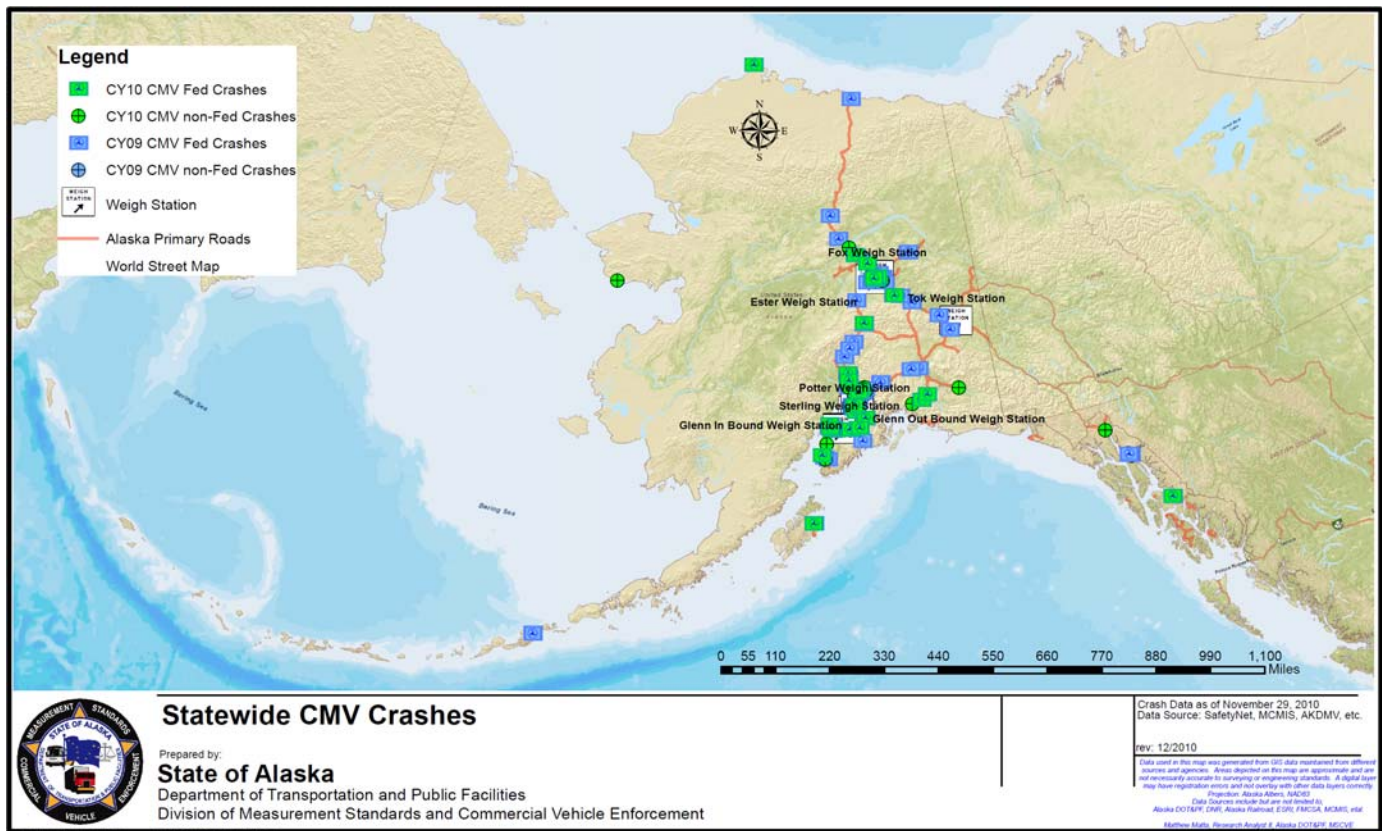
As of October 1, 2010

Appendix B – Alaska CMV Crash Maps

Alaska CMV Crash Maps

The following crash maps include all federally reportable and non-reportable CMV crashes (CY09-10) and weigh station locations.

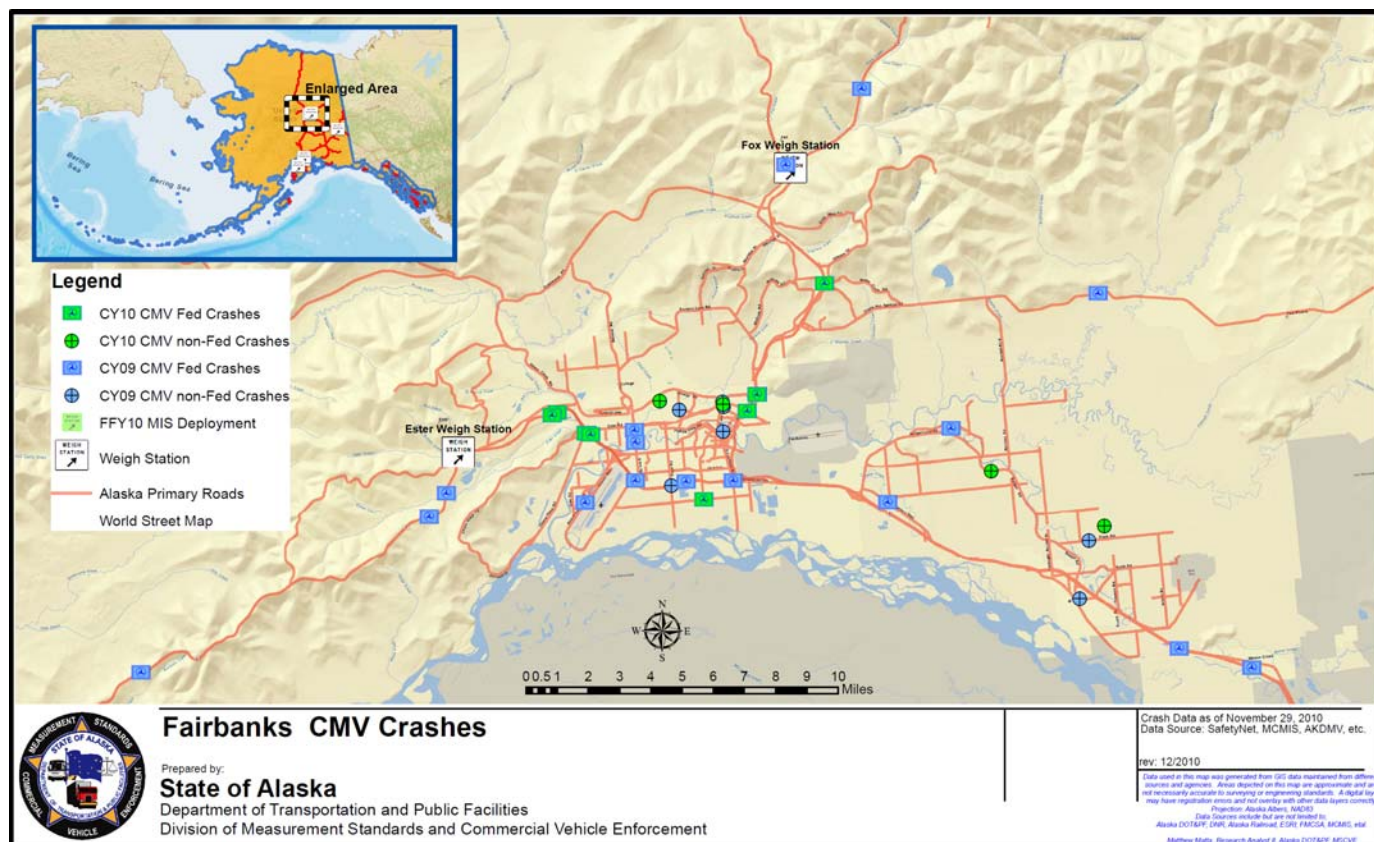
- Statewide crash map
- Anchorage crash map
- Fairbanks crash map
- Juneau crash map
- Kenai crash map
- Matanuska Susitna crash map



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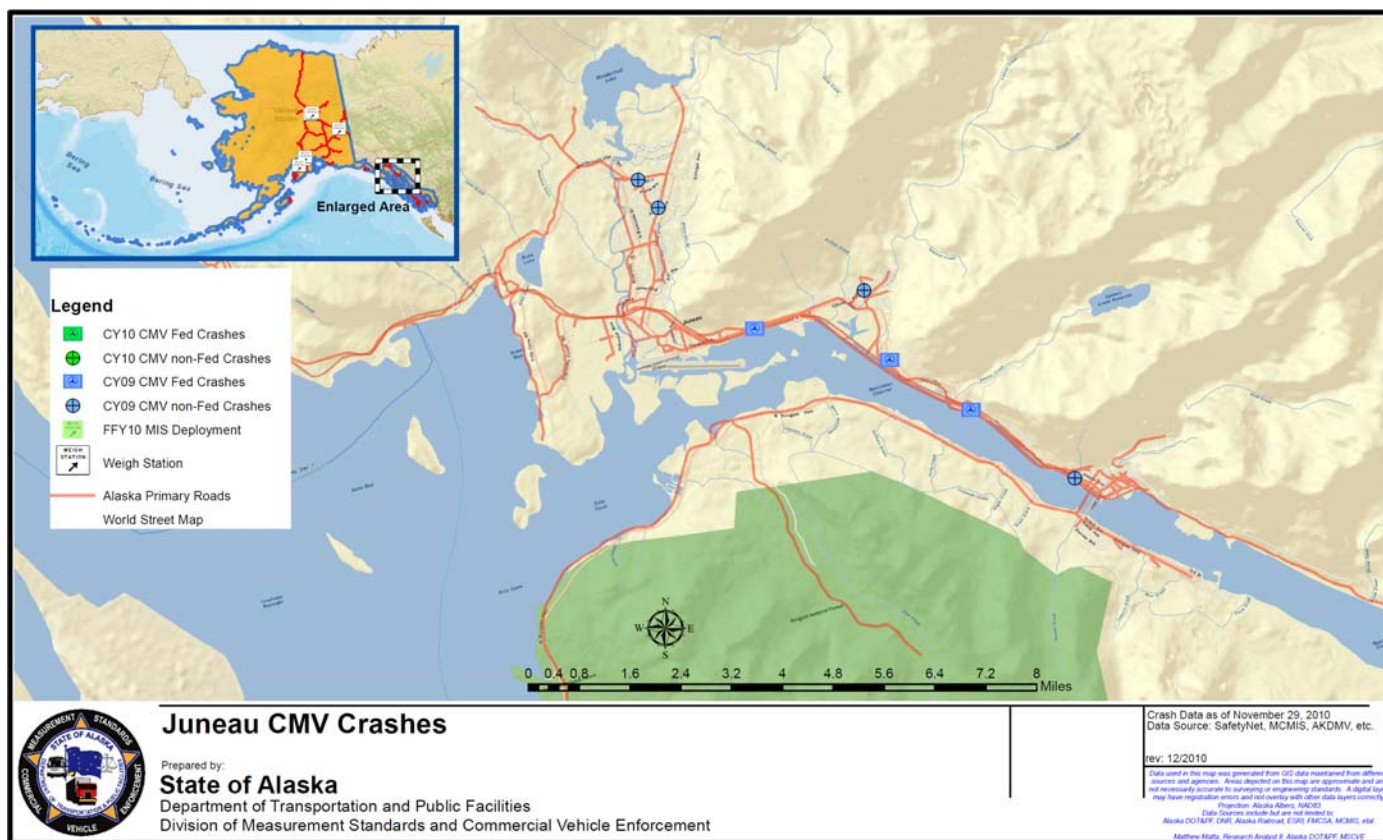
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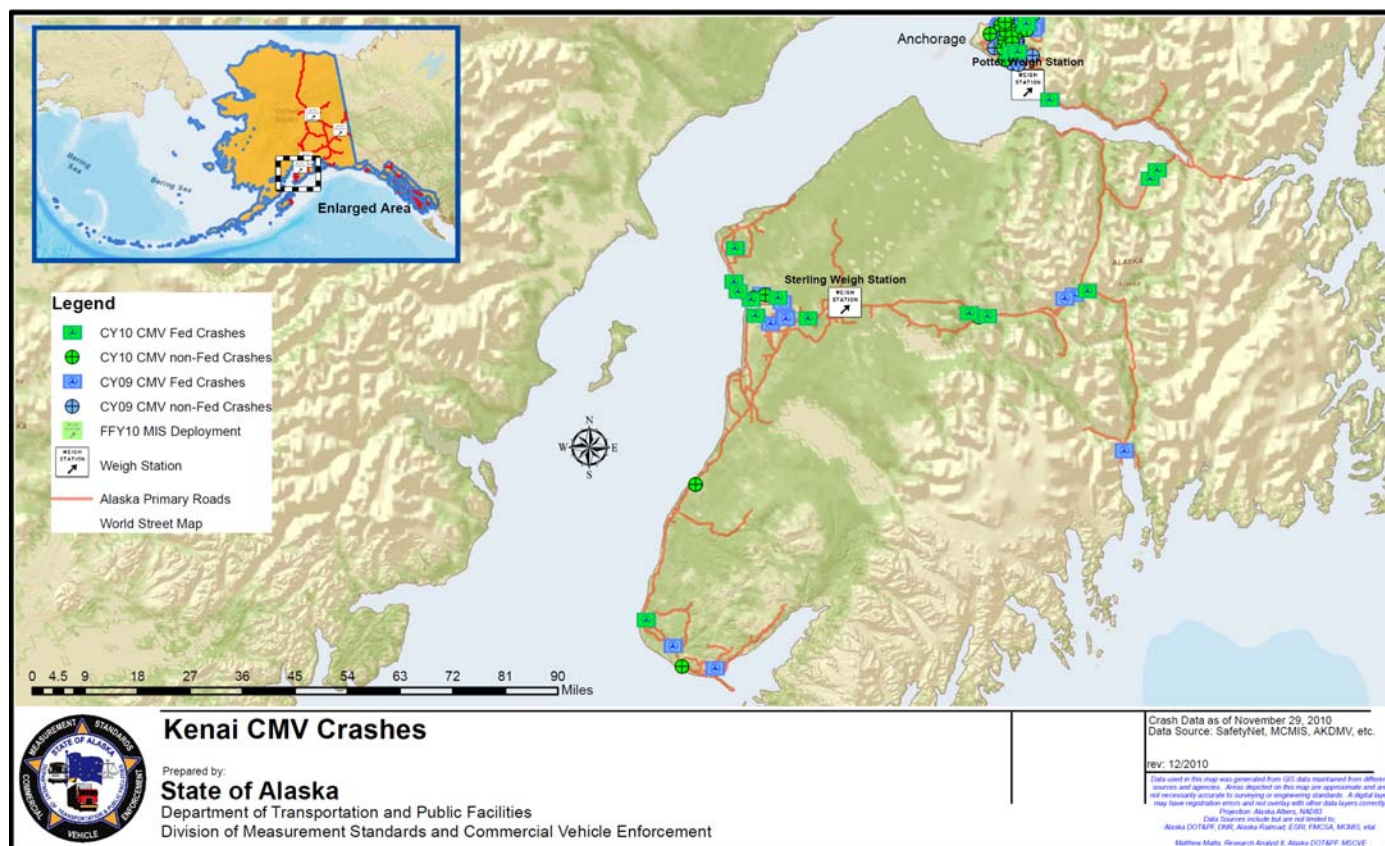
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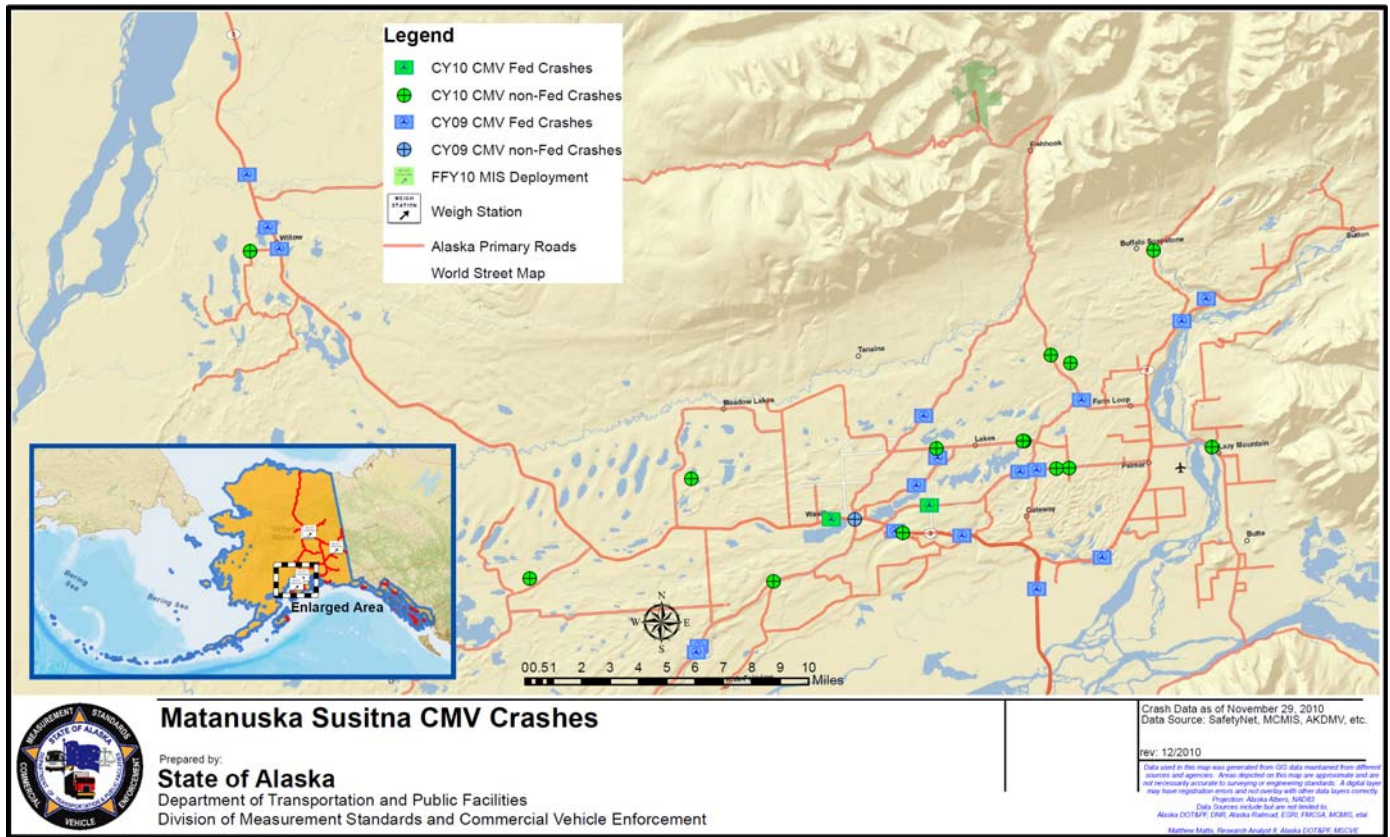
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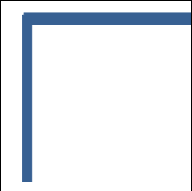
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END