



# 2011 MSCVE Annual Report



**State of Alaska**

**Department of Transportation and Public Facilities**

**Division of Measurement Standards and Commercial Vehicle Enforcement**



*"Get Alaska Moving through service and infrastructure."*

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**STATE OF ALASKA**  
**DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES**  
**Division of Measurement Standards &**  
**Commercial Vehicle Enforcement**

**SEAN PARNELL, GOVERNOR**

11900 Industry Way  
 Suite M2  
 Anchorage AK 99155-3567

**Dan Breeden, Director**

April 6, 2012

Dear Fellow Alaskans,

As the Director of DOT&PF, MSCVE, it is my pleasure to present the 2011 MSCVE Annual Report. In the following pages you will see the ways that MSCVE is leveraging resources and maximizing efforts to support our mission to enhance motoring public safety, protect public infrastructure, and assure marketplace confidence and equitable trade. Our report contains facts about our accomplishments associated with our goals and objectives, but our success would not be possible without the outstanding cooperation of our government and industry partners and the professionalism of Department personnel who are entrusted with the responsibility to promote safety and market confidence on a daily basis.

MSCVE team members work to ensure a level playing field for the people of the State of Alaska. Weights and Measures inspectors provide educational outreach to device (scales, meters and scanners) owners, and enforce State statutes to ensure compliance. The need for this critical work continues. Our Weights and Measures Inspection Team recently discovered a meter in rural Alaska that was dispensing 10% less than indicated. Given gas prices in rural hubs are \$7.35/gallon (67% higher than the statewide average of \$4.41), inaccurate meters compound financial hardships of residents and businesses alike. Our educational and outreach efforts in rural Alaska allowed our team to stop this unfair practice. In the year ahead, we will move forward with our efforts to inspect as many devices operating within the State as possible while continuing our outreach in rural Alaska.

A transportation system that is safe, reliable, and efficient provides an avenue for economic prosperity. Trucks deliver everything from food, fuel, and clothing to automobiles and mined ore. Buses and motor coaches provide passenger services throughout the State vital to the tourism industry and the Alaskan that wants to go to work, school, or play. Highways in Alaska are safer than they have ever been. Commercial Vehicle Enforcement efforts have contributed to the downward trend in the commercial motor vehicle fatality rate. Injuries resulting from commercial vehicle crashes are on the decline as well; as we continue our march 'Toward Zero Deaths' on Alaska highways.

The Commercial Vehicle Customer Service Center analyzes routes and conducts load calculations to ensure safe routes that protect the State's infrastructure when movements require oversize and overweight permits. In an effort to protect State roads, weight restrictions are used to decrease the deterioration of the transportation system.

We will continue to focus our efforts to protect public infrastructure, enhance safety of the motoring public, and assure marketplace confidence and equitable trade for all Alaskan's. We look forward to the opportunity to enhance current efficiencies in moving people and goods. MSCVE will install license plate readers that allow drivers and companies with safe records to flow freely past weigh stations, while enforcement focuses on high-risk motor carriers. We are confident that MSCVE will continue to have opportunities to champion safety in the commercial vehicle industry and ensure equitable trade in the marketplace. We enjoy doing our part to "Get Alaska Moving through service and infrastructure" and look forward to working with all of you in the upcoming year. Please explore the MSCVE website and allow us to share our accomplishments and plans for the future.

Don't be a Distracted Driver,

Dan Breeden, Director MSCVE



*"Get Alaska Moving through service and infrastructure."*

## Executive Summary

The purpose of this annual report is to provide information and heighten awareness of the efforts of the State of Alaska, Department of Transportation and Public Facilities, Measurement Standards and Commercial Vehicle Enforcement (MSCVE) activities.

The Division consists of two sections: Measurement Standards (MS) and Commercial Vehicle Enforcement (CVE). MS is responsible for the annual inspection of weighing and measuring devices that are used in any form of commerce and trade. CVE is responsible for commercial motor vehicle safety, size and weight enforcement in addition to the enforcement of Federal safety regulations.

It is important to note that reporting periods vary depending on State, Federal, or calendar year.

<u>Year</u>	<u>Period</u>
Federal Fiscal Year 2011 (FFY11)	October 1, 2010 – September 30, 2011
State Fiscal Year 2011 (SFY11)	July 1, 2010 – June 30, 2011
Calendar Year 2011 (CY11)	January 1, 2011 – December 31, 2011

### History

The State of Alaska began participation in Federal Motor Carrier Safety Administration (FMCSA) 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 the following year. 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 for commercial motor vehicle safety. MSCVE was created by combining staff, functions and responsibilities of groups formerly in the Alaska Departments of Commerce, Public Safety, and Transportation and Public Facilities.

### Measurement Standards

MS uses multiple approaches of enforcement and regulatory compliance to ensure accurate trade measurements in the market place. These approaches include:

- Check prepackaged products and commodities to assure accurate pricing
- Inspect and test weighing and measuring equipment used in commerce
- Investigate consumer complaints and prosecute habitual offenders
- Provide educational outreach to device owners

Weights and Measures inspections increased by 0.5% in SFY11 to 18,717. Of the 18,171 devices tested 1,766 (9.4%) were rejected. The rejected devices, 529 meters, 1,147 scales, and 90 scanners could not be used in commercial transactions until repaired or replaced. In most cases the devices were adjusted, re-tested (passed inspection) and returned to service. The Package Testing program activities included inspecting eight package lots in SFY11, representing 3,893 packages.

### Mission of MSCVE

To enhance motoring safety, protect infrastructure and assure marketplace confidence and equitable trade.

### Vision of MSCVE

To fulfill statutory requirements placed on Measurement Standards and expand Commercial Vehicle Enforcement into a comprehensive safety program.

Enforcement action was taken on four lots. Three large test trucks placed in service in SFY10 have increased the safety and productivity of inspectors during SFY11.

During SFY11, inspectors had the opportunity to test previously untested meters in rural areas of the State. King Salmon, Naknek and Dillingham are western Alaska coastal communities accessible commercially by water or air. In King Salmon/Naknek, 41 devices tested with 46% initial rejections, 26 re-inspects were attempted after repair with 62% failing the re-inspect. In Dillingham, 56 devices tested with 45% initial rejections, 41 re-inspects were attempted after repair with 61% failing the re-inspect. Educational outreach was offered to device owners as inspectors took the time to explain what's required of them by law and their responsibilities as device owners. Inspectors welcomed feedback from device owners and considered their unique issues and ideas. Although the companies visited showed a genuine desire to bring their equipment into compliance, it is clear that self-policing cannot ensure equity in trade. Oversight of commercial transactions involving weight and measures is truly a core function of government.

### **Commercial Vehicle Enforcement**

CVE uses multiple approaches to enhance motoring safety and protect State infrastructure. These approaches include:

- Conduct Commercial Motor Vehicle (CMV) safety, size and weight inspections
- Conduct Compliance Reviews and Safety Audits on carriers operating in the State
- Continue enforcement and training partnerships with local, State and Federal law enforcement agencies
- Educate passenger carriers that operate in Alaska
- Educate hazardous and non-hazardous materials carriers that operate in Alaska

CVEs primary activity is to conduct safety, size and weight inspections on vehicles engaged in commerce. Commercial vehicle and driver inspections serve to preempt crashes, injuries and fatalities by removing unsafe vehicles and drivers from the road. A total of **815** unsafe vehicles and **212** unsafe drivers were removed from the road during FFY11. In FFY11, a total of 5,827 inspections were conducted by Commercial Vehicle Enforcement Officers (CVEOs). CVE documented 10,280 safety violations: **7,777** vehicle, **2,443** driver and **60** Hazardous Material (HazMat) safety violations.

Inspection efforts focus on maintaining a high level of CMV weight compliance at weigh stations and roadside inspection locations. Weight compliant commercial motor vehicles do not contribute to premature deterioration of Alaska's roads and bridges. During FFY11, a total of 30,882 vehicles were weighed at weigh stations throughout the State; an additional 630 vehicles were weighed during roadside weight inspections. There were 479 unpermitted overweight trucks discovered, and 180 received a written citation. Throughout the State 66 unpermitted oversized vehicles were found, and the drivers received a safety violation on their Drivers Inspection Report. Additionally, 21 drivers received a written citation. The SFY11 weight compliance was 98.7%, just short of the goal of 99.0%.

Oversized and overweight vehicles without a permit are a safety hazard to the motoring public. The Commercial Vehicle Customer Service Center (CVCSC) analyzes routes and conducts load calculations to ensure safe routes that protect the State's infrastructure when movements require

oversize and overweight permit. CVCSC issues permits for the safe transportation of oversize and overweight loads on Alaska roads. The CVCSC produced 19,338 oversize and overweight permits in FFY11; an additional 5,831 temporary truck/trailer registration permits were processed.

CVE conducts Carrier Safety Audits (SAs) on companies within 18 months of FMCSA granting an interstate US Department (US DOT) number. SAs are conducted to ensure the carrier has demonstrated sufficient compliance with FMCSRs and applicable Hazardous Materials Regulations (HMRs) in the initial months of operation. In FFY11, CVE conducted 41 SAs.

Carrier Compliance Reviews (Reviews) are detailed in-depth review of carriers' regulatory policies and procedures. The Review process includes reviews of: accidents, financial responsibility, vehicle maintenance, CDL, FMCSRs, controlled substance testing, driver hours of service and hazardous material regulations. In FFY11, MSCVE conducted 12 Audits.

### **Financial Position**

MSCVE is funded through a combination of sources. The State of Alaska and the federal government provide all the funding for the Division. As per the *State of Alaska FY2013 Governor's Operating Budget*, in SFY11, MSCVE spent approximately \$6,146,800.

- \$4,405,000 – General Funds
- \$ 13,600 – Interagency Receipts
- \$1,474,500 – Capital Improvement Projects Receipts
- \$ 253,700 – Unified Carrier Registration Receipts

MSCVE relies on State funding to leverage federal grant funding. Federal funding supports a portion of enforcement personnel, equipment, technology, and project funding to include research, and improvements of the Mobile Inspection Station, Infra-Red Inspection System vehicle and the Commercial Vehicle Information System Network. Data obtained from the Alaska Statewide Accounting System (AKSAS) on December 20, 2011, showed that during SFY11, \$248,873 in State funding was used to leverage \$1,503,352 in Federal grand funding.

### **Future Challenges**

Scales, meters and scanners are required to be certified on a yearly basis, as mandated by AS 45.75.080 – General Testing. Our greatest challenge is to provide inspection and enforcement services for all device owners equally throughout the State. Measurement Standards does not have the financial or personnel resources to fulfill our statutory requirements; however we are continuing to expand our programs to rural Alaska; in most cases to initially visit communities that have never had device inspections. Device inspections level the playing field for wholesalers, retailers and the Alaskans who purchase items based on weight, volume or measure.

Weights and Measures inspectors travel to all parts of the State, and increased travel costs continue to be an ongoing concern. Inspectors must additionally be given the tools and advanced training needed to keep up with technological advances in device design and applications. The long-term challenge is the retention of a trained staff. MSCVE is working closely with the National Conference on Weights and Measures to provide a Professional Development Program that will be essential to retaining employees.

The short-term challenge that CVE is faced with is to provide safety inspections and enforcement activities in urban and rural areas of the State. In an effort to reduce CMV crashes, fatalities and injuries, additional resources are required to increase, and at times initiate, CMV safety inspections in rural locations where significant commercial mining, fishing, and passenger transportation industries are located, such as the Fort Knox Gold Mine, Dutch Harbor, and Skagway. The long-term challenge is the reduction in Federal support. It is uncertain at this time the amount of Federal funding that will be received in the future. While the FMCSA Alaska Division is effective in the grant funding process, the limited incremental authorizations of Federal funding, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), may have negative impacts on all Federal CMV safety grants. In light of anticipated federal spending cuts, MSCVE will consider the financial basis for future safety and enforcement activities.

The full report is distributed to stakeholders, interested parties and is available for download at:

[www.dot.alaska.gov/mscve](http://www.dot.alaska.gov/mscve)



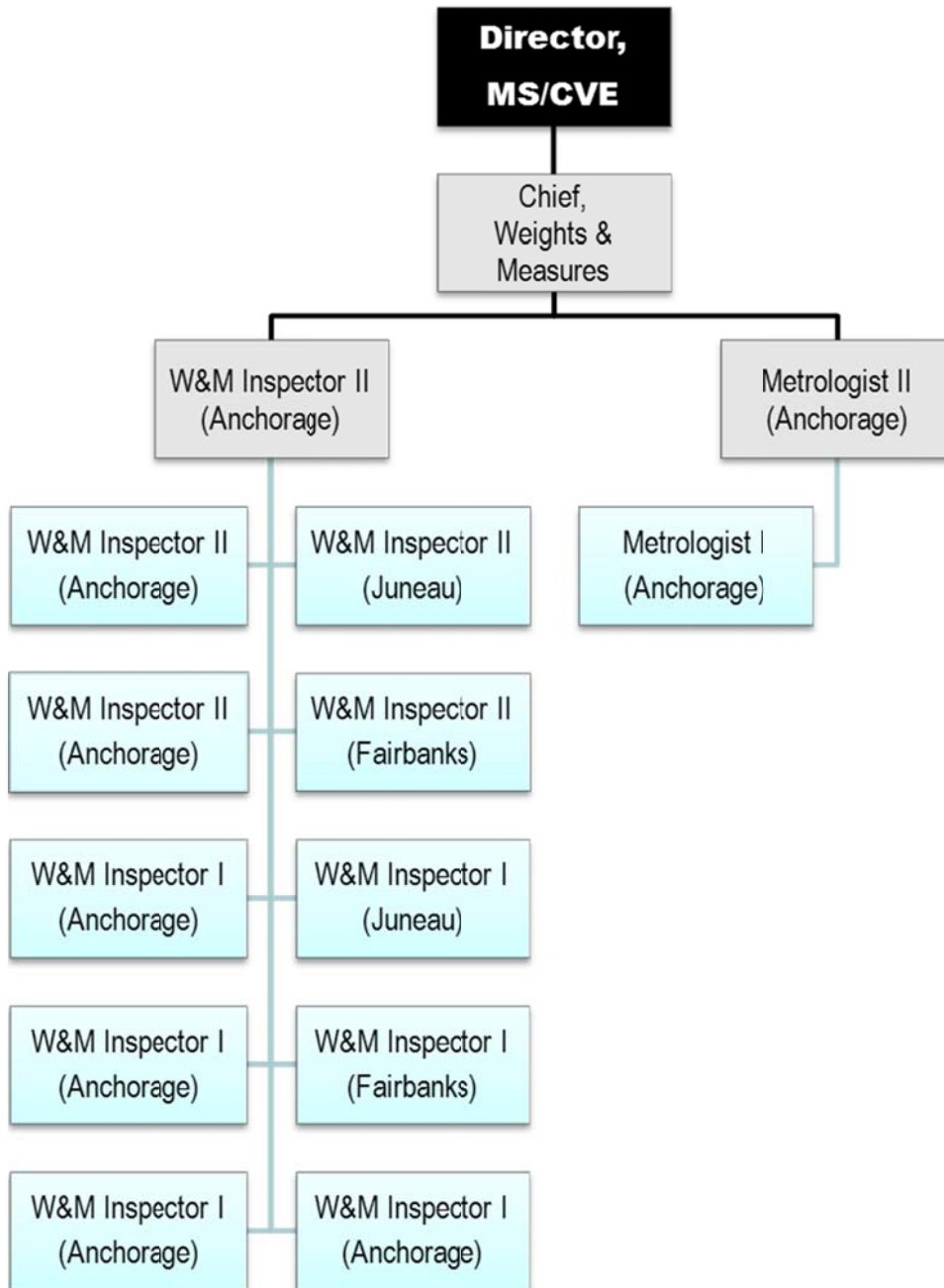
*“Get Alaska Moving through service and infrastructure.”*

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## Measurement Standards – Organizational Chart



As of December 31, 2011

14 Total Full-Time Positions (Excluding the Director)

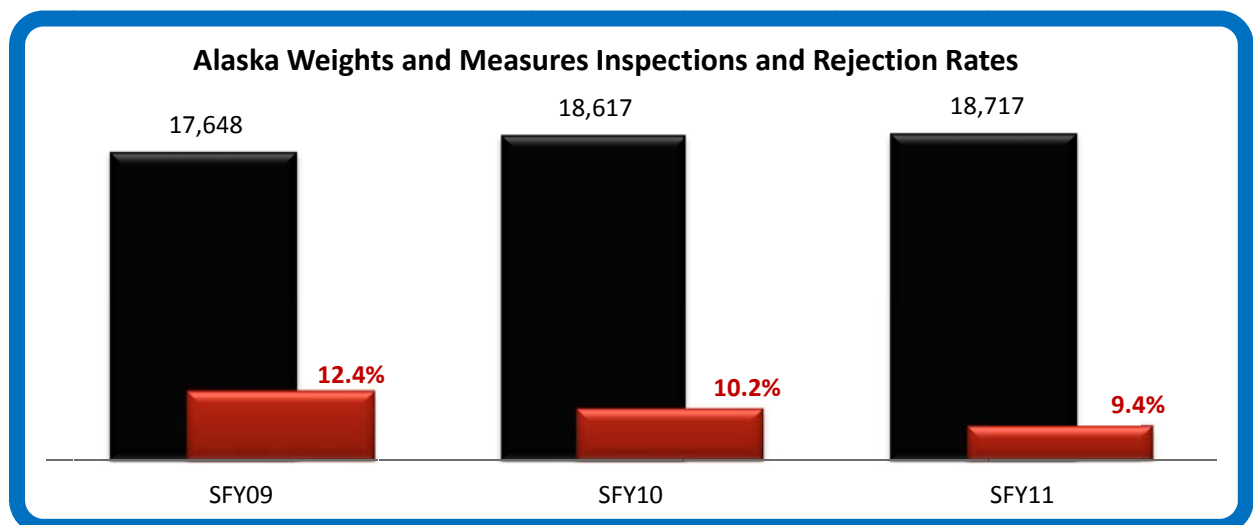
## Measurement Standards – Inspections and Testing

The goal of Measurement Standards is to assure marketplace confidence and equitable trade with the objective to safeguard the public and industry in matters involving commercial determinations of quantity. Inspection and testing procedures are designed to ensure the accuracy of all transactions when merchandise is bought or sold by weight, measure, or count, and to eliminate the potential for fraud, carelessness, and misrepresentations during such transactions.

Activities to accomplish the goal include the testing of commercial scales and meters. Additionally, inspectors perform price verification evaluations and check the accuracy of advertised net content labeling. Emphasis has been placed on testing weight and measurement devices annually, increasing large fuel meter inspections, increasing enforcement presence, and improving inspector productivity.

### Inspections

As seen in the following table, inspections increased by 0.5% in SFY11 to 18,717. A total of 1,766 (9.4%) weighing and measuring devices were rejected. The rejected devices, 529 meters, 1,147 scales were placed out of service until replaced or repaired, and 90 scanners failed price verification evaluations which required a follow-up inspection.



To improve the safety and productivity of weights and measures inspectors in SFY11, three large inspection vehicles, as shown to the right, were placed into service in SFY10. The new equipment has contributed to increased inspector productivity.



## Rural Testing

King Salmon, Naknek and Dillingham are western Alaska coastal communities accessible commercially by water or air. During 2011, inspectors had the opportunity to test previously untested meters. The meters tested in the King Salmon, Naknek and Dillingham areas were:

- Truck Mounted Meters – These meters are used primarily for residential heating oil deliveries. A small percentage of truck mounted meters are used in other areas like aviation and marine fueling.



- Dock Meters – Used by consumers for personal use with the majority used by the commercial fishing industry.



- Load Rack Meters – Large volume meters used and designed for loading tank trucks.

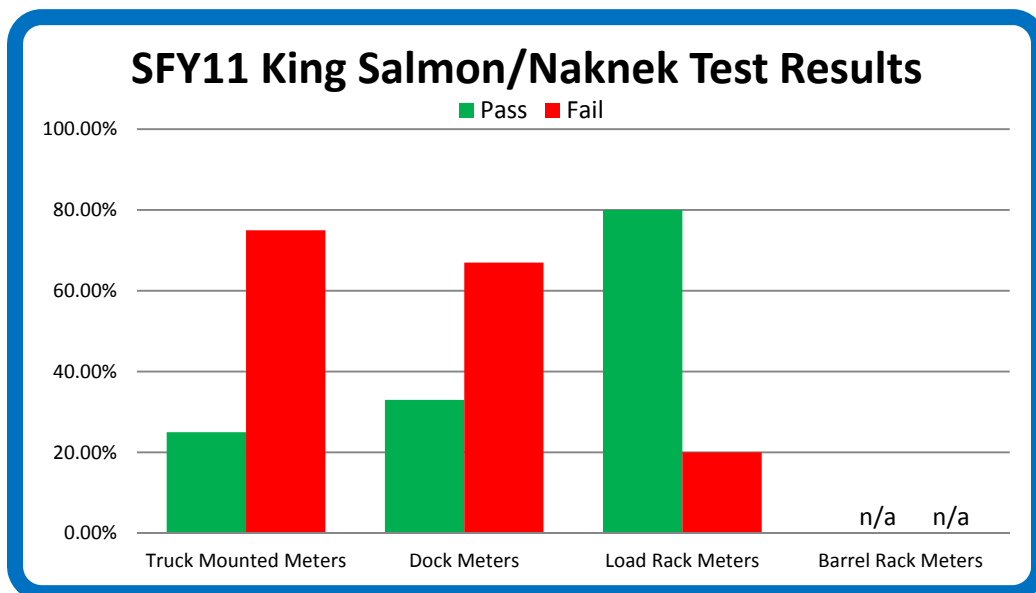
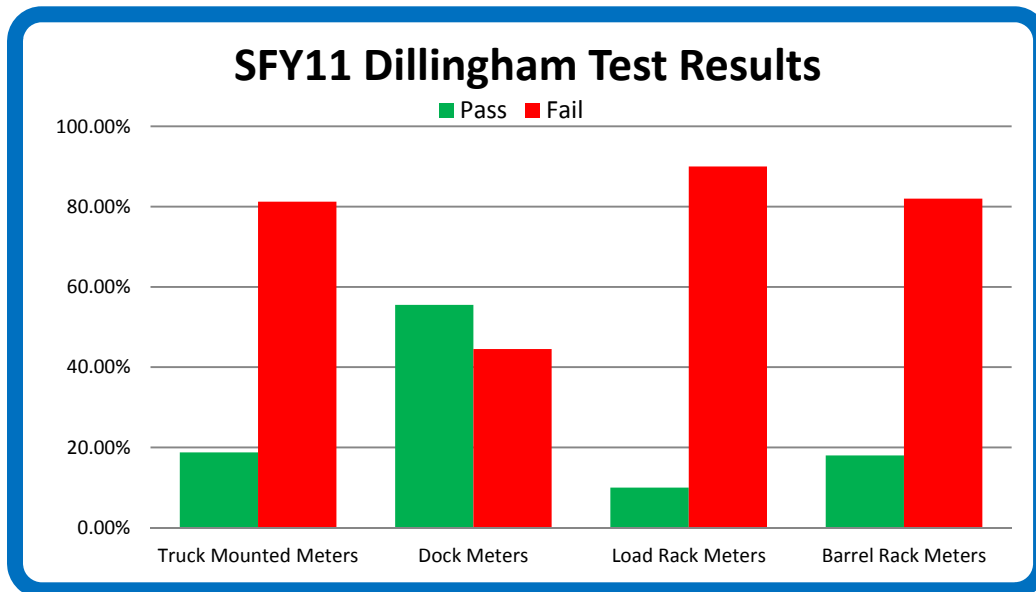


- Barrel Rack Meters – A stationary tank usually used for filling small volume containers that the consumer brings to the tank. This type of meter can be found on tarmacs for aviation use.



Due to a largely untested population of meters, many metering systems failed initial testing, as seen in the following figures. The most extreme individual cases when testing for accuracy included (1) a 100 gallon delivery shorted the customer 11.7 gallons and (2) a 100 gallon delivery was giving the

customer an extra 4.7 gallons. The goal is for device owners bring their equipment into compliance as soon as possible, and not cause hardships to the owner or consumer.



Weights and Measures inspectors document the device 'as found', and device owners were given the opportunity to correct errors prior to a re-inspection. Many meters failed for reasons other than accuracy; no ticket printers, no tickets when they had printers, incorrect labeling, worn delivery hoses, fuel nozzles leaking, air eliminators not working and variety of other issues. Most issues were corrected before the inspection was over, and were placed back in service. Some owners were given until the next annual inspection when repairs involved the purchase and installation of equipment. Other meters were taken out of service after re-inspection.

In King Salmon/Naknek, 41 devices tested with 46% initial rejections, 26 re-inspects were attempted after repair with 62% failing the re-inspect. In Dillingham, 56 devices tested with 45% initial rejections, 41 re-inspects were attempted after repair with 61% failing the re-inspect. Educational outreach was offered to device owners as inspectors took the time to explain what's required of them

by law and their responsibilities as device owners. Inspectors welcomed feedback from device owners and considered their unique issues and ideas. All companies visited showed a genuine desire to bring their equipment into compliance.

It is clear that self-policing by industry cannot ensure equity in trade. Oversight of commercial transactions involving weight and measures is truly a core function of Government. The efforts of MSCVE reduce overall undue costs by verifying meter accuracy which equally benefits consumers and businesses.

### Package Testing Program

The Package Testing Program protects consumers from purchasing weighed products that have less than the amount stated (e.g. A box of King Crab Legs is labeled 100 pounds. The actual weight is 90 pounds. Assuming the price is \$15 per pound; the consumer was overcharged by \$150). Products that are mislabeled, as seen in the next figure, can have negative financial impacts on retailers and consumers.



The Package Testing Program was decreased to focus on scale, meter and price verification testing. During SFY11, one part-time inspector tested eight package lots representing 3,893 packages. As a result of these tests, enforcement actions were taken on four lots.

Every effort is afforded the owner to correct inaccurate devices before enacted fines are levied. Effective July 1, 2010, Rule 43.11 – Weights and Measures Bail Forfeiture Schedule, provided monetary penalties for the willful sale of commodities using unapproved measuring devices. Fines may be additionally levied for offences involving the obstruction of an inspector, removal of a seal or tag, or failure to dispose of a rejected measuring device. The next figure details the offenses and fines that may be levied against a device owner.

**Rule 43.11 – Weights and Measures Bail Forfeiture Schedule.**

Pursuant to AS 45.75.133, the following offenses are appropriate for disposition without court appearance upon payment and forfeiture of the bail amounts listed. If a person charged with one of these offenses appears in court and is found guilty, the penalty imposed for the offense may not exceed the bail amount for that offense listed below. An offense for which a bail forfeiture amount has been established shall be charged on a citation which meets the requirements of District Court Criminal Rule 8(c) and shall not be filed, numbered, or processed as a criminal case.

<b>Statute</b>	<b>Description of Offense</b>	<b>Bail</b>
AS 45.75.380(a)(1)	Use of incorrect weight or measure	\$250
AS 45.75.380(a)(2)	Use of unsealed weight or measure	\$250
AS 45.75.380(a)(3)	Failure to dispose of rejected weight or measure	\$100
AS 45.75.380(a)(4)	Removal of weights and measure seal or tag	\$100
AS 45.75.380(a)(5)	Offers for sale short-weight/short-measure	\$500
AS 45.75.380(a)(6)	Fraudulent buying with weight or measure	\$500
AS 45.75.380(a)(7)	Commodity sales contrary to law or regulation	\$500
AS 45.75.380(a)(8)	Failure to provide customer display	\$100
AS 45.75.380(a)(9)	Obstruction of inspector	\$500

(Adopted by SCO 1735 effective July 1, 2010)  
<http://courts.alaska.gov/adm.htm>

**Focus on the Future**

Measurement Standards does not have the financial or personnel resources to fulfill our statutory requirements; however we are continuing to expand our programs to rural Alaska; in most cases to initially visit communities that have never had device inspections. Device inspections level the playing field for wholesalers, retailers and the Alaskan who purchase items based on weight or volume.

Travel costs to inspect and re-inspect continue to rise. Inspections completed in communities off the “road system” are only accessible by air and ferry, and travel costs are a significant portion of the overall budget. In an effort to provide weights and measures enforcement on a statewide level additional resources are required to initiate inspections in rural locations.

Habitual offenders in SFY13 will be cited, pursuant to AS 45.75.133, and fined in an effort to bring devices into compliance or remove them from public use.

The State of Alaska is represented at the Western Weight and Measures Association and the National Conference of Weights and Measures by the Chief of Weights and Measures. Alaska has a voice on the national level in the development of consensus standards for weighing and measuring devices and commodities sold by weight, measure or count.

## Measurement Standards – Metrology Laboratory

Metrology is defined as the science and practice of precision measurement, and is a prerequisite aspect of weights and measures regulation. Although this function is relatively low in profile, the Metrology Laboratory provides the critical link that allows the Division to assure confidence in measurements made within the State, particularly with regard to commerce and law enforcement. The Metrology Laboratory provides calibration and certification for the standards used by Weights and Measures Inspectors. This includes mass standards to 1,000 pounds, volumetric provers to 1,000 gallons, speed detection devices, and portable weight enforcement scales. All calibrated equipment is traceable to national standards.

The laboratory provides test results for measuring devices of mass, volume and frequency. Examples of these devices include tuning forks for use with speed detection equipment, portable wheel load weighers, stainless steel and cast iron test weights and various sizes of volumetric provers. The primary customers of the laboratory are the State Weights and Measures inspectors, but services are also provided to local law enforcement agencies, scale service companies, fuel distribution and support organizations, medical service companies, and the military. A person who submits a weighing and measuring device for registration may incur a nominal fee, as set by 17 AAC 90.920. – Device Registration Fees.



The 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 Metrology Laboratory has established its capability to safe-keep traceable calibrations, supporting the accuracy of its data for legal applications.

Due to the efforts of State metrologist, the Metrology Lab has secured a two-year recognition from NIST. The lab has made a difference to the quality of our States' measurement system.

## Measurement Standards – Information and Contacts

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

### Measurement Standards & Commercial Vehicle Enforcement

#### 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 Measures**



907-365-1222



907-345-2313

#### Publications

- Measurement Standards Regulations  
17 AAC Chapter 90 (Effective 4/9/2009)

#### Resources

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



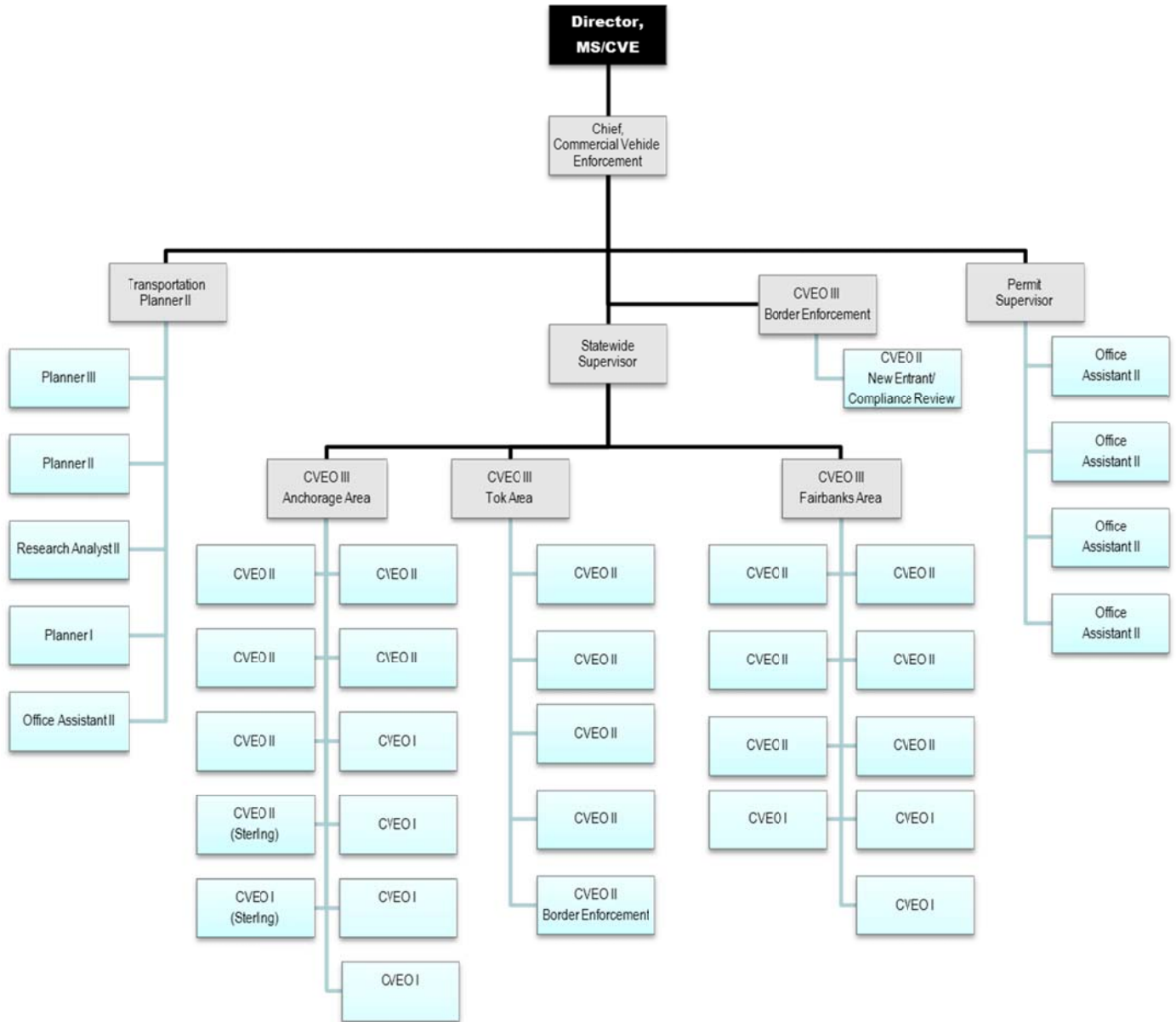
#### MS/CVE Links

- Home
- Director
- Measurement Standards
  - Chief
  - Metrology
- Commercial Vehicle Enforcement
  - Chief
  - Commercial Vehicle Information and Systems Network (CVISN)
  - Weight Restrictions
  - Permits
- Administration
- Planning
- Contact Info

Sign up to Receive Weight Restriction Notifications, Alerts and More by Email, Text Messages



## Commercial Vehicle Enforcement – Organizational Chart



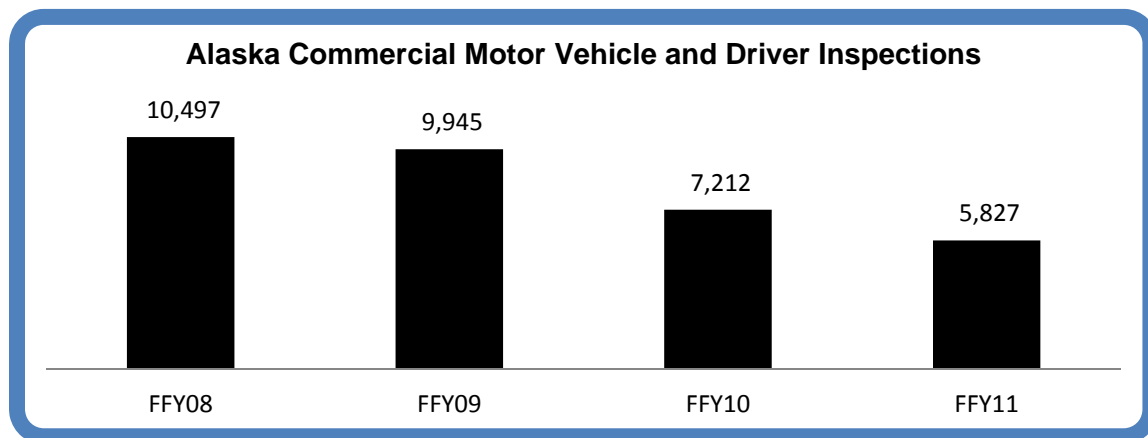
42 Total Full-Time Positions (Excluding the Director)

As of December 31, 2011

## Commercial Vehicle Enforcement – Inspection Program

### History of the CMV Inspection Program

The State of Alaska began participation in the federal Motor Carrier Safety Assistance Program (MCSAP) in 1988 with a \$25,000 grant. In 1989, the U.S. Department of Transportation (US DOT), Federal Motor Carrier Safety Administration (FMCSA) awarded a \$125,000 grant, and four inspectors were hired in July, 1990. The new inspection program was administered by the Department of Public Safety and consisted of four inspectors, two State troopers, and one clerk. During FFY93, 631 inspections were conducted. In July 1997, the State of Alaska, Department of Transportation and Public Facilities (DOT&PF) became the Lead Agency for commercial motor vehicle safety. 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 the enforcement of Commercial Motor Vehicle (CMV) safety regulations, including size and weight regulations. The Divisions' primary focus has been to expand the safety program. During FFY11, 5,827 safety inspections were conducted on CMVs, as seen in the following figure.



Data snapshot obtained from SafetyNet, October 2011

### Activities

MSCVE uses multiple approaches for enforcement and compliance depending on each enforcement areas distinct issues and environment. Inspections are conducted at weigh stations, roadside pull-outs, during traffic stops and at terminal locations. 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 resources to support the following safety programs:

- Conduct Driver and Vehicle Safety Inspections
- Conduct Traffic Enforcement Operations
- Educate Carriers and Drivers about Hazardous Materials (HazMat) Safety
- Enforce HazMat Regulations
- Conduct Carrier Safety Audits (SAs) and Compliance Reviews (Reviews)

MSCVE is funded through a combination of sources. State of Alaska appropriations, Unified Carrier Registration (UCR) receipts and the Federal government constitute 100% of the funding sources for all MSCVE efforts. Federal funding programs used to support State safety programs include:

#### Motor Carrier Safety Assistance Program (MCSAP)

MCSAP is an international, coordinated, and uniform program of inspections and enforcement activities related to intra-state and interstate commercial vehicles and drivers. The program is designed to immediately place unqualified drivers and defective vehicles out of service until defects have been corrected. Coordinated efforts between State and industry helps reduce fatalities, injuries, property damage, and hazardous materials incidents.

#### Border Enforcement Grant (BEG) Program

The BEG program provides financial assistance to a State that shares a land border with another country. BEG funds are utilized to ensure cargo and passenger motor carriers operating trucks and buses entering the United States from a foreign country are in compliance with commercial vehicle safety standards and regulations, financial responsibility regulations and registration requirements of the United States and to ensure drivers of those vehicles are qualified and properly licensed to operate a CMV. The BEG program is intended to enhance a State's existing MCSAP initiatives.

#### New Entrant Safety Assurance Grant Program

The New Entrant Safety Assurance Grant program assists in accomplishing the 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. MSCVE performs a New Entrant Safety Audits (SAs) on every new entrant interstate motor carrier within 18 months of FMCSA granting an interstate motor carrier a US DOT number. New Entrant interstate motor carriers must demonstrate sufficient compliance with Federal Motor Carrier Safety Regulations (FMCSRs) and, if applicable, 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 SaDIP 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, enforcement, driver citation, and registration data. These funds are used to purchase equipment, train law enforcement officers in collecting crash and inspection data, enter crash data and revise outdated crash report forms.

#### Performance and Registration Information Systems Management (PRISM) Program

The PRISM program was developed to meet the challenge of reducing the number of commercial vehicle crashes by targeting the highest-risk carriers. The PRISM program requires that motor carriers improve their identified safety deficiencies or face progressively more stringent sanctions up to the ultimate sanction of a Federal Out-of-Service order and concurrent State registration suspensions.

#### MCSAP High Priority Grant Program

High Priority grants are intended to assist in the development or implementation of national programs for the uniform enforcement of federal and State rules and regulations concerning motor safety.

### Commercial Vehicle Information Systems and Networks (CVISN) program

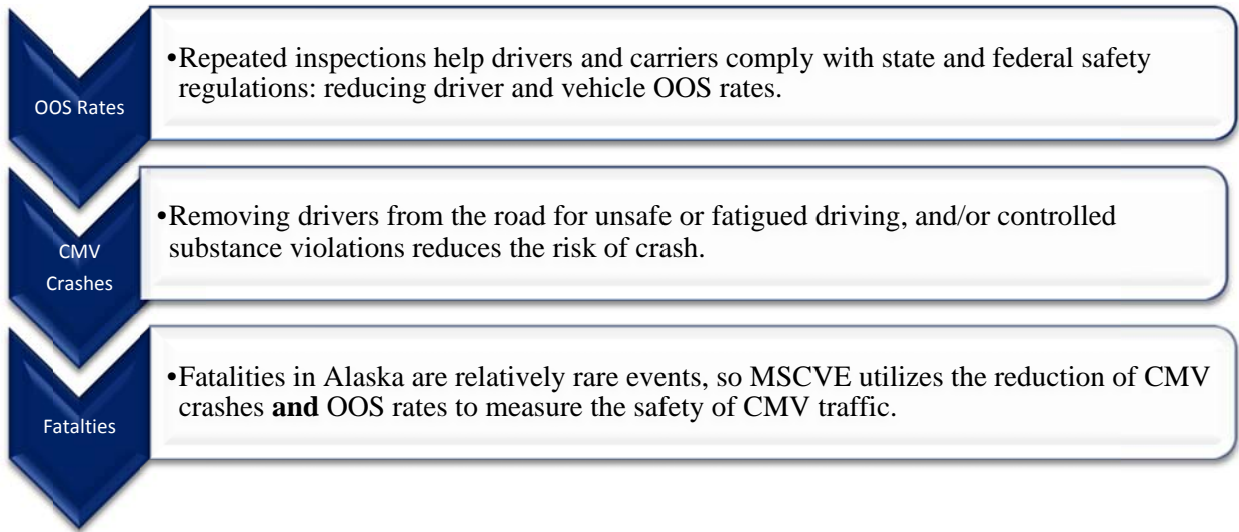
The CVISN program is a key component of MSCVEs drive to improve commercial motor vehicle safety. The CVISN Program supports MSCVE goals by: focusing safety enforcement on high-risk operators, improving efficiency through electronic screening of commercial vehicles, to improve commercial vehicle data sharing within states and between states and FMCSA, and reduce State and industry regulatory and administrative costs

### Unified Carrier Registration (UCR)

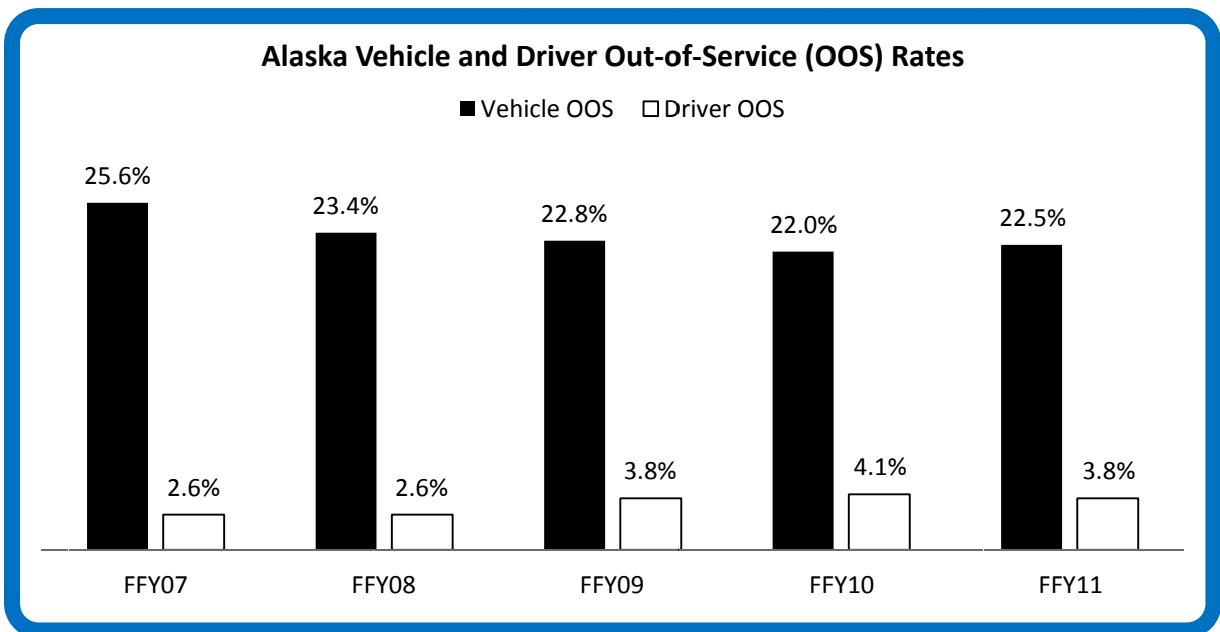
The UCR Agreement is a base-state system administered by federal and State governments and by the motor carrier industry for the collection of fees levied on motor carriers and related entities. Motor carriers, motor private carriers, freight forwarders, leasing companies and brokers based in the United 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 to ascertain all the proper fees have been paid.

### Measure of CMV Safety in Alaska (Out of Service Rates)

One measurement of the overall safety of commercial motor vehicle traffic is the Out of Service (OOS) rate. Consistent enforcement and education improve carrier and driver behaviors.



Through repeated inspections and educational outreach the driver OOS has been reduced from 4.1% in FFY10 to 3.8% in FFY11. The reduction in driver OOS rates during FFY11 indicates a higher level of compliance. Although the vehicle OOS rate increased in FFY11, the Alaska vehicle OOS rate continues its trend downward, as seen in the following figure.



Data snapshot obtained from SafetyNet, October 2011

### Alaska CMV Inspection Program

MSCVE officers are Department of Transportation & PF employees authorized to enforce safety, permit, and size and weight regulations. The Alaska Department of Public Safety has issued Special Police Commissions for all officers to assure police authority in the area of commercial vehicle enforcement. They are trained to conduct traffic stops to enforce commercial vehicle regulations. As the lead agency for commercial motor vehicle enforcement, MSCVE has the authority to stop, inspect

and if necessary suspend operation of any carrier or driver. The Alaska commercial vehicle size, weight and permit regulations are contained in 17 AAC Chapter 25. To standardize safety inspections within Alaska, the Commercial Vehicle Safety Alliance (CVSA) North American Standard (NAS) Inspection Levels are utilized. Definitions of inspection levels:<sup>1</sup>

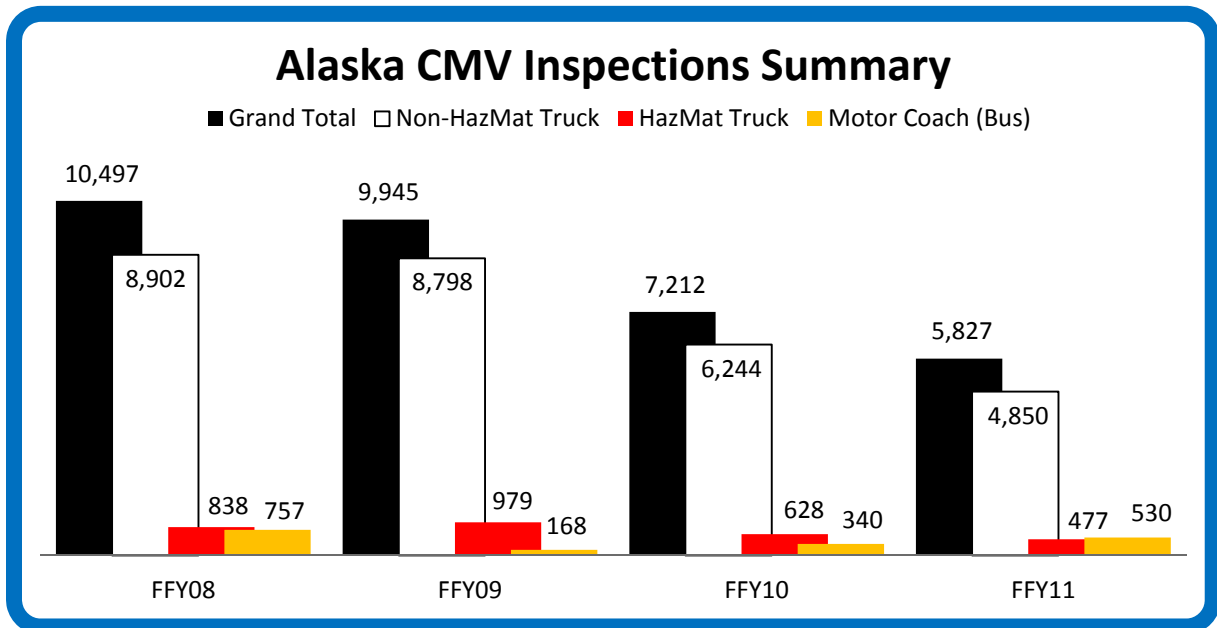
- **Level I (Full Inspection)**  
An inspection that includes examination of driver's license; medical examiner's certificate and Skill Performance Evaluation (SPE) Certificate (if applicable); alcohol and drugs; driver's record of duty status as required; hours of service; seat belt; vehicle inspection 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.
- **Level II (Walk-Around Driver/Vehicle Inspection)**  
An 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 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.

As seen in the following figure, during FFY11, a total of 5,827 CMV inspections were conducted by CVEOs, this represents a 19.2% decrease in inspection activity from FFY10. Motor coach<sup>2</sup> inspections increased in FFY11, but the number of Truck HazMat and non-HazMat and inspections declined. The reductions of the number of inspections are due to (1) a decline in police department Commercial Vehicle Enforcement activity and (2) the shift to mobile inspections.

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<sup>1</sup> North American Standard Out-of-Service Criteria, Commercial Vehicle Safety Alliance, rev. April 2010

<sup>2</sup> For the purpose of this Annual Report, the terms motor coach and bus will have the same meaning.



Data snapshot obtained from SafetyNet, October 2011

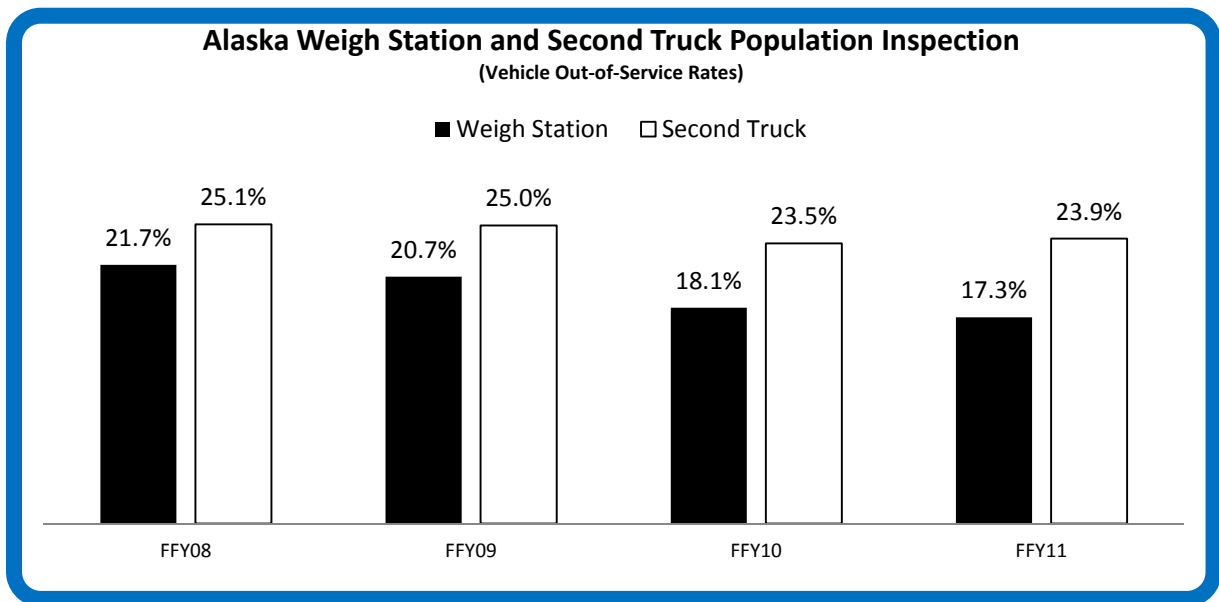
Inspection analysis has revealed that inspections conducted away from weigh stations have a greater risk of a driver or vehicle having a safety violation. In an effort to mitigate risk, enforcement personnel were deployed to areas away from weigh stations and placed into local communities to inspect rarely seen carriers and CMV drivers. Although mobile inspections are more time consuming than inspections conducted at a weigh station, the safety benefits are distributed to Alaska drivers in commercial and residential areas. As a result of these inspections, 793 unsafe trucks and 22 unsafe buses were placed Out-of-Service. There were 192 unqualified truck drivers and 20 unqualified bus drivers placed Out-of-Service during FFY11.

#### Second Truck Population (Mobile Inspections)

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. The Second Truck population does not regularly pass through weigh stations because they primarily operate in local areas away from the weigh stations. These operators are commonly known as "local drivers". Safety inspection analysis concludes that Second Truck population CMV enforcement is critical to the safety of the motoring public.

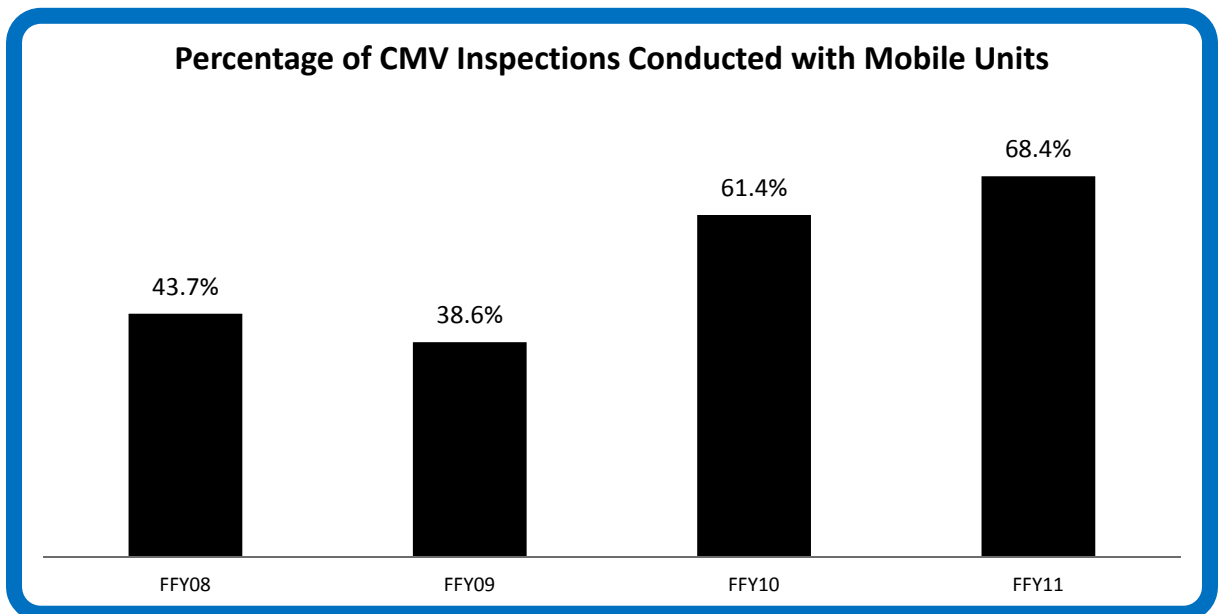
Analysis has concluded that the Second Truck population carriers tend NOT to devote significant resources to driver training and truck maintenance programs, therefore placing other carriers at an economic disadvantage. The vehicles inspected at weigh station facilities have fewer safety violations than the Second Truck population. These carriers know their drivers and trucks have a high probability of being inspected and devote significant resources to driver training and truck maintenance programs.

As seen in the following figure, in FFY08 there was a 3.4 percentage point difference between the weigh station OOS rate and the Second Truck population OOS rate. In FFY11, the difference between the weigh station OOS rate and the Second Truck population OOS rate increased to 6.6 percentage points. The data further demonstrates that OOS rates for both populations are trending downward.



Data snapshot obtained from SafetyNet, October 2011

MSCVE increased mobile CMV enforcement in keeping with U.S. Department of Transportation (DOT) Rural Safety Initiative. The percentage of mobile inspections was increased to 68.4%, as seen in the following figure.



Data snapshot obtained from SafetyNet, October 2011

### Rural Truck and Motor Coach Enforcement

Mobile inspection statistics have shown the vehicles that do not pass through a weigh station are more likely to have a safety violation, which will place it out of service. This is also true of trucks and buses that operate in rural areas that don't have a weigh station. As part of a Federal Border Enforcement Grant Program, CVEOs were sent to the Haines/Skagway area. Tourism is important to the State, and data have indicated a large concentration of international motor coach traffic in the Haines/Skagway area. With the assistance of the Haines police department and the U.S. Customs and Border Protection, enforcement efforts were targeted at motor coach carriers. During FFY11, a total



of 257 safety inspections were conducted in the Haines-Skagway area, and nine unfit motor coach drivers, and 28 motor coaches were placed out of service



In its second year of use MSCVE deployed a Mobile Inspection Station (MIS), as seen above. The MIS is a mobile CMV inspection station with all the necessary tools to conduct NAS Level I inspections at roadside locations. The MIS allowed for extended deployments to rural communities on and off the State Highway System not serviced by weigh station facilities.

At safe rural roadside locations warning signs advise CMV drivers where the MIS is deployed. Secure wireless connectivity allows driver license and warrant checks in addition to U.S. DOT carrier authority checks. Rural areas of the State may not have wireless or cellular coverage; therefore CVEOs are equipped with Alaska Land-based Mobile Radios (ALMR) to conduct a driver license, warrant, vehicle registration and carrier operating authority checks. The MIS is also equipped with portable Haenni scales, as seen below, to allow checks for weight compliance.



### **Educational Outreach and Law Enforcement Partnerships**

Outreach efforts improve the CMV awareness of all highway users to minimize the risk of a crash with a large truck, and the resulting injury and/or fatality. The fundamental strategy is to educate the public about sharing the road safely with CMVs. MSCVE continues working with stakeholders interested in commercial vehicle safety to develop and deploy new avenues of timely information and effective outreach.

Outreach efforts during FFY11 included:

- Briefings at Matanuska Telephone Association (MTA). MTA utilizes CMVs in a service area of nearly 10,000 square miles. The briefings included topics of CSA reviews, load securement and size and weight issues. (2)

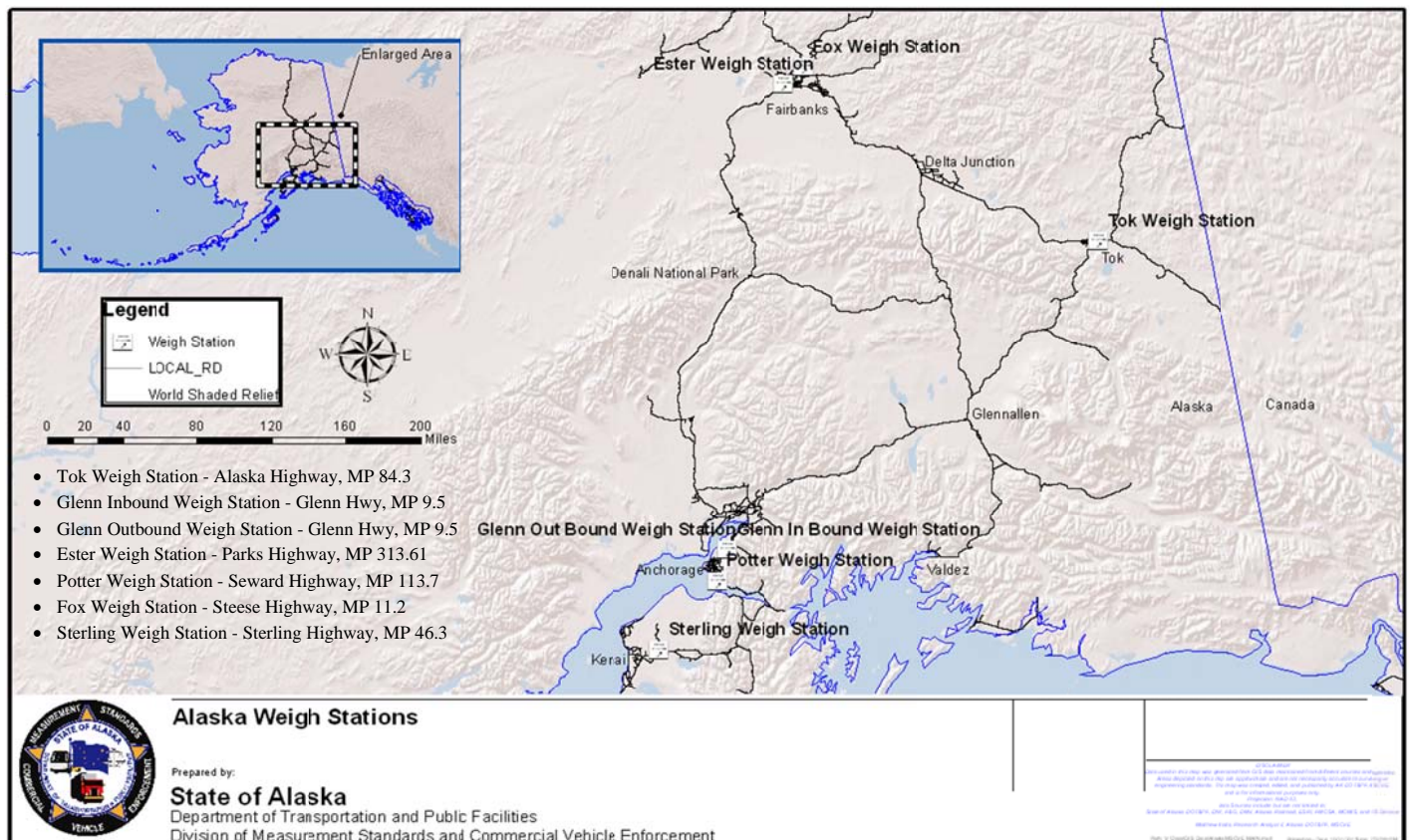
- A driver training session at Spenard Builders Supply provided information about load securement and size and weight issues. Spenard Builders Supply serves the needs of residential and commercial builders, with 21 stores statewide.
- Safety briefing with drivers from Totem Ocean Trailer Express (TOTE) covered CSA, load securement and what to expect during a stop at a weigh station. TOTE is a shipping company serving Alaska's freight and cargo market.
- CMV inspection training session at the AST substation in Glennallen was conducted by Statewide Supervisor Fant and Sgt. Drake.
- Preventive Maintenance briefing was performed at the University of Alaska – Anchorage.
- A CDL/CSA safety briefing conducted at AAA Fence Co. in Anchorage.
- A safety briefing including information on commercial vehicle law and regulations conducted at the University of Alaska Co Operative. Extension in Delta Junction.
- Driver safety briefing conducted at Holland America/Princess Tours. Holland America/Princess Tours is one of the largest motor coach operators in the State.
- Driver safety briefing conducted at Alaska Premiere Tours. The drivers operate motor coaches throughout the State.
- Safety briefing conducted with motor coach drivers of Denali National Park.
- “Teens and Trucks” presentations at King Career Center. (4)  
“Teens and Trucks” seems to be very popular with students and teachers, additional presentations are planned for FFY12.

## Commercial Vehicle Enforcement – Size and Weight Compliance

Division inspection efforts focus on maintaining a high level of compliance at weigh stations and improving compliance at roadside inspection sites. Size and weight inspection efforts focus on identifying and correcting non-compliant oversize and overweight vehicles as both pose serious threats to highway safety and public infrastructure; including roads and bridges. The SFY11 weight compliance is 98.7%, just short of the goal of 99.0%. It is expected that the weight compliance goal was not achieved due to the shift to the Second Truck population CMV inspections; focusing CMV inspections away from weigh stations. Continued enforcement and carrier education is expected to increase weight compliance in SFY12 to 99.0%.

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 seven weigh stations statewide. The locations of all fixed weigh stations in the State generally do not allow large commercial vehicles to take alternate routes and bypass the facility. MSCVE has ongoing efforts to catch carriers who evade an open weigh station. Enforcement vehicles will overtake the vehicle and perform a traffic stop. At minimum, the driver will have a safety violation on a Driver's Inspection Report. The driver may be further cited as directed by 17 AAC 25.310 – Failure to Stop at a Weigh Station, and fined up to \$300.00.

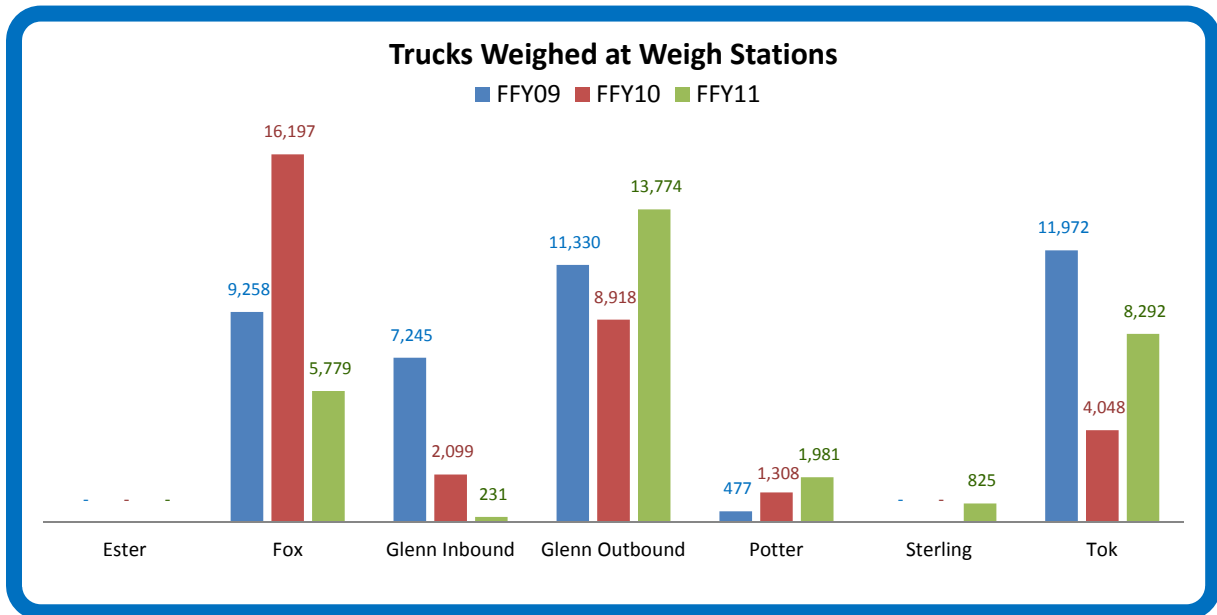
As represented in the following figure, all Alaska fixed weigh stations are located on the National Highway System.



The weigh station at Ester is tentatively scheduled for construction in FFY12-13. The weigh stations at Tok and Sterling were reconstructed during FFY10-11. Two new scale houses on the Richardson

Highway, south east of Fairbanks are tentatively scheduled for construction. These scale houses will be the **Inbound and Outbound Richardson Weigh Stations**. The original scales were removed as part of the Badger Road Overpass Construction Project in 2001. These scales will be important to the safety of the motoring public during the construction of the Alaska natural gas pipeline, proposed by Governor Sean Parnell.

MSCVE weighed 30,882 CMVs at the following weigh stations, during FFY11. This is a 5.2% reduction from the previous year. The reduction is primarily a result of inoperable scales at Ester and Glenn Inbound combined with the reconstruction of the Sterling and Tok weigh stations. Scale counts were also down due to a shift to mobile enforcement.



Data snapshot obtained from CVESupport db. October 2011

MSCVE continues to employ broad-based size-and-weight-enforcement deployment strategies; evaluating traffic patterns to determine appropriate locations for portable weigh scale operations. Portable weigh scales are used at roadside locations by CVEOs. MSCVE has made portable scales available to local police departments for use during safety inspections.

### **Commercial Vehicle Information Systems and Networks (CVISN)**

The Commercial Vehicle Information Systems and Networks (CVISN) program is a key component to improve commercial motor vehicle safety by:

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

CVISN refers to the local information systems elements that support CVE activities. Systems that support CVE activities consist of the following components:

- Weigh in Motion (WIM) sites – WIM allows the weight of a vehicle to be estimated for screening purposes while maintaining traffic flow. WIM is used to measure approximate axle weights as a vehicle moves across sensors in the pavement, and to determine the gross vehicle weight and classification based on the axle weights and spacing's. These devices provide data that helps MSCVE study the traffic patterns of CMVs for the efficient

deployment of enforcement personnel. During FFY11 over 2.39 million CMVs (class 5-13) crossed over established WIMs within the State.

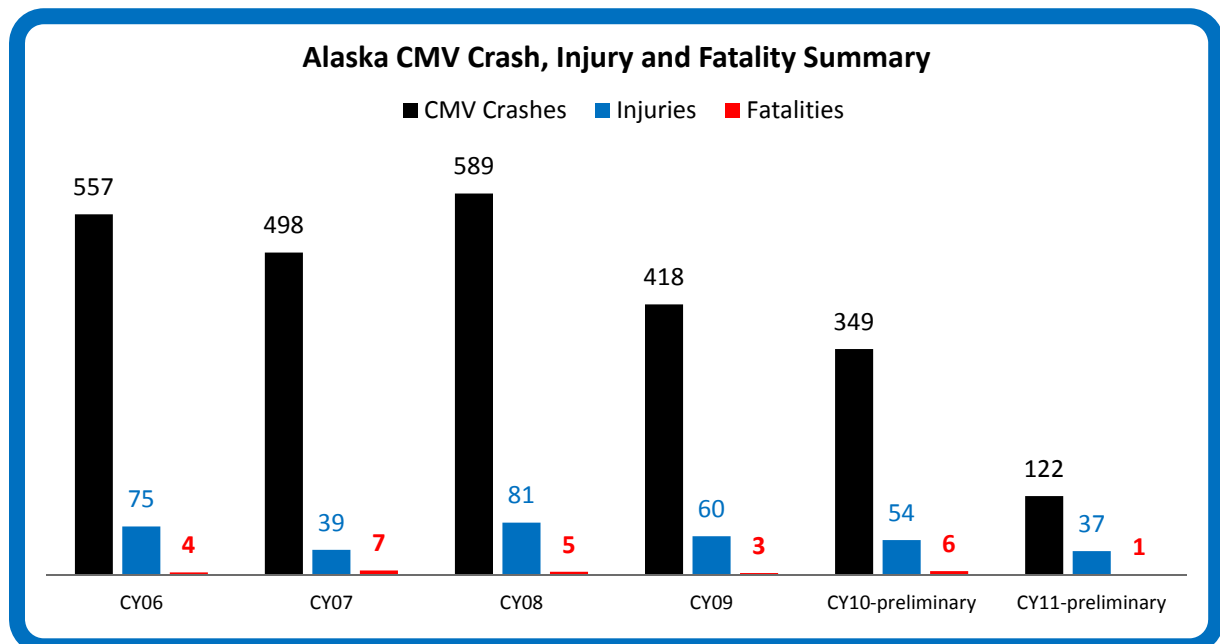
- Virtual Weigh Station – A Virtual Weigh Station is comprised of additional components at the WIM to allow the weight of a vehicle to be transmitted to a fixed location for screening purposes while maintaining traffic flow. These components include cameras to capture images of commercial vehicles passing 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 nearby weigh stations, for the purpose of prescreening the weight compliance of vehicles.
- 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.

## Commercial Vehicle Enforcement – Crash Reporting

The downward trend in CMV crashes in Alaska mirrors the nationwide trend. Alaska's efforts to reduce crashes and their possible causes have resulted in a goal consistent with the *FMCSA CMV Fatality Reduction Goal* of 0.16 fatalities per 100M total VMT. The FFY12 goal of the State of Alaska is to reduce CMV crashes below a three-year rolling average. A reduction in crashes reduces the risk of fatalities and injuries.

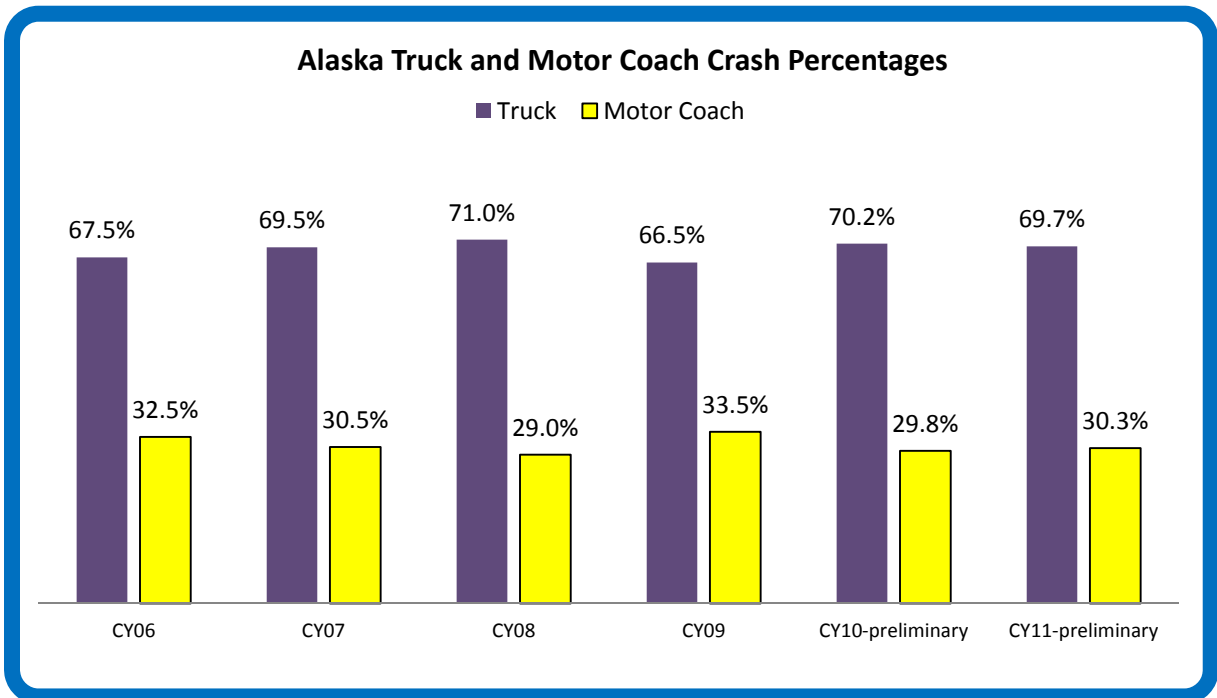
There is anecdotal evidence that CMV crashes in CY10-11 are under-reported, despite efforts to acquire all crash records. MSCVE is progressing towards acquiring access to a newly created Crash Data Repository. The Project has the full participation of the Anchorage, Fairbanks, Wasilla, Palmer, Juneau police departments and the Alaska State Troopers. The crash reports from these police departments account for over 95% of crashes in the State. Full implementation of CDR electronic crash-data sharing is expected by FFY15.

In the FFY11 Alaska Commercial Vehicle Safety Plan (CVSP) the goal was to reduce the number of CMV crashes below 545 crashes. As seen on the next figure, preliminary data indicates the goal was achieved; during CY10 there were 349 CMV related crashes in Alaska. Based on preliminary data, injuries resulting from CMV crashes are on the decline.



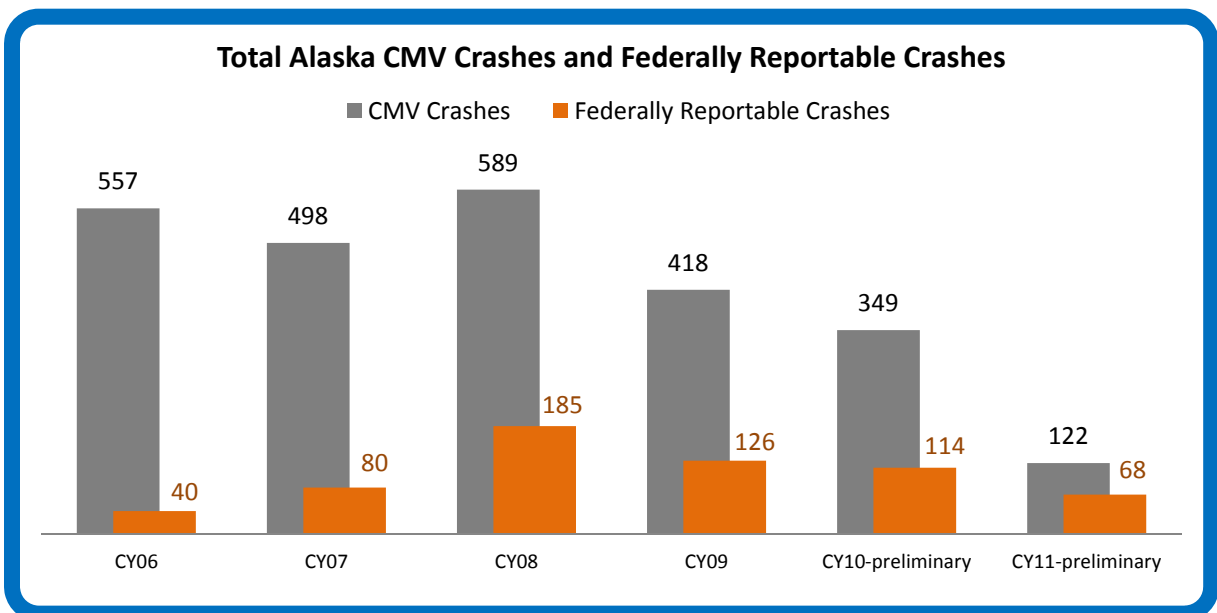
Analysis has found that driver errors, both CMV and non-CMV are prominent contributing factors in crashes involving a CMV. Written citations for basic speeding and passing violations were prevalent in many crash reports.

Motor coaches are vital modes of transportation for the Alaskan tourism industry and the general public. Unlike large trucks, motor coaches generally have many passengers aboard. In the past five years, approximately 30% of CMV crashes in the State have involved a motor coach. During CY11, 30.3% of CMV crashes involved a motor coach, as seen in the next figure. Fatalities involving motor coach operations are rare and tragic, and enforcement operations are focused on minimizing them.



Data snapshot obtained from SafetyNet, November 2011

As seen on the next figure, in CY10 there were 349 CMV crashes. Of those 349 crashes, 114 were reported to the federal Motor Carrier Management Information System (MCMIS), because they resulted in a vehicle being towed away, an incapacitating injury or fatality. The remaining 235 CMV crashes had minimal, if any, personal property or vehicle damage.

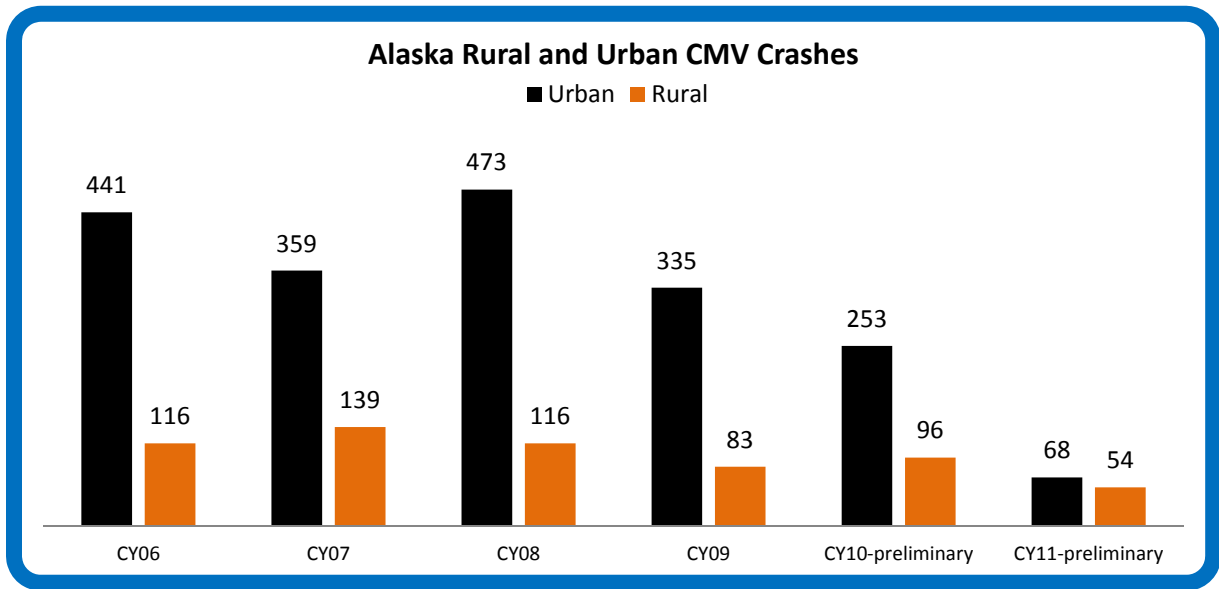


Data snapshot obtained from SafetyNet, November 2011

#### Rural Road Crash Reduction Initiative

MSCVEs FFY11 CVSPs objective was to reduce CMV crashes and OOS rates (precursor to crashes) on rural roads by 1-3% annually after an established baseline year (FFY10).

With the FFY11 Mobile Inspection Station (MIS) deployment complete, preliminary crash data shows 54 rural CMV crashes in CY11; a 43.8% reduction. It should be noted the largest urban area police department (Anchorage) submits crash records well after 90 days of the crash. Therefore, the urban CMV crashes for CY10-11, as seen below, may be under reported.



Data from the FFY11 deployment of the MIS indicates the vehicle OOS rate increased from 15.2% to 15.6% while the driver OOS rate has decreased from 6.5% to 0.0%. The reduction in the driver OOS rate meets the reduction goal established for FFY11, while the increase in the vehicle OOS rate does not meet the reduction goal. The MIS will be deployed again in FFY12.

The FFY11 MIS deployment was successful. The next figure, shows the number and level of safety inspections conducted using the MIS. Safety violations per inspection have been reduced 23.5% from 1.7 in FFY10 to 1.3 in FFY11.

	<u>FFY10 MIS Deployment</u>	<u>FFY11 MIS Deployment</u>
Level I Inspections	240	36
Level II Inspections	74	28
Level III Inspections	135	40
Level IV Inspections	10	0
Level V Inspections	0	0
<b>Total Inspections</b>	<b>459</b>	<b>104</b>
<b>Vehicle OOS</b>	<b>15.2%</b>	<b>15.6%</b>
<b>Driver OOS</b>	<b>6.5%</b>	<b>0.0%</b>
Safety Violations/Inspection	1.7	1.3

During FFY11, the rotation of six CVEOs enabled the MIS to be deployed to the following rural locations:

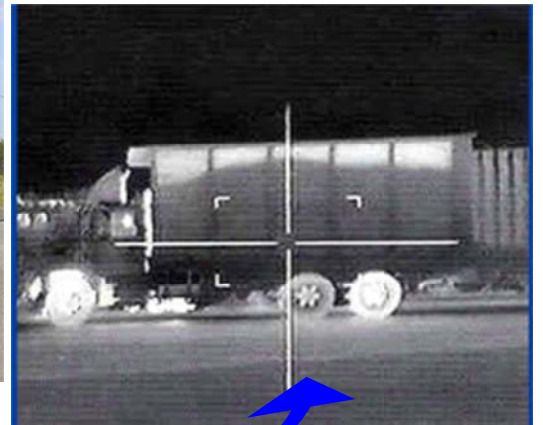
- Richardson Highway MP 358 (South of Fairbanks, AK)
- Richardson Highway MP 356 (South of Fairbanks, AK)
- x2 – Richardson Highway MP 313 (North of Big Delta, AK)



- Richardson Highway MP 290 (North of Big Delta, AK)
- x2 – George Parks Highway MP 308 (Nenana, AK)
- x2 – George Parks Highway MP 239 (Denali National Park)
- George Parks Highway MP 247 (Healy, AK)
- Steese Highway MP 12 (Fox, AK)



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 a CMV 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.). During FFY11, the IRIS vehicle screened the brakes of 2,180 vehicles. A total of 38 (1.7%) vehicles were found to have at least one brake with a problem.



Brakes that have limited or no friction (bad brakes), do not produce heat and do not “glow”, and can be easily detected by the Divisions’ IRIS vehicle.

## Commercial Vehicle Enforcement – Customer Service Center

The Commercial Vehicle Customer Service Center's (CVCSC) objective is to protect Alaska Highway infrastructure by regulating the transport of oversize and overweight loads. The professional staff can interpret road and bridge restrictions and issue permits to allow movement of an oversize or overweight load anywhere within Alaska. A permit, for travel on public roads, is required for commercial and **non-commercial** vehicles if at least one of the following conditions is met.

- **Width** at the widest point is over 8 feet 6 inches
- **Height** at the highest point is over 15 feet
- **Total length** is over 75 feet
- **Front overhang** is over 3 feet
- **Rear overhang** is over 4 feet



*To avoid costly fines, all non-commercial boat owners should call CVCSC before transporting vessels on public roads.*

*(800) 478-7636*

*or*

*(907) 365-1200*

Roads in Alaska are subject to extreme conditions; repeated freeze and thaw cycles, heavy loads due to the mining and oil industry, and seasonal use of studded tires. During the spring and summer months, typically March through June, roadway weight restrictions are used to slow down the deterioration of the road system. With guidance from State engineers, extreme oversize and overweight shipments may be granted an exception and allowed to obtain a permit, and cross bridges and unpaved roads safely.

In FFY11, the CVCSC issued 19,338 oversize and/or overweight permits. An additional 5,831 temporary truck/trailer registration (TRT) permits were processed. Permits were obtained at the MSCVE office. TRT permits were obtained at Tok Port of Entry, Tok DMV and online at [my.alaska.gov](http://my.alaska.gov). Online permits are available for over dimensional and overweight loads up to 125%. 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 a **FREE** U.S. DOT number  
*(at the time of this printing, this service is available at no charge)*
- Update the federal MCS-150 form for vehicle PRISM registration  
*(at the time of this printing, this service is available at no charge)*
- Process annual Unified Carrier Registration (UCR) payments  
*(at the time of this printing, this service is available at no charge)*

## Commercial Vehicle Enforcement – Information and Contacts

The Commercial Vehicle Enforcement website, as seen below, is designed to be a “One Stop” portal to most questions and concerns. On the website anyone can review the Commercial Vehicle Safety Plan, CFR 49 regulations, or obtain an oversize and overweight permit.

### Measurement Standards & Commercial Vehicle Enforcement




#### 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 
- Registration Form for 2011 
- Registration Form Instructions 

#### Publications

- Policy on Tire Loading 
- Commercial Vehicle Size, Weight and Permit Regulations 17 AAC Chapter 25 
- 2010 Annual Report (3.6mb) 
- 2011 Commercial Vehicle Safety Plan (4.1mb) 

#### Resources

- Update MCS-150
- US DOT Number Registration
- Alaska Trucking Association
- Bridge Formula Chart 
- Commercial Drivers License Manual (2.0mb) 
- DMV Office Cameras
- DOT Safety Activities
- 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: Inter
- Transportation, CFR 49
- US DOT FAQ - Alaska Division
- Vehicle Registration



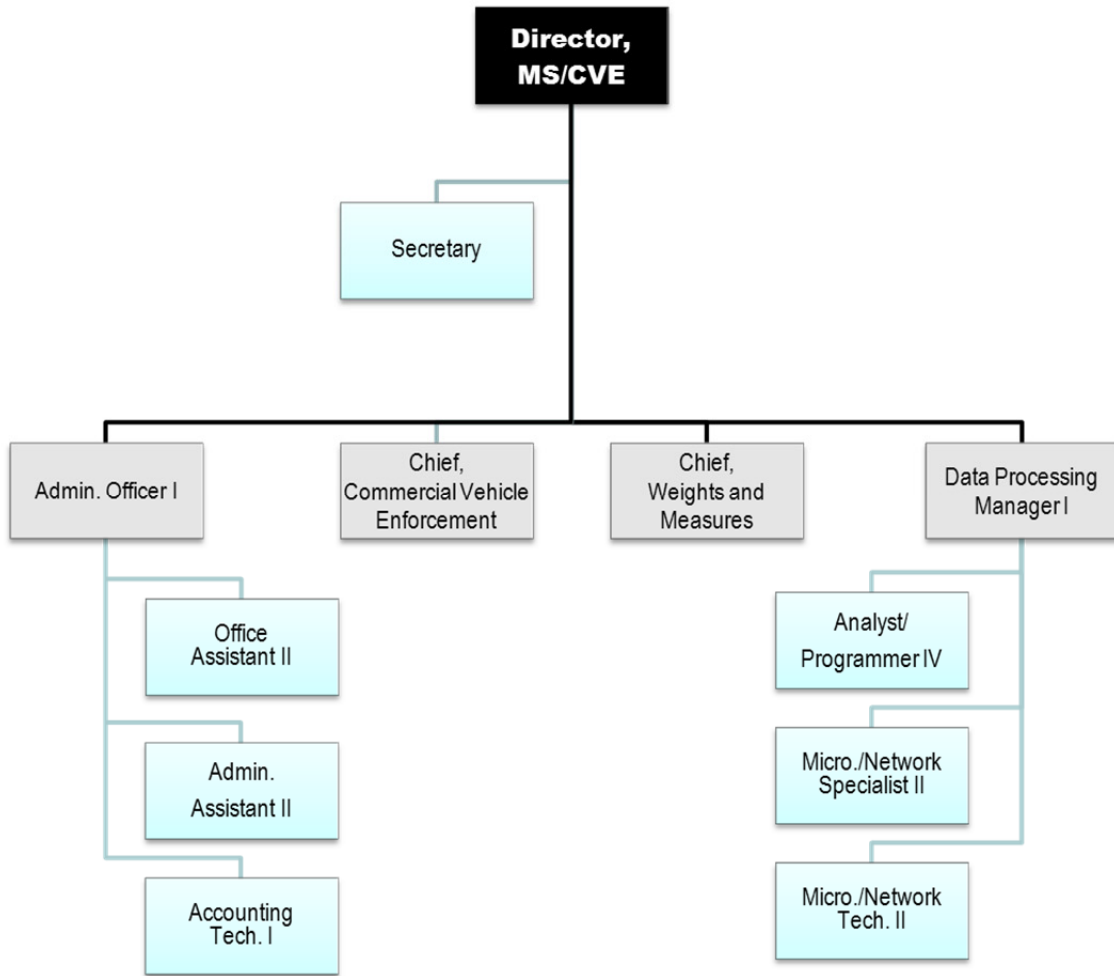
#### MS/CVE Links

- **Home**
- **Director**
- **Measurement Standards**
  - Chief
  - Metrology
- **Commercial Vehicle Enforcement**
  - Chief
  - Commercial Vehicle Information and Systems Network (CVISN)
  - Weight Restrictions
  - Permits
- **Administration**
- **Planning**
- **Contact Info**
- Sign up to Receive Weight Restriction Notifications, Alerts and More by Email, Text Messages

#### Related Links

- **Federal Motor Carrier Safety Administration (FMCSA)**
- **National Institute of Standards and Technology (NIST)**

## Appendix A – Top Level Organizational Chart



Approved as of December 31, 2011

### Statutory and Regulatory Authority

AS 45.75 Weights and Measures Act

AS 19.10.060 Size, Weight, and Load Provisions; Restriction On Use of Highways; Commercial Vehicle Inspection Program

AS 19.10.300 Financial Responsibility (Commercial Motor Vehicle)

AS 19.10.310 Commercial Motor Vehicle Safety Inspections

17 AAC 25 Truck Size, Weight and Safety Regulations

17 AAC 90 Specifications, Tolerances, and Regulations For Weighing and Measuring Devices

## Appendix B – Summary of Major Accomplishments in 2011

### Measurement Standards

- Weights and Measures inspections increased by 0.5% to 18,717 in 2011 despite a reduction in staffing. The package testing program inspected eight package lots representing 3,893 packages. As a result of these tests, four lots were placed off sale.
- The Chief of Weights and Measures was selected for a leadership position on the Western Weights and Measures Association. This selection will give Alaska a strong voice in future national regulation issues that may affect the Measurement Standards program.

### Commercial Vehicle Enforcement

- 5,827 commercial vehicle safety inspections were conducted in FFY11.
- CVEOs placed 793 unsafe trucks and 22 unsafe motor coaches Out-of Service. CVEOs placed 192 unqualified truck drivers and 20 unqualified motor coach drivers Out-of Service.
- CVEOs documented 10,280 safety violations: 7,777 vehicle, 2,443 driver and 60 HazMat related safety violations.
- Thermally scanned 2,180 trucks using the Infra-Red Imaging System (IRIS) van, identifying 38 (1.7%) trucks as having brake problems.
- Participated in CVSA sponsored RoadCheck. CVEOs enforced seat belt requirements during the ‘Click It or Ticket Campaign.’
- The Mobile Inspection Station (MIS) was deployed in FFY11. The MIS allows for the extended deployment enforcement personnel to communities that are not served by fixed weigh station facilities.
- Construction of the weigh stations located at Tok and Soldotna were completed.
- The SFY11 commercial vehicle weight compliance rate was 98.7%. MSCVE weighed 30,882 CMVs at weigh stations throughout the State.

### Commercial Vehicle Customer Service Center

- Issued 19,338 oversize and overweight permits and 5,831 temporary truck/trailer permits.
- The kiosk at the Anton Anderson Memorial Tunnel continues to be used by owners of oversized loads, including boats to apply for and receive online permits.
- The online Temporary Registration (TRT) system deployed at the Tok Weigh Station has successfully allowed officers at that location to electronically issue temporary registrations.

## MSCVE Contact Information

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Alaska Highway Safety Office  
 Public Service Announcement  
 No Texting While Driving

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