

# **State of Alaska FY2010 Governor's Operating Budget**

## **Department of Transportation/Public Facilities Measurement Standards & Commercial Vehicle Enforcement RDU/Component Budget Summary**

**RDU/Component: Measurement Standards & Commercial Vehicle Enforcement**

*(There is only one component in this RDU. To reduce duplicate information, we did not print a separate RDU section.)*

**Contribution to Department's Mission**

Enhance the safety of the motoring public, protect public infrastructure, and assure market place confidence and equitable trade.

**Core Services**

- Issue oversize/overweight Commercial Motor Vehicle (CMV) permits. A permit specifies the routes and conditions under which vehicles or loads that exceed legal dimensions and weight limitations may move on the state highway system. Danger and inconvenience to the traveling public are minimized and potential damage to the highway structures and bridges is reduced.
- Commercial Vehicle Enforcement (CVE) operates seven-fixed, functional weigh stations at key locations, performs roadside inspections using mobile inspection teams, and has patrol units performing traffic stops on unsafe operators. CVE Officers weigh and inspect commercial vehicles to ensure they meet federal and state operating safety standards and regulations for size, weight, safety, permit and hazardous materials transport.
- Intelligent Transportation Systems/Commercial Vehicle Operations (ITS/CVO) - Freight Mobility, develop, deploy and operate Intelligent Transportation Systems to facilitate greater mobility and efficiencies in commercial vehicle operations. The Freight Coordinator uses a Freight Analysis Framework to plan for a coordinated multimodal freight system within the State of Alaska.
- Commercial motor vehicle outreach - Provide safety and hazardous material transport training and coordination of secondary size, weight and safety enforcement activities with other state and local enforcement agencies.
- Measurement Standards Testing - Test prepackaged commodities labeled by weight or volume at retail and wholesale locations, ensuring the accuracy of net content weights. Inspect, test, and certify commercial meters, retail scanning systems, and commercial scales including retail, medium, large, fishing, and vehicle scales.
- 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.

End Result	Strategies to Achieve End Result
<p><b>A: Reduce fatalities and injuries from crashes involving Commercial Motor Vehicles (CMV).</b></p> <p><u>Target #1:</u> Reduce commercial motor vehicle fatalities to below 5 year average.  <u>Status #1:</u> Fatalities resulting from accidents involving commercial motor vehicles increased by 250% from 2 in 2006 to 7 in 2007, which is slightly more than the 5 year average of 5.8 fatalities.</p>	<p><b>A1: Increase the safety of commercial motor vehicles.</b></p> <p><u>Target #1:</u> Reduce the commercial motor vehicle out-of-service rate by 1% as compared to the average for the past five years.  <u>Status #1:</u> The commercial motor vehicle out-of-service rate decreased between 2007 and 2008 by 2.43% ending at 24.58%, which is close to the 5-year average of 24.2%.</p> <p><u>Target #2:</u> 100% of new entrant carriers to receive a safety audit within 18 months of U.S. DOT registration.  <u>Status #2:</u> 100% of new entrant carriers received a safety audit within 18 months of registration in 2007, which was the same level as 2006.</p>
End Result	Strategies to Achieve End Result

<p><b>B: Protect and preserve highway infrastructure.</b></p> <p><u>Target #1:</u> 98% commercial motor vehicle weight compliance at fixed and mobile inspection sites.  <u>Status #1:</u> 99.4% of the commercial motor vehicles that were inspected in 2008 were weight compliant, which is the same percentage as in 2007.</p>	<p><b>B1: Reduce number of illegal oversize/overweight Commercial Motor Vehicles (CMV's) on highways.</b></p> <p><u>Target #1:</u> Increase the number of roadside (mobile enforcement) commercial truck inspections by 5% over the previous year.  <u>Status #1:</u> The number of roadside commercial truck inspections decreased in 2008 by 9.82%, bringing total inspections to 5,151.</p>
<p><b>End Result</b></p>	<p><b>Strategies to Achieve End Result</b></p>
<p><b>C: Assure and maintain market place confidence and equitable trade.</b></p> <p><u>Target #1:</u> Increase scale, meter and price verification compliance rate by 1%.  <u>Status #1:</u> Weighing and measuring device compliance decreased from 90% in 2007 to 85% in 2008 of all scale, meter and price verification tests that were performed.</p>	<p><b>C1: Provide efficient inspection program.</b></p> <p><u>Target #1:</u> Increase the number of scale, meter and price verification inspections by 1% compared to previous year.  <u>Status #1:</u> The number of scale, meter and price verification inspections increased between 2007 and 2008 by 11.18% to 17, 611 devices being inspected.</p> <p><u>Target #2:</u> Increase the number of package lots inspected by 10% compared to previous years.  <u>Status #2:</u> This is the first year of reporting for the Package Testing program.</p>

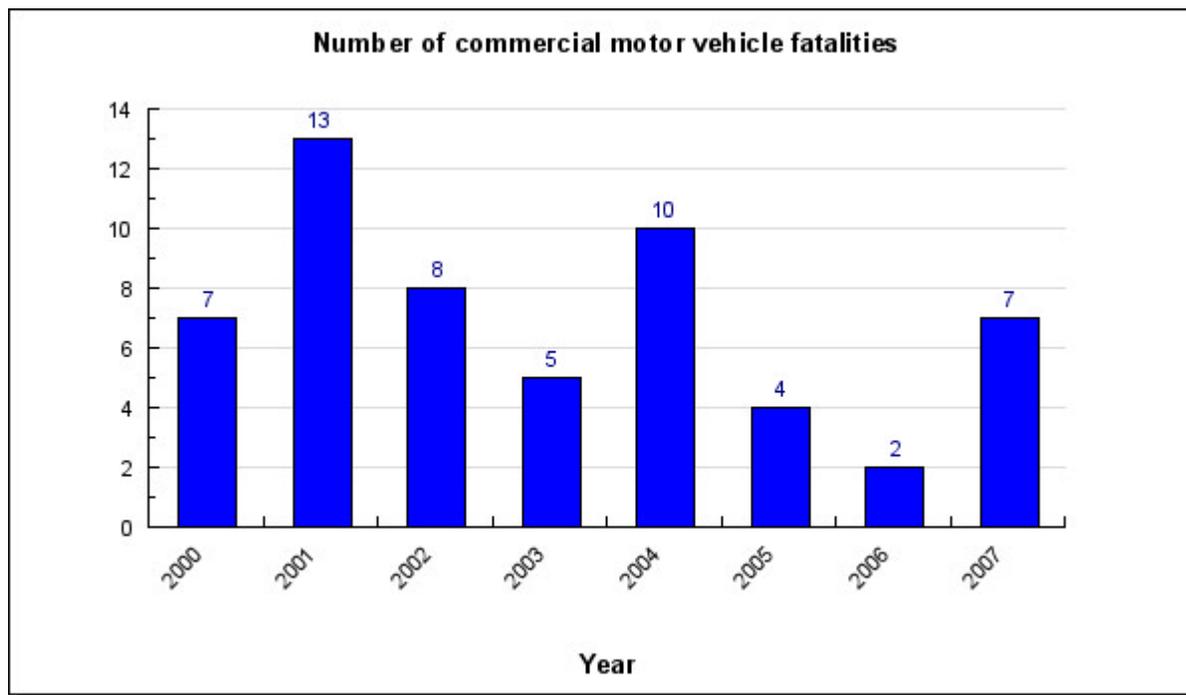
<p><b>FY2010 Resources Allocated to Achieve Results</b></p>							
<p><b>FY2010 Component Budget: \$6,692,800</b></p>	<p><b>Personnel:</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">Full time</td> <td style="text-align: right;">71</td> </tr> <tr> <td>Part time</td> <td style="text-align: right;">0</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right; border-top: 1px solid black;"><b>71</b></td> </tr> </table>	Full time	71	Part time	0	<b>Total</b>	<b>71</b>
Full time	71						
Part time	0						
<b>Total</b>	<b>71</b>						

**Performance**

**A: Result - Reduce fatalities and injuries from crashes involving Commercial Motor Vehicles (CMV).**

**Target #1:** Reduce commercial motor vehicle fatalities to below 5 year average.

**Status #1:** Fatalities resulting from accidents involving commercial motor vehicles increased by 250% from 2 in 2006 to 7 in 2007, which is slightly more than the 5 year average of 5.8 fatalities.



Methodology: Target is to have fewer fatalities than the average of the five prior years. Five-year average (2002-2006) 5.8 fatalities.

Data is reported on a calendar year basis.

**Number of commercial motor vehicle fatalities**

Year	YTD Total	% Change
2007	7	250.00%
2006	2	-50.00%
2005	4	-60.00%
2004	10	100.00%
2003	5	-37.50%
2002	8	-38.46%
2001	13	+85.71%
2000	7	

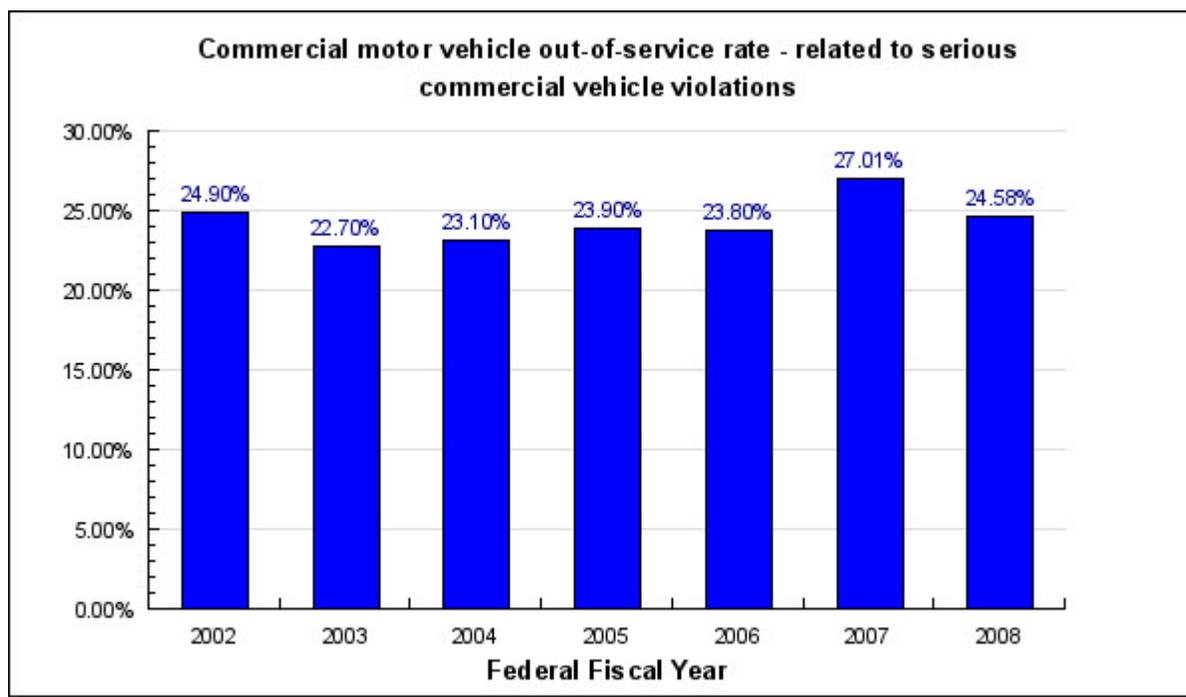
**Analysis of results and challenges:** Nationwide, in 2007, 4,808 people died in crashes involving a large truck, compared to 5,235 in 2004. While significant progress is being made toward meeting the goal of saving lives by preventing truck and bus crashes, much more needs to be done. Violations add potential risk. Risk is defined as the likelihood that a violation would be a contributing factor to a crash or hazardous materials release or exposure.

The challenge is to distinguish among violations that contribute to a significant, immediate risk of a crash or hazardous materials incident; violations that pose less significant risks; and violations that pose little or no risk. Five of the seven fatalities from the accidents that occurred in Alaska in 2007 were not the fault of the commercial motor vehicle driver. The other two fatalities were due to winter snow, ice and darkness conditions. Measurement Standards & Commercial Vehicle Enforcement (MS&CVE) will continue working with the Alaska State Troopers and police departments to target unsafe drivers around commercial vehicles. Department enforcement activities will be targeted to those areas where there is an immediate risk of crashes or hazardous material incidents.

**A1: Strategy - Increase the safety of commercial motor vehicles.**

**Target #1:** Reduce the commercial motor vehicle out-of-service rate by 1% as compared to the average for the past five years.

**Status #1:** The commercial motor vehicle out-of-service rate decreased between 2007 and 2008 by 2.43% ending at 24.58%, which is close to the 5-year average of 24.2%.



*Methodology: Data is reported on a federal fiscal year basis.  
 Target is to reduce 5% from prior year.  
 Five-year average (2003-2007): 24.2%*

**Analysis of results and challenges:** The Motor Carrier Safety Assistance Program (MCSAP) through the Commercial Vehicle Safety Alliance (CVSA) has established Out-of-Service criteria for commercial vehicle and drivers. Using those criteria in the course of conducting vehicle/driver inspections vehicles and/or drivers can be placed out-of-service. The national vehicle out-of-service rate for 2007 was 22.28%.

While Measurement Standards & Commercial Vehicle Enforcement (MS&CVE) focused on the second truck population during the past fiscal year, the number of out-of-service violations decreased. This decrease indicates that the second truck population is in the process of coming into compliance with the latest regulations, by education and enforcement. The deployment of mobile inspection systems will expand inspections on the second truck populations in areas not covered by weigh stations or one day roadside inspection units. Second truck populations are those that travel on the road system and have routes that miss the fixed weigh stations.

Risk management is the process by which an organization identifies and understands sources of risk, makes decisions on how to allocate resources to address these risks, and confirms the validity of these decisions using performance results. MS&CVE is using risk-based decision-making to enhance agency efforts to promote the safe operation of commercial motor vehicles. One approach is in the risk-based differentiation of the vehicle, driver, and

hazardous materials violations found during inspections. MS&CVE can focus out of service enforcement and education during safety inspections by concentrating on the highest risk violations.

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**Target #2:** 100% of new entrant carriers to receive a safety audit within 18 months of U.S. DOT registration.

**Status #2:** 100% of new entrant carriers received a safety audit within 18 months of registration in 2007, which was the same level as 2006.

**Percent of new entrant compliance reviews within 18 months of U.S. DOT registration.**

Fiscal Year	Quarter 1	Quarter 2	Quarter 3	Quarter 4	YTD Total
FFY 2008	100%	100%	100%	100%	0
FFY 2007	100%	100%	100%	100%	100%
FFY 2006	100%	100%	100%	100%	100%
FFY 2005	100%	100%	100%	100%	100%
FFY 2004	not available	not available	100%	100%	100%

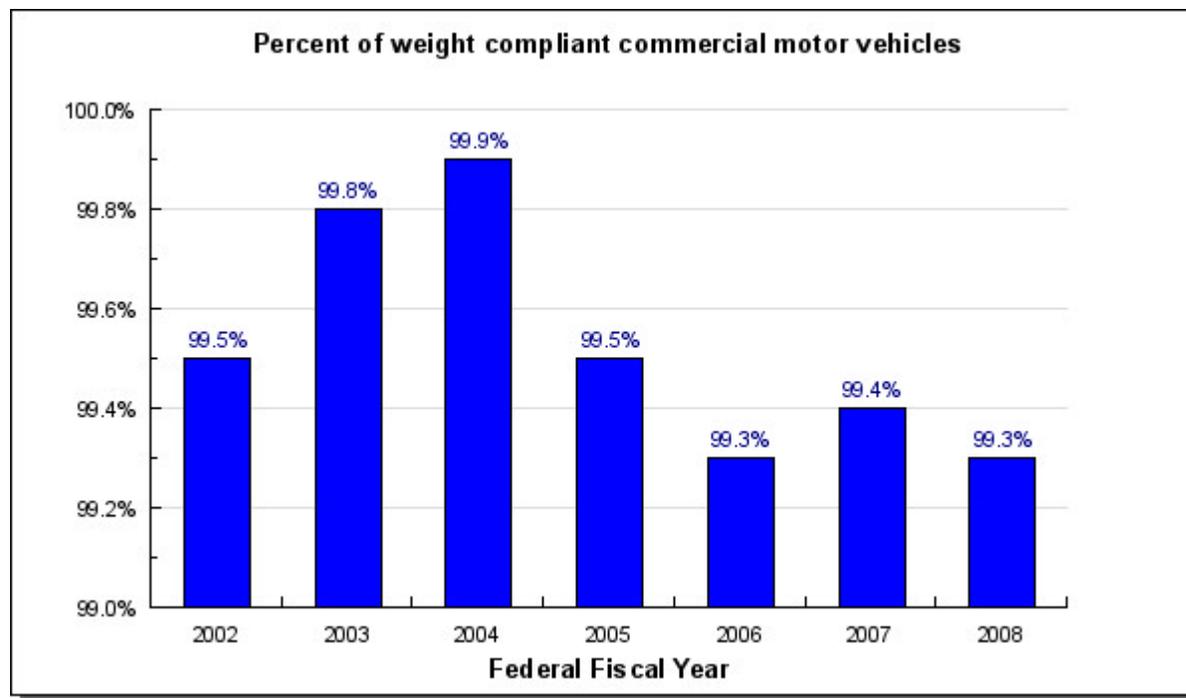
*Methodology: Data is reported on a federal fiscal year basis.*

**Analysis of results and challenges:** The Federal Motor Carrier Safety Administration (FMCSA) develops, maintains, and enforces federal regulations that promote carrier safety, industry productivity, and new technologies. The FMCSA regulations establish safe operating requirements for commercial vehicle drivers, carriers, vehicles, and vehicle equipment. The Motor Carrier Safety Assistance Program (MCSAP) is a federal grant program that provides states with financial assistance to hire staff and implement strategies to enforce FMCSA regulations and hazardous materials regulations. MCSAP funds are used to conduct roadside inspections and review motor carriers' compliance with the associated regulations. MCSAP funds promote detection and correction of commercial motor vehicle safety defects, commercial vehicle driver deficiencies, and unsafe motor carrier practices before they become contributing factors to crashes and hazardous materials incidents.

**B: Result - Protect and preserve highway infrastructure.**

**Target #1:** 98% commercial motor vehicle weight compliance at fixed and mobile inspection sites.

**Status #1:** 99.4% of the commercial motor vehicles that were inspected in 2008 were weight compliant, which is the same percentage as in 2007.



*Methodology: Data is reported on a federal fiscal year basis.*

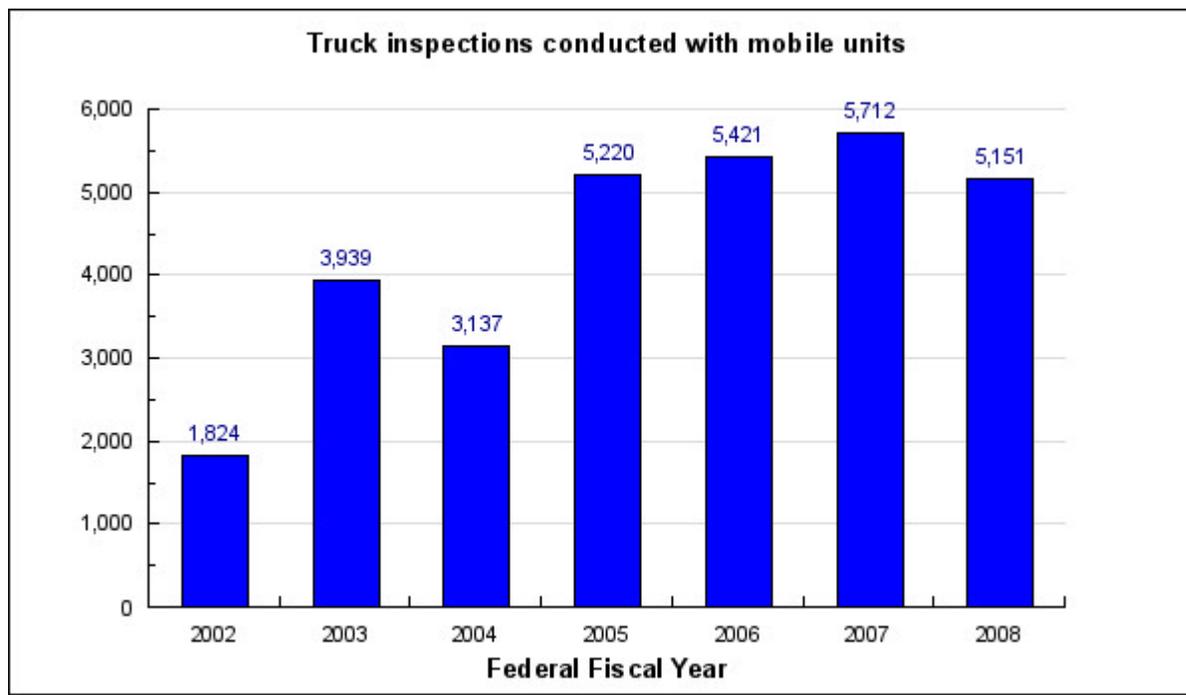
**Analysis of results and challenges:** Division inspection efforts focus on maintaining the high level of compliance at weigh stations and improving compliance at the roadside inspection locations. Weight compliant commercial motor vehicles do not contribute to premature deterioration of Alaska's roads and bridges.

The department continues to place emphasis on inspections through expanded mobile enforcement coverage, authorized traffic stops by selected and trained Commercial Vehicle Enforcement Officers, and conducting joint operations with the Alaska State Troopers and local police departments. Measurement Standards & Commercial Vehicle Enforcement (MSCVE) does not interact with privately owned vehicles or their drivers; however they are authorized by the Federal Motor Carrier Safety Administration (FMCSA) to use up to 5% of our Motor Carrier Safety Assistance Program (MCSAP) budget to fund other agencies to assist in these mandated efforts. MSCVE routinely enters into contracts with local law enforcement agencies throughout the State to supplement enforcement efforts and to increase and encourage safe operations of commercial vehicles. Additionally this past year, MS&CVE funded the Alaska State Troopers to enhance enforcement efforts on unsafe practices involving CMVs on the Elliot and Dalton Highway (Haul Road), from Fairbanks to the end of the road.

**B1: Strategy - Reduce number of illegal oversize/overweight Commercial Motor Vehicles (CMV's) on highways.**

**Target #1:** Increase the number of roadside (mobile enforcement) commercial truck inspections by 5% over the previous year.

**Status #1:** The number of roadside commercial truck inspections decreased in 2008 by 9.82%, bringing total inspections to 5,151.



Methodology: Data is reported on a federal fiscal year basis.

**Truck inspections conducted with mobile units**

Fiscal Year	YTD Total	% change
FFY 2008	5151	-9.82%
FFY 2007	5,712	+5.36%
FFY 2006	5,421	+3.90%
FFY 2005	5220	+66.40%
FFY 2004	3,137	+20.36%
FFY 2003	3,939	+115.95%
FFY 2002	1,824	

**Analysis of results and challenges:** Commercial Motor Vehicles (CMVs) that do not routinely pass through a fixed weigh station location for inspection are more likely to be non-compliant in both size and weight. Division inspection efforts focus on identifying and correcting non-compliant oversize and overweight vehicles as both pose serious threats to highway safety and premature deterioration of Alaska's roads and bridges. The frequency of roadside commercial vehicle inspections will be monitored to ensure that non-compliant CMVs operating on the public roadways are found and inspected.

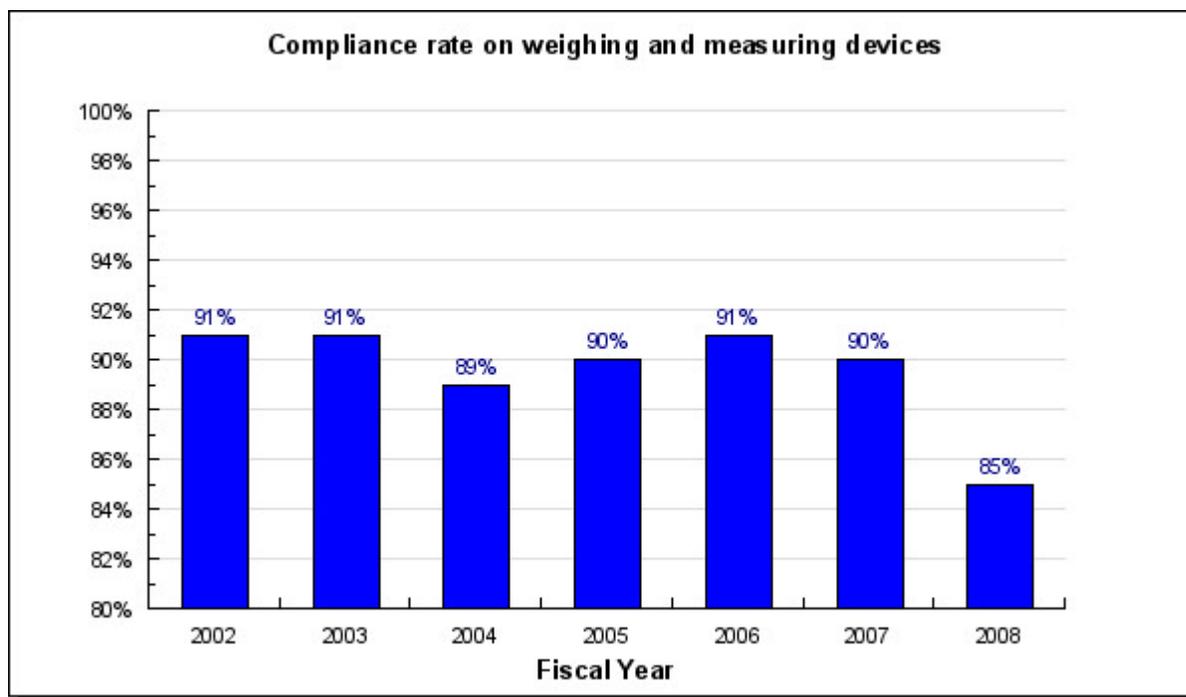
Measurement Standards & Commercial Vehicle Enforcement (MS&CVE) did not achieve the target of increasing roadside (mobile enforcement) inspections by 5% over the previous year. The main reason for the decrease in the number of roadside inspections is the aging workforce. The current workforce that comprises Commercial Vehicle Enforcement Officers is aging, like much of the state's workforce, and many are close to retirement age. This has caused an increase in issues that have pulled a number of the more experienced personnel from active roadside duty. While MS&CVE has continued to conduct roadside inspections, these are now being done by a number of less

experienced officers, thereby decreasing the number of overall inspections. As these officers become more experienced, we anticipate the number of roadside inspections to increase to previous levels, additionally there has been low interest shown during times of recruitment and the time it takes to train an officer to MSCVE standards is lengthy and is continuous throughout their career.

**C: Result - Assure and maintain market place confidence and equitable trade.**

**Target #1:** Increase scale, meter and price verification compliance rate by 1%.

**Status #1:** Weighing and measuring device compliance decreased from 90% in 2007 to 85% in 2008 of all scale, meter and price verification tests that were performed.



**Compliance rate on weighing and measuring devices**

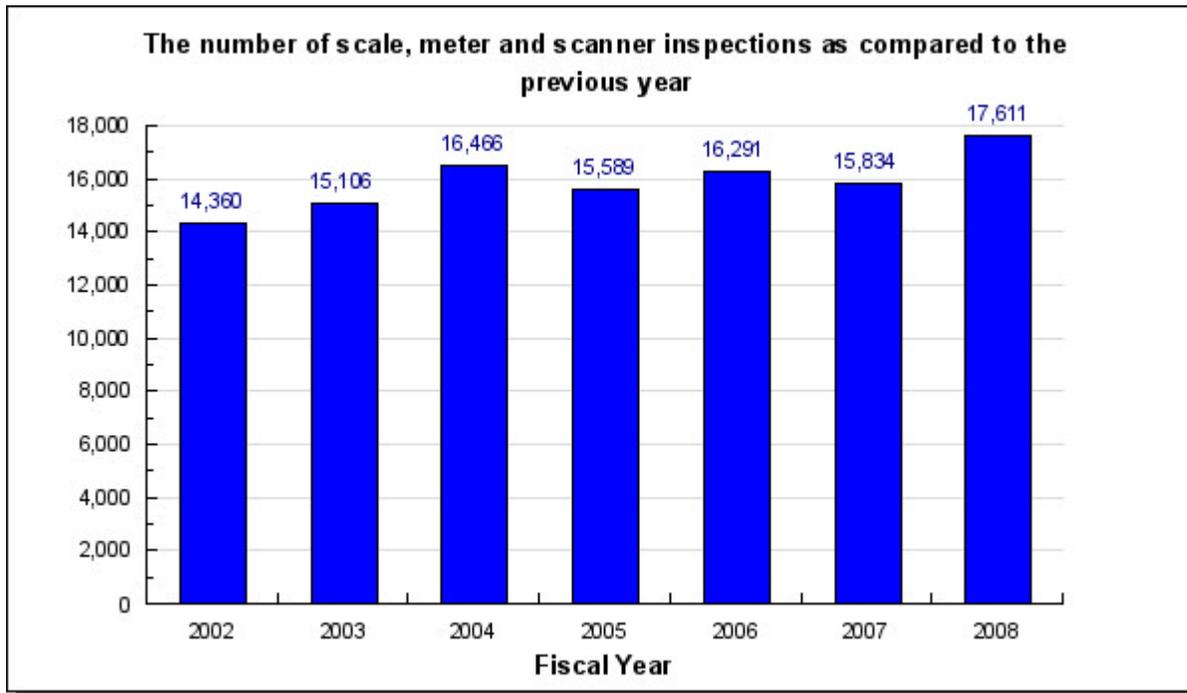
Fiscal Year	YTD Total	% change
FY 2008	85%	-5%
FY 2007	90%	-1%
FY 2006	91%	+1%
FY 2005	90%	+1%
FY 2004	89%	-2%
FY 2003	91%	0%
FY 2002	91%	

**Analysis of results and challenges:** The filling of two inspector positions as well as a change in management personnel has brought this section to full staffing levels and has resulted in an actual increase in inspections for FY08. However, a change in the reporting procedures causes the compliance rate to show a decrease for this reporting period. In previous years, the compliance rate was based on an “as left” status of the devices inspected and was not reporting the true state of devices operating in the market place. Measurement Standards & Commercial Vehicle Enforcement (MS&CVE) is now reporting the compliance rate based on an “as found” status of the devices inspected. This decrease in the compliance rate was anticipated with this reporting change. The difference in our reporting procedures is we now report the devices condition as we find it, not as we leave it. In the past this allowed repairs to be made to the device to bring it back into compliance prior to issuing its condition report and “Approved for Use” certificate. Future targets will be based on this new compliance percentage rate. Challenges for FY09 will be to continue the training of new staff members, bring the new test equipment on line, and to develop a procedure to apply civil penalties to those businesses that fail to voluntarily comply with state statutes. Frequency of testing has always been the most effective method for reducing compliance failure rates. The addition of one new inspector position will allow MS&CVE 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 that cannot be tested at all due to a lack of equipment and budgetary constraints. MS&CVE is continuously exploring ways to be compliant with Alaska’s laws.

**C1: Strategy - Provide efficient inspection program.**

**Target #1:** Increase the number of scale, meter and price verification inspections by 1% compared to previous year.

**Status #1:** The number of scale, meter and price verification inspections increased between 2007 and 2008 by 11.18% to 17, 611 devices being inspected.



Methodology: Data is reported on a state fiscal year basis.

**The number of scale, meter and scanner inspections as compared to the previous year**

Fiscal Year	YTD Total	Variance
FY 2008	17,611	11.22%
FY 2007	15,834	-2.79%
FY 2006	16,291	4.50%
FY 2005	15,589	-5.33%
FY 2004	16,466	9.00%
FY 2003	15,106	5.19%
FY 2002	14,360	0

**Analysis of results and challenges:** The department's goal is to assure market place confidence and equitable trade through increasing and improving scale, meter and retail pricing compliance rates. Emphasis will be placed on inspecting registered weighing and measuring devices annually, increasing large fuel meter inspections, increasing enforcement presence, and improving inspector productivity in the performance of price verification/scanner inspections. The combined number of scale, meter and price verification inspections increased by 11.18% in FY2008.

**Scales:** Bringing the number of filled positions back to proper levels has resulted in a substantial increase in overall inspections. Three replacement pieces of crucial test equipment will be assembled and brought on line in FY09/10. These test trucks will increase the safety and productivity of our inspectors, which will give us the opportunity to perform an analysis of vehicle scale installations and provide the data necessary to support a regulations change requiring businesses to follow detailed installation procedures.

**Meters:** An increase in inspections due to the addition of new retail dispensers and the opening of new businesses in FY08 increased the number of devices inspected. Measurement Standards & Commercial Vehicle Enforcement (MS&CVE) increased the inspections of fuel dispensers at the retail level in FY08 and will continue this effort in FY09 due to the high price of fuel and the potential for inaccurate measurement. New equipment added mid-year will increase the capacity to inspect meters in Southeast Alaska and the Aleutians. One new inspector will be added to the meter testing program by January 1st, 2009.

**Price Verification Testing:** A vibrant economy and growth in the retail sector has increased the number of locations inspected. We anticipate the trend to continue in FY09 and beyond. Assigning a staff member full time to the task has resulted in a 35% increase in the number of price verification tests performed annually. Businesses in Alaska continue to be on pace with the national average of 98% compliant. The application of civil penalties will be an effective enforcement tool for those businesses that do not respond to our efforts to gain voluntary co-operation with regards to pricing accuracy.

**Target #2:** Increase the number of package lots inspected by 10% compared to previous years.

**Status #2:** This is the first year of reporting for the Package Testing program.

**Number of Package Lots Inspected**

Fiscal Year	YTD Total
FY 2008	605

*Methodology: Data is reported on a state fiscal year basis.*

**Analysis of results and challenges:** During FY08 the Package Testing program staffed by one full-time employee inspected 605 package lots representing 144,367 packages. Seventy package lots totaling 17,500 packages were found to be deficient. This program protects consumers from purchasing short weight products and is another area of enforcement we take to ensure consumer confidence in the marketplace.

The Divisions' Package Testing Program was implemented to meet our obligation identified in Alaska Statute 45.75.100 "Inspection of packages". With this mandate we are testing to verify whether packages contain the amounts represented and whether they are kept, offered, or exposed for sale in accordance with law. Testing is conducted in accordance with procedures set out in 17AAC 90.615, which states that National Institute of Standards and Technology Handbook 133 will be used as the State of Alaska test manual.

In order to test large quantities of packages with a degree of accuracy; statistically valid random selections are made from package lots. The sizes of these lots are determined by the inspector. All prepackaged commodities are subject to our enforcement actions; however we have developed a system of priorities to maximize the effectiveness of our limited resources. The highest priority is for those items labeled, packaged or manufactured in Alaska. Secondary priority would be those items imported from outside Alaska.

Through experience we have determined that inspectors should limit the lot sizes to no greater than 250 items. It is possible to test larger lot sizes in some of our manufacturing plants but the process can be counter-productive to our mission. When a lot is determined, a random selection of the total packages are identified for testing, an average empty container weight of this sample is determined through destructive testing and the remainder of the packages are weighed to ascertain if the lot meets the declared weight, including a calculated tolerance. Those lots that are found to be deficient are placed off-sale. Owners are given the opportunity to re-label, return to manufacturer or donate to charity.

## **Key Component Challenges**

### **Weights and Measures:**

In an attempt to ensure only one "Method of sale" is used for the retail sale of refined petroleum products, the Department of Transportation and Public Facilities, Division of Measurement Standards and Commercial Vehicle Enforcement (MS&CVE) proposed new regulations. The proposed regulations would require all refined petroleum products be sold on a gross volume basis and that the volumetric measurement of the product may not be adjusted by any factors such as temperature compensation. As a result of opposing public testimony by a few, but very vocal retailers, MS&CVE is seeking an independent cost/benefit analysis of this issue. The results of this study should reinforce the department's position and will allow us to proceed with this important regulation change.

A recent study conducted for MSCVE on the State of Alaska metrology laboratory regarding its environmental stability has pointed out deficiencies and has raised concerns as to the longevity and usefulness of the facility. The August 27, 2008 report was prepared by Uni-Group Engineers, Inc. on the leased facility. Concerns regarding the continued use of this facility have accelerated efforts to compile a long-range facilities plan. The overall plan will address the problem areas of limited work/storage space in the Fairbanks and Anchorage offices and secure indoor storage for the newly appropriated equipment destined for Dutch Harbor, King Salmon, and Dillingham.

Failure by businesses to voluntarily comply with our laws and regulations is forcing the Division to explore implementation of a citation program. MSCVE currently has the authority to implement a citation program per AS 45.75.050 Adoption of Regulations and AS 45.75.380 Offenses and Penalties. MSCVE would need to submit a Bail schedule to the Supreme Court before this could be implemented.

It continues to be difficult to find and train qualified staff. Inspectors must be given the tools and training needed to keep abreast of technology advances in device design and application. Weighing and measuring devices are being built with higher levels of sophistication and training must keep abreast of these changes. MS&CVE 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 (CVE):**

In an effort to reduce fatalities and injuries involving commercial vehicles, additional resources are needed to increase such services as inspections, inspections in remote locations and audits. MS&CVE will continue to seek additional supplemental federal grant funding available for such activities as commercial bus inspections, mobile and automated commercial vehicle inspections, drug interdiction, enhanced border enforcement of commercial vehicles, and other commercial vehicle safety related activities. Additionally, patrol units should be increased that enforce size, weight and safety regulations. The funding of these available federal grants has not kept pace with the increased cost of doing business, causing financial challenges in maintaining the current level of activities. The long-term challenge is to provide an equal application and enforcement of commercial vehicle regulations throughout the road system to reduce not only fatalities and injuries, but also property damage and premature damage to the highway infrastructure. Commercial vehicle enforcement coverage will be extended to areas that are not monitored by fixed weigh stations, through the development and placement of virtual weigh stations (VWS) and the deployment of mobile weigh stations.

### **Commercial Vehicle Operations (CVO):**

MS&CVE no longer has fixed location weigh stations on the Richardson Highway and in Valdez. The scale located at the Sterling Weigh Station has collapsed and is unusable. The scale located at the Ester Weigh Station has been rejected for certification and is unusable. The loss of these facilities has presented challenges in protecting the public infrastructure in those areas of operation.

Improving the safety of Alaska's highways takes the cooperation and interaction of many organizations. MS&CVE must continue to foster a strong relationship with the Alaska State Troopers, local police departments, Alaska Highway Safety Office, Division of Motor Vehicles (DMV), Federal Motor Carrier Safety Administration (FMCSA), the Federal Highway Administration (FHWA), and the carriers and operators of commercial motor vehicles. MS&CVE has deployed internet based services and electronic screening technologies near the Glenn Highway Weigh Stations to confirm safe operations or identify carriers that require closer inspections at highway operating speeds. Safe operators are able to continue past weigh and inspection stations saving valuable time and allowing commercial vehicle inspectors more time to focus on unsafe carriers. MS&CVE is in the planning stage of deploying this e-screening technology at other key locations in Alaska. This will allow safe operators in other locations to bypass weigh and inspection stations. A Mobile Inspection System will be deployed to remote locations to ensure safe operations in areas where prolonged inspection periods were previously unfeasible.

A new Advance Commercial Vehicle Information Systems and Networks (CVISN) Business Plan will be written, ensuring continued facilitation of the overall development of Intelligent Transportation Systems (ITS) systems architecture and technologies instrumental in improving commercial vehicle safety and mobility. While the automated permit process is running smoothly, continued enhancement of this system will allow for more complicated permits to be completed on-line and incorporate automatic verification of oversize-load routing. The online permit system will both speed up and simplify the permit application and approval process, increasing the mobility of commercial motor vehicle operators. Safety and security on the state's roads will correspondingly be enhanced by the greater participation in the permits process and awareness of oversize loads using the state's infrastructure.

The Performance and Registration Information Systems Management (PRISM) program, which links the commercial vehicle registration processes to motor carrier safety, will be implemented. This program determines the safety fitness of the motor carrier prior to issuing license plates or renewing commercial vehicle registration. It is hoped that this program and the potential application of registration sanctions will encourage unsafe carriers to improve their safety record.

### **Freight Mobility:**

Alaska's economy relies on the efficient movement of freight throughout the state. MS&CVE will improve freight mobility by developing an internal operations plan that includes interstate, international, and intermodal freight operations. FHWA has informally appointed a member of the Division's staff as the State's Freight Mobility Coordinator. This will enable the Division to more actively pursue the development of this plan. The Division will also develop more effective border inspection activities, increased enforcement of regulations, and development of a freight operations information network.

## **Significant Changes in Results to be Delivered in FY2010**

Fee collection for the new Unified Carrier Registration Program will begin in FY2009 and will have an impact on the level of enforcement activities available by Commercial Vehicle Enforcement staff. This will increase the number of safe commercial vehicles traveling on Alaskan roads.

Three large scale test trucks will be replaced in the coming year which will increase the safety and efficiencies of the scale testing program.

Replacement of the existing weigh station scales at Sterling is needed to ensure size, weight and safety compliance of all commercial vehicles traveling from Anchorage to all points on the Kenai Peninsula. Expanding the deployment of screening systems at weigh stations in order to issue more transponder units will allow a greater percentage of safe and legal commercial vehicles to bypass the weigh station and proceed unimpeded. The use of more units will increase the efficiency of safety enforcement, resulting in fewer commercial vehicle delays. The deployment of a mobile inspection system will increase commercial vehicle enforcement operations in remote locations and areas not

covered by weigh stations. Another screening system at the Fox Weigh Station, just north of the city of Fairbanks, will enhance the movement of goods traveling to and from the North Slope of Alaska.

### **Major Component Accomplishments in 2008**

Weights and Measures inspections increased 11.18% in 2008 to 17,611. The newly implemented Package Testing program inspected 605 package lots representing 144,367 packages. As a result of these tests, 17,500 short weight packages were placed off sale.

Two additional large volume provers were brought on-line to expand testing capabilities in Southeast communities, and Dutch Harbor/Unalaska.

Electronic screening is allowing CMVs operated by companies with good safety ratings (credentials) to by-pass the Glenn Highway Weigh Station.

Completed 9,748 inspections (as of September 12, 2008) during FFY08, which was down from 10,016 in FFY07 by 2.68%.

Put 2,201 unsafe vehicles and 262 unqualified drivers Out-of-Service.

Recorded inspections include 14,209 CVE violations for unsafe, overweight, or un-permitted vehicles and unsafe or unqualified drivers, etc.

Deployed more ASPEN-equipped laptop computers to police departments and strengthened the program to allow police officers to conduct 489 inspections.

Scanned 326 trucks using the Division's Infra-Red Imaging System (IRIS) van, identifying 42 of these as having brake problems (12.9%).

Participated in Roadcheck and Operation Safe Driver safety blitzes to enforce the Click It or Ticket Campaign.

Distributed transponder program and PRISM brochures at the Alaska State Fair held in Palmer, AK.

"Inspection to Upload" time was 4 days, well below the national average of 12 days.

Issued 18,447 oversize/overweight permits, of which 2,039 were online permits.

Installed a kiosk at the Anton Anderson Memorial Tunnel for mostly unknowing boat owners to use to apply for and receive online permits for the movement of oversize loads through the tunnel rather than turning them away.

### **Statutory and Regulatory Authority**

AS 45.75	Weights & Measures Act
AS 19.10.060	Size, Weight, & 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

**Contact Information**

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**Measurement Standards & Commercial Vehicle Enforcement  
Component Financial Summary**

*All dollars shown in thousands*

	FY2008 Actuals	FY2009 Management Plan	FY2010 Governor
<b>Non-Formula Program:</b>			
<b>Component Expenditures:</b>			
71000 Personal Services	4,970.4	5,372.8	5,752.4
72000 Travel	187.4	189.0	239.0
73000 Services	565.8	523.9	598.9
74000 Commodities	150.1	61.5	61.5
75000 Capital Outlay	115.1	41.0	41.0
77000 Grants, Benefits	0.0	0.0	0.0
78000 Miscellaneous	0.0	0.0	0.0
<b>Expenditure Totals</b>	<b>5,988.8</b>	<b>6,188.2</b>	<b>6,692.8</b>
<b>Funding Sources:</b>			
1004 General Fund Receipts	1,843.5	1,913.2	1,979.3
1007 Inter-Agency Receipts	15.7	15.0	15.0
1061 Capital Improvement Project Receipts	2,076.6	2,041.4	2,098.2
1156 Receipt Supported Services	2,053.0	2,218.6	2,600.3
<b>Funding Totals</b>	<b>5,988.8</b>	<b>6,188.2</b>	<b>6,692.8</b>

**Estimated Revenue Collections**

Description	Master Revenue Account	FY2008 Actuals	FY2009 Management Plan	FY2010 Governor
<b>Unrestricted Revenues</b>				
Receipt Supported Services	51073	72.8	0.0	0.0
Unrestricted Fund	68515	0.1	0.0	0.0
<b>Unrestricted Total</b>		<b>72.9</b>	<b>0.0</b>	<b>0.0</b>
<b>Restricted Revenues</b>				
Interagency Receipts	51015	15.7	15.0	15.0
Receipt Supported Services	51073	2,053.0	2,218.6	2,600.3
Capital Improvement Project Receipts	51200	2,076.6	2,041.4	2,098.2
<b>Restricted Total</b>		<b>4,145.3</b>	<b>4,275.0</b>	<b>4,713.5</b>
<b>Total Estimated Revenues</b>		<b>4,218.2</b>	<b>4,275.0</b>	<b>4,713.5</b>

**Summary of Component Budget Changes  
From FY2009 Management Plan to FY2010 Governor**

*All dollars shown in thousands*

	<u>General Funds</u>	<u>Federal Funds</u>	<u>Other Funds</u>	<u>Total Funds</u>
<b>FY2009 Management Plan</b>	<b>1,913.2</b>	<b>0.0</b>	<b>4,275.0</b>	<b>6,188.2</b>
<b>Adjustments which will continue current level of service:</b>				
-FY2010 Wage and Health Insurance Increases for Bargaining Units with Existing Agreements	39.1	0.0	110.5	149.6
-Correct Unrealizable Fund Sources in the Salary Adjustment for the Existing Bargaining Unit Agreements	27.0	0.0	-27.0	0.0
<b>Proposed budget increases:</b>				
-Weights and Measures Travel Budget	0.0	0.0	30.0	30.0
-Facilities Leasing - Fairbanks	0.0	0.0	50.0	50.0
-Facilities Leasing - Dillingham and King Salmon	0.0	0.0	25.0	25.0
-Unified Carrier Registration Fees	0.0	0.0	250.0	250.0
<b>FY2010 Governor</b>	<b>1,979.3</b>	<b>0.0</b>	<b>4,713.5</b>	<b>6,692.8</b>

**Measurement Standards & Commercial Vehicle Enforcement  
Personal Services Information**

Authorized Positions			Personal Services Costs	
	FY2009 Management Plan	FY2010 Governor		
Full-time	71	71	Annual Salaries	3,493,429
Part-time	0	0	COLA	149,619
Nonpermanent	0	0	Premium Pay	156,551
			Annual Benefits	2,142,608
			<i>Less 3.19% Vacancy Factor</i>	(189,807)
			Lump Sum Premium Pay	0
<b>Totals</b>	<b>71</b>	<b>71</b>	<b>Total Personal Services</b>	<b>5,752,400</b>

**Position Classification Summary**

Job Class Title	Anchorage	Fairbanks	Juneau	Others	Total
Accounting Tech I	1	0	0	0	1
Administrative Assistant II	1	0	0	0	1
Administrative Clerk II	1	0	0	0	1
Administrative Clerk III	6	0	0	0	6
Administrative Officer I	1	0	0	0	1
Administrative Supervisor	1	0	0	0	1
Analyst/Programmer IV	2	0	0	0	2
Chf Wgts Meas & Permit	2	0	0	0	2
Comm Vehicle Enforcemnt Off I	0	5	0	0	5
Comm Vehicle Enforcemnt Off II	10	7	0	8	25
Comm Vehicle Enforcemnt Off III	2	1	0	1	4
Division Director	1	0	0	0	1
Measure Standards Spvr	1	0	0	0	1
Micro/Network Spec I	1	0	0	0	1
Micro/Network Tech II	1	0	0	0	1
Planner II	1	0	0	0	1
Planner III	1	0	0	0	1
Research Analyst II	1	0	0	0	1
Secretary	1	0	0	0	1
State Metrologist I	1	0	0	0	1
State Metrologist II	1	0	0	0	1
Trans Planner II	1	0	0	0	1
Weights & Meas Insp I	3	1	1	0	5
Weights & Meas Insp II	3	1	1	0	5
Weights & Meas Insp Trne	1	0	0	0	1
<b>Totals</b>	<b>45</b>	<b>15</b>	<b>2</b>	<b>9</b>	<b>71</b>