

HB

216

HB 216

Vape #

11

Date

3/11

"An Act relating to motor vehicle licenses."

*Return to Commerce 3/28/75*

COMMITTEE REPORT

HOUSE

FINANCE

Mr. Speaker:

Date 3/28/75

The Committee on Commerce has had HB 216

under consideration. A Majority of the members of the Committee

- ( ) recommends it DO PASS
- ( ) recommends it DO NOT PASS
- ( ) recommends it DO PASS WITH ATTACHED AMENDMENT(S)
- ( ) recommends it BE REPLACED WITH CS FOR \_\_\_\_\_ AND THAT

CS FOR \_\_\_\_\_ DO PASS

( ) "and" recommends it BE REFERRED TO THE \_\_\_\_\_

COMMITTEE

( ) reports it back WITHOUT RECOMMENDATION

(x) "other" *undoubtedly*

Members signing the Majority report:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Members NOT concurring in the Majority report:

\_\_\_\_\_ recommends: *do not pass*

\_\_\_\_\_ recommends: *do not pass*

\_\_\_\_\_ recommends:

\_\_\_\_\_ recommends: *NO - DO NOT PASS - NEVER - NEVER*

\_\_\_\_\_ recommends:

*James J. [Signature]* Chairman

# MEMORANDUM

TO: Charles A. Smith  
Federal Projects Coordinator  
Alaska Traffic Safety Bureau

DATE : February 28, 1975

FROM: Dennis Robertson  
Consultant

SUBJECT: IiB 216

Since this bill is focused on motor vehicle licenses, I called Ken Simpson (Registrar) to ascertain MVD's views on this bill as approved draft legislation is being finalized to bring MVD into Public Safety. The following are his views, in which I concur and to which I have no additions:

To alter the wording in AS 28.10.135 to require fully reflectorized plates will principally benefit law enforcement, but will require issuance of a new plate to each person presently having plates. Ken estimates costs at \$3/4 million, and will prepare a fiscal note on this (and other bills) and will send us copies.

On the second page of the bill, amendment is made to AS 28.10.200(b) (8), increasing fees to be levied, as is done with other fees in Sec. 200(b). However, Ken reports serious computer and definition problems with respect to "use" of pick-up trucks. If commercially used, the fee in (b) (8) applies; otherwise pick-up owners pay a different amount under (b) (4). Ken strongly (and preferably) recommends deletion of (b) (8) altogether; or striking any reference to commercial use in (b) (8) if that paragraph is retained.

Ken has another problem, again with the wording, in Sec. 360. He recommends deleting "Before operating or permitting --- or any highway" in lines 5 and 6 of page 3 of the bill (In effect, beginning the section with, "The transferee shall present ---"). The wording problem here arises with respect to operation on highways and the 20-day limitation on transfers imposed on line 16. People will attempt to evade payment of the required fees by saying, "I'm not operating on a highway" etc. Thus, the intent of the section is circumvented, and consistent and equal enforcement is not possible. Ken also recommends that the 20-day limitation be reduced to 10 days.

cc: Ken Simpson  
Motor Vehicle Division (Anchorage)

CITY OF  
ANCHORAGE



ALASKA

POST OFFICE BOX 409  
ANCHORAGE, ALASKA  
99510

*International*

*Polar air crossroads of the world*

November 19, 1974

Kenneth Simpson, Registrar  
Department of Revenue  
Motor Vehicle Section  
509 West Third Avenue  
Anchorage, Alaska 99501

RE: License Plates

Dear Sir:

A "plate year" issue of Alaska vehicle license plates in the near future could be of significant value to law enforcement and all citizens of our State.

Law enforcement's primary concern with license plates is the immediate means of vehicle identification they provide. Additional methods of checking vehicle identity are employed if the car or truck is stopped. However, the license plate remains as the first visible identifier. Accurate visual recognition of the plate is vital and the present alpha-numeric system, unfortunately, leads to greater possibility of error than some other established systems.

Currently many Alaska plates are confusing because of the profusion of alpha-numeric prefixes which can be misread, since some alpha characters are almost identical in design to similar numerals. Many of these combinations would inadvertently lead to the misconception that a truck plate was improperly affixed to a passenger vehicle.

The color combinations (and I doubt the necessity of more than one color scheme) presently in use are not sufficiently contrasting to enhance visibility. The reflective characters seem to be of minimal value -- only a perfectly maintained "new" plate having any meaningful reflectivity. The black and silver commercial plate is even less legible than the blue on yellow.

High color contrast, large characters in predictable quantities and locations through a standardized format, a fully reflectorized surface resistive to our peculiar weather conditions, and a high color contrast reflectorized annual validation tab are some elements that would provide a better license plate. Any of these factors would tend to eliminate the misreading of plates both by law enforcement personnel and private citizens, who often obtain license numbers of vehicles involved in incidents, accidents, traffic offenses and crimes.

License Plates  
November 19, 1974  
Page Two

A reflectorized license plate is a valuable safety feature for a vehicle stalled on a roadway during hours of darkness. However, the present method of achieving a reflectorized surface is not compatible with existing conditions. The reflector surface is extremely rough and seems almost porous, allowing dust, mud, ice and snow to strongly adhere. It seems that a "slick" or at least smoother surface would be easier to clean and might remain clean longer.

A reflectorized high color contrast annual validation tab, serially coded to a valid registration certificate, would be a good system for this necessary item. One tab, affixed to the rear plate in a specific location, would eliminate the current practice of "tab splitting" and assist law enforcement personnel in determining if a plate was valid. Currently it is often difficult to determine if a plate has been validated because the tab is not reflectorized and is not affixed to all plates in the same location.

The issuance of plates to a particular owner who will retain the plates would eliminate the swapping of plates in large, as well as further requiring the owner of a vehicle who sells a vehicle to immediately go to the Department of Motor Vehicles and have the vehicle re-registered and still retain his plates. When the owner purchases a new vehicle, he can re-register his new vehicle using the plates that were retained by him. At least the law enforcement agencies would have current information on who the owner of the plates are at the time a violation was committed.

Sincerely,



Charles G. Anderson  
Chief of Police

CGA/JL/amo

# STATE OF ALASKA

WILLIAM A. EGAN, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

JAMES P. WELLINGTON  
COMMISSIONER

DIVISION OF STATE TROOPERS

P.O. Box 6188 Annex  
Anchorage, AK 99502

October 28, 1974

Kenneth Y Simpson, Registrar  
Department of Revenue  
Motor Vehicle Section  
509 West Third Avenue  
Anchorage, Alaska 99501

Re: License Plates

Dear Mr. Simpson:

I would support any move for a new plate-year as being in the best interests of law enforcement. In my view, the license plate upon a motor vehicle can serve three purposes: to identify individual vehicles for the purposes of law enforcement and theft recovery; to confirm that the annual license fee has been paid, and that it was appropriate to the proper vehicle classification; and a retro-reflective license plate can serve as a safety feature for a disabled vehicle.

The present license plate is entirely inadequate in all regards. There is a bewildering display of letters, numbers, styles, colors, words, and duplications. The blue-on-yellow plate does not have bright color contrast for legibility. The attempt to retro-reflect the number/letter display was a cost saving tradeoff that failed any benefit. The black and white commercial plate, and the yellow and blue plate, cannot be quickly read, or identified, under any circumstances short of near perfect conditions. There are no surfaces left on the plate to stick more annual tabs.

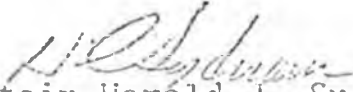
We need a good, clean, well contrasted plate with large letter/number display, hopefully entirely reflective, that is distinctive to classification, generally uniform to national trends, and designed for future annual tab additions.

K. Y. Simpson, Registrar  
October 28, 1974  
Page 2

We do not believe a single plate is sufficient. The only logical place to hang a single plate is upon the rear of the vehicle. In traffic, an officer is then only able to identify the vehicle directly ahead of him. All on-coming identification is disguised.

I believe that I have outlined the above recommendations for at least the past four years, sometimes in greater detail and with appropriate references.

Sincerely,

  
Captain Harold J. Sydnor  
Assistant to the Director

HJS:em

cc Colonel M. E. Dankworth  
Director

LOCATION	Jan. thru Nov. 1973	Jan. thru Nov. 1974	DIFFERENCE
ANCHORAGE	127,171	154,298	27,127
FAIRBANKS	31,990	39,952	7,962
JUNEAU	9,079	9,917	838
KETCHIKAN	6,190	7,586	1,396
KENE	747	787	40
SITKA	2,761	2,755	(6)
SEATTLE		692	699
MAINES	937	1,318	381
PETERSBURG	1,138	1,691	553
SKAGWAY	221	492	271
BRNA (8231) included in Fbx.			
CORDOVA	793	1,047	254
DELLINGHAM	307	383	76
GLENHALLEN	1,090	956	(134)
HOMER	1,931	2,023	92
KASTLOF (closed)	20		(20)
KENAI	5,885	5,543	(342)
KODIAK	4,479	4,768	289
KOTZESUE		85	85
PALMER	5,266	6,132	866
SEWARD	822	1,328	506
VALDEZ	592	963	371
SELWITNA		2,223	2,223
BETHEL	273	395	122
DELTA JUNCTION	1,553	1,614	61
NEENAH	300	613	313
TOK	908	847	(61)
WRANGELL (closed)	719		(719)
NAKNEK (closed)	14		(14)
	205,186	243,415 *	43,229

21% Increase

\* 243,415 Registration/Renewal count plus  
35,125 No-Charge Transfer Registrations  
equal 283,540 Total Registrations issued.

A. Dept. of Revenue, Division of Motor Vehicles

1. Federal Highway Safety regulations recommend uniformity in license plate numbering systems. Our continuance to ignore this may result in a loss of Federal Highway Funds.
2. The existing series of license plate numbers, in existence since 1970, has grown to many different combinations which has resulted in no systematic method of assignment or designation of plate series to identify proper registration of vehicles. (Attachment #1)
3. Varied license designations have been identified as one of the major obstacles in preparation of documents for acceptance into the Data Processing Motor Vehicle record system. (Attachment #1)
4. A 3 Numeric, 3 Alpha system would provide the Division with 15 million numbering combinations, and would make another full plate year virtually unnecessary. (Attachment #2)
5. In comparing 1973 with 1974, Alaska's number of vehicle registrations has increased by nearly 50,000. The present unsophisticated license numbering system must be updated to provide all requirements of lending institutions and law enforcement agencies in Alaska as well as the other 49 States, and to properly serve the needs of every Alaskan citizen. The prediction is that by 1979 Alaska will have 400,000 vehicles registered. (Attachment #3)

B. Law Enforcement

1. Law enforcement's primary concern with license plates is the rapid means of vehicle identification for the purpose of law enforcement and theft

recovery. Accurate visual recognition of the plate is vital and the present complex Alaska plate numbering system lends itself to being easily misread.

2. Other concerns of importance are to identify that proper annual license fees have been paid. The present license plate is less than satisfactory in all regards. (Attachment #4)

#### C. American Revolution Bicentennial Commission

1. The A.R.B.C. has been established to guide Americans in celebrating our heritage of liberty and to spearhead this great national birthday.

Graphic safety plates act as a sort of "mini traveling billboard" which portray our state's design with equal graphic impact both day and night. These Bicentennial "calling cards" will be highly visible wherever our state's registered vehicles travel. (Attachment #5)

2. The Division of Motor Vehicles has assured the Bicentennial commission full cooperation for input into the design of a new plate. (Attachment #6)

#### D. Public Safety

1. Full reflectivity for safety was the intent of legislation passed in the 1970 session, which has not been implemented to date because there has been no new plate issue since that time.

The beaded legend on the current Alaska plate is not sufficient area to be an effective safety reflector or improve legibility. Fully reflective plates being used in the other states has proven to be an effective accident reduction tool.

As you know, a reflective safety plate is a standard license plate with the background fully reflectorized with a material which is 200 times brighter than a painted surface. It can be seen by approaching drivers up to 2,000 feet away, and alerts them in time to avoid rear-end collisions. Other features and benefits of reflective safety plates and more information as to how it relates to Alaska's highways is detailed on the enclosed fact sheet. (Attachment #7)

The following are 4 alternative plans for your consideration showing the cost factors as well as the advantages and disadvantages of each plan.

COST ANALYSIS

Requirements for 260,000 vehicle registrations:

	<u>PLATES</u>	<u>POSTAGE</u>		<u>TOTAL</u>
Plan I Fully ReflectORIZED @ \$2.14 a pair	\$556.4	\$ 28.7	=	\$585.1
Plan II Beaded on embossed area @ \$1.14 a pair	323.3	28.7	=	352.0
Plan III 1 plate only fully reflectORIZED 30% off \$2.14 = \$1.15 each	390.0	14.3	=	404.3
Plan IV 1 plate only beaded 30% off \$1.14 = \$.80 each	208.0	14.3	=	222.3

RESULT:

		<u>DIFFERENCE</u>
Plan I	\$585.1	
Plan II	352.0	(233.1)
Plan III	404.3	(180.1)
Plan IV	222.3	(362.8)

PLAN I

Two plates fully reflectORIZED.

ADVANTAGES:

Dept. of Revenue - Meets all needs of identification of vehicles for Dept. of Revenue registration/title issuance responsibilities.  
Provides internal controls in preventing errors in Motor Vehicle records.

Law Enforcement - Uniform license plate numbering system facilitates rapid identification of vehicles for law enforcement.

vehicles for law enforcement.

- Safety - Fully reflectorized plates have been proven to substantially reduce night time rear-end collisions.
- Other - Provides means to adopt Bicentennial committee recommendations without additional cost. . . . .  
Conforms fully to legislative intent of A.S. 28.10.135 requiring reflectorized plates.

DISADVANTAGES:

Refer to Cost Analysis

PLAN II

Two plates reflectorized beading on embossed area only the same as used on current plates.

ADVANTAGES:

- Dept. of Revenue - Same advantages as Plan I
- Law Enforcement - Same advantages as Plan I
- Other - Bicentennial statement
- Costs - Refer to Cost Analysis

DISADVANTAGES:

- Safety - Reduction in reflectorized surface reduces safety factor

PLAN III

Single plate fully reflectorized.

ADVANTAGES:

- Dept. of Revenue - Same advantages as Plan I
- Law Enforcement - Same advantages as Plan I
- Safety - Same advantages as Plan I
- Other - Same advantages as Plan I
- Costs - Refer to Cost Analysis

DISADVANTAGES:

- Law Enforcement - Limits the ability to identify the

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LEGIBLY BECAUSE OF POOR QUALITY OF THE  
ORIGINAL.

license number of on-coming vehicles.

Law enforcement objections.

PLAN-IV

One plate, reflectorized beading on embossed area only  
the same as used on current plates.

ADVANTAGES:

Dept. of Revenue - Same advantages as Plan I

Law enforcement - Same advantages as Plan I

Other - Bicentennial statement

Costs - Refer to Cost Analysis

DISADVANTAGES:

Law Enforcement - Same disadvantages as Plan III

Safety - Same disadvantages as Plan II

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LEGIBLY BECAUSE OF POOR QUALITY OF THE  
ORIGINAL.

The U. S. Department of Transportation has recognized the inadequacy of Alaska's motor vehicle registration records system as it applies to the standards established by the National Highway Safety Act of 1971. A grant of \$54,375 has been received by the Alaska Department of Revenue to re-design its system to convert it from its present tape system to a disc based system for a more rapid access and retrieval of stored data.

A preliminary study of the existing system reflects numerous errors in the base information. These errors in the base information have been identified primarily as license numbers and vehicle serial numbers--the two basic means of identification of vehicles. Analysis of the reasons for the existing errors indicate three primary sources:

1. In converting from the manual system to the existing tape based computer system, the legibility of the source documents resulted in input errors.
2. The programming required to accommodate the unrelated series of license plate number combinations resulted in complex edit programs that reject correct input data and often accept incorrect data.
3. The number of license plate series has grown to 25 different combinations, each designating a class of vehicle. These series run from one numeral to seven numerals, to a combination of two letters and four numerals with some series duplicating others. No systematic method of assignment or designation of plate series to identify proper registration of vehicles for regulatory purposes exists. The development of a conceptual design for a more efficient system providing for rapid access and retrieval of stored data, without the capability of obtaining accurate and factual information limits the effectiveness of the project for which the grant was received.

#### OPERATIONAL PROBLEMS EXPERIENCED IN CURRENT PLATE NUMBERING SYSTEM

1. Partial license number inquiries into the existing Motor Vehicle system are accepted as valid numbers since the numbering series of 1 to 7 digits are all acceptable. Only when additional information such as the serial number and make is available, can the system verify the validity of the information inquiry.
2. Many applications with incorrect license number must now be processed through the entire work flow to be identified as "incorrect" due to the lack of planned designation of series of plates to classes of vehicles.
3. Complex edit programs now tend themselves to reject valid input data and upon occasions accepting incorrect data.
4. Clerical coding errors result from inability to readily identify the existing license plate designations to classes and types of vehicles.
5. Incorrect vehicle data input through generation of a "new record" results from "forcing" exceptions to program edits.

## OPERATIONAL IMPROVEMENTS THROUGH A NEW PLATE YEAR

1. Applications or inquiries with partial license numbers can be identified at the first operation in the workflow, thus eliminating processing through the entire workflow. Six character plates will preclude attempted processing of work with partial license numbers.
2. Immediate identification of an incorrect license number can be made when the license number given designates a different class of vehicle.
3. More effective computer program edits without the existing complexities can be gained without the necessity of re-working and re-submitting applications.
4. Clerical errors in vehicle class coding can be materially reduced with the less complex license number designation system.
5. More effective controls can be gained to prevent the input of erroneous vehicle data into the motor vehicle system.

## BENEFITS TO REGULATORY AGENCIES

1. Ready identification of the proper registration of vehicles. (Plates issued prior to mid 1973 provided no space for tabs. Indiscriminate placement of validation tabs have distorted configuration of license numbers.)
2. Immediate identification of partial plate numbers.
3. Less complex method of "searching out" a valid license number when only a partial number is available for investigation.

# MEMORANDUM

# State of Alaska

TO: Charles Pyles, Director  
Division of Motor Vehicle  
Department of Revenue

DATE: January 13, 1975

FILE NO:

TELEPHONE NO:

FROM: Dale G. Griggs, Asst. Director  
Division of Data Processing  
Department of Administration



SUBJECT:

Motor Vehicle Plate Year

In our discussions of an On-line Motor Vehicle Registration and Title system for your division, I always assumed there would be a new plate year for 1976. The advantages of an On-line Data Processing system will be diminished if we must retain the numbering systems presently used in the Motor Vehicle file.

In an On-line system, many users are contending for the computer. We presently experience an average of 3,700 on-line transactions per day and this is expected to increase by one hundred percent by January, 1976. Sixty percent of all transactions are processed between the hours of 8:00 A.M. and 4:30 P.M. which means the computer will be processing approximately 5,000 transactions during the prime day shift hours.

Because of the high volume projected, we must make every On-line system as efficient as possible to prevent extreme degradation of response time. If there is not a new plate year, we will have to remove the edits of the plate number versus the vehicle type code. There are presently extensive edits to insure the plate number is within a valid range for the type of vehicle. This will not be feasible in the projected On-line system and will result in some inaccuracies in the Motor Vehicle file.

The present plate numbers overlap which causes duplicate plate number. For example, CB123 can be a passenger vehicle or a commercial bus. Duplicate numbers cause us considerable grief because we must use an additional identifier to insure the correct Motor Vehicle record is being accessed.

If a new plate year is granted for 1976, we will be able to store the plate number in six characters rather than seven, which will save 300,000 characters of on-line disk storage. It will require approximately 90,000,000 characters of on-line disk storage to store the Motor Vehicle file at a cost of approximately \$1500.00 per month. Any savings in the amount of storage required can be significant.

The last area I want to mention is operator confusion. The present plate numbers vary from one character to seven characters, some with leading zeros, some without leading zeros. In a data processing application, the numbers entered must match exactly the numbers stored on the Motor Vehicle file. To a computer, the number A123 is not the same number as A00123 and the computer would not be able to find the record on the file. Law Enforcement Agencies have had considerable difficulty when recording stolen vehicles because of the various numbering systems.

DGG/jg

Budgeting be requested for replacement of all outstanding license plates, other than personalized plates and those assigned to individuals, in the 1976 registration year and a 6 digit license plate numbering system be adopted to provide for a permanent numbering system.

Reasons:

The existing series of license plates have been in existence since 1970 with design and numbering format that has resulted in 25 varied designations of license plates, Exhibit J. Duplication in the designation of identical license numbers, namely passenger vehicles and commercial buses, passenger vehicles and farm trucks, passenger vehicles and for-hire vehicles, motor cycles, passenger vehicle and trucks, etc., have resulted. The varied designations of license plates have been identified as one of the major obstacles in the preparation of applications for data processing. A review of applications prior to input and those applications rejected in the machine edits reflect errors in license number or class code to be the major error factor requiring extensive rework.

Recommended Series:

000AAA - 999ZZZ	Passenger vehicles
000GAA - 9999ZZ	Trucks
00000A - 99999Z	Trailers
000000 - 999999	Motorcycles

The reverse order of the usual alpha-numeric order is recommended to avoid duplication of plates currently in use.

Distinctive license plates for amateur radio, legislators, historic vehicles, dealers, personalized plates, consuls and judicial plates which are limited in number would be manufactured in a design and a series other than recommended above.

Taxicabs, commercial busses, Sunday School busses could be issued a given series within the passenger plates group, ie., 000ZZA - 999ZZZ. The same could apply to ATC trucks, commercial trailers, etc., 0000ZA to 9999ZZ for ATC trucks. Exempt vehicles might be assigned the series starting with 000XXA.

The recommended series of licenses will provide for a permanent license numbering system which will enable the division to establish ease of assignment and accountability for such plates.

The series will provide for the greatest number of license registrations without duplication or a change in the design. The alphabetic letters "I", "O", and "Q" should not be used in the third position since such letters can readily be misinterpreted as the numerals 1 or 0. In the

Manufacturing of the automobile license plate series, objectionable combinations such as ASS, GOD, PIG, DUM, HUT, CAD, should not be used. (Studies made of such objectionable combinations are available from states now using the numbering series.)

The use of a combination of 6 digits, letters and numerals, will provide for a style of lettering or numbering and size best suited for ease of legibility and identification.

A tangent benefit that can be derived from this recommendation is that it will provide for identifying incomplete license numbers when registering and processing vehicles by means of the data processing systems.

After eliminating the use of the letters, "I", "O", and "Q" in the third position of license plate series, the gross number of different combinations available for each series would be:

Passenger	3 Numerals and 3 Letters	15,353,000
Truck	2 Numerals and 4 Letters	5,290,000
Trailers	1 Numeral and 5 Letters	2,300,000
Motorcycles	6 Numerals	1,000,000

By reversing the order and by using the numerals first, followed by the alphabetic letters, except in the motorcycle series, the number of license plate combinations without duplication could be doubled. (Refer to AAMVA publication, "A Uniform Numbering System.")

PASSENGER

- 1. FIVE (5) NUMERIC  
1 - 99999
- 2. ONE (1) ALPHA, FOUR (4) NUMERIC  
A1 - A9999  
B1 - B9999  
C1 - C9999  
D1 - D9999  
E1 - E9999  
G1 - G9999  
K1 - K9999  
L1 - L9999  
M1 - M9999

LIGHT TRUCKS

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FIVE (5) NUMERIC  
LTL - 99999

IT IS POSSIBLE FOR LIGHT TRUCKS (PICKUPS) TO DISPLAY TRUCK PLATES, WHICH IS LEGAL

TRUCK

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FIVE (5) NUMERIC  
TK1 - 99999

MOTORCYCLE

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FIVE (5) NUMERIC  
MCL - 99999

TRAILER (SMALL, ie. CAMP BOAT ETC.)

- 1. TWO ALPHA AND FROM ONE (1) TO FIVE (5) NUMERIC  
TRL - 99999

COMMERCIAL TRAILER (LARGE ie SEMI ETC)

- 1. TWO ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
CTL - 9999

FARM

- 1. ONE (1) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
F1 - 9999

OFF HIGHWAY

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
OHL - 9999

FOR HIRE

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
FHL - 9999

COMMERCIAL BUS

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
CBL - 9999

GOVERNMENT EXEMPT

- 1. ONE (1) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
X1 - 9999

SUNDAY SCHOOL BUS

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
SS1 - 9999

PERSONALITY

- 1. ALL LETTERS OR COMBINATION OF ALPHA AND NUMERIC NOT TO EXCEED SIX (6) DIGITS

CALL LETTERS (RUSH RADIO)

- 1. TWO DIGITATES ALASKA FOLLOWING THE KLT CAN BE FROM ONE (1) TO THREE (3) ALPHA.

- 1. TWO (2) ALPHA (1) TO THREE (3) NUMERICAL. NOT FOR HIGHWAY USE.

- 1. TWO ALPHA AND FROM TWO (2) TO FIVE (5) NUMERIC  
AT NUMBER OR NUMBERING LETTER OF DASH DESIGNATES DEALER TO WHOM

THE FOLLOWING CHANGE IN NUMBERING SYSTEM WILL BEGIN TO BE PHASED IN IN 1974. COLOR: GOLD BACKGROUND WITH BLUE NUMERALS AND ALPHA. EXCEPT: TRUCKS AND BUSES REQUIRING WEIGHT FEES WILL HAVE BLACK BACKGROUND WITH SILVER NUMERALS AND ALPHA.

PASSENGER

1. TWO (2) ALPHA AND THREE (3) NUMERIC BEGINNING WITH AA 100

LIGHT TRUCK

1. TRUCKS AND BUSES NOT REQUIRING WEIGHT FEES

TWO (2) ALPHA AND FOUR (4) NUMERIC BEGINNING WITH AA-1000

TRUCKS AND BUSES REQUIRING WEIGHT FEES

1. TWO (2) ALPHA AND FOUR (4) NUMERIC BEGINNING WITH MA-1000

COLOR: Black BACKGROUND WITH SILVER LETTERS AND NUMERALS

TRAILER (SMALL) (CAMP, BOAT, UTILITY, ETC.)

1. ONE (1) ALPHA AND FIVE (5) NUMERIC BEGINNING WITH T-10000

COMMERCIAL TRAILER (LARGE) (SEMI, ETC.)

1. ONE (1) ALPHA AND FIVE (5) NUMERIC BEGINNING WITH C-10000

MOTORCYCLE

1. ONE (1) ALPHA AND FIVE (5) NUMERIC BEGINNING WITH H27-001

FOR HIRE, FARM, OFF HIGHWAY, SUNDAY SCHOOL BUS

1. TWO (2) ALPHA AND FOUR (4) NUMERIC BEGINNING WITH ZA-1000

GOVERNMENT EXEMPT

1. TWO (2) ALPHA AND FOUR (4) NUMERIC BEGINNING WITH XA-1000

NO CHANGE IN THE FOLLOWING:

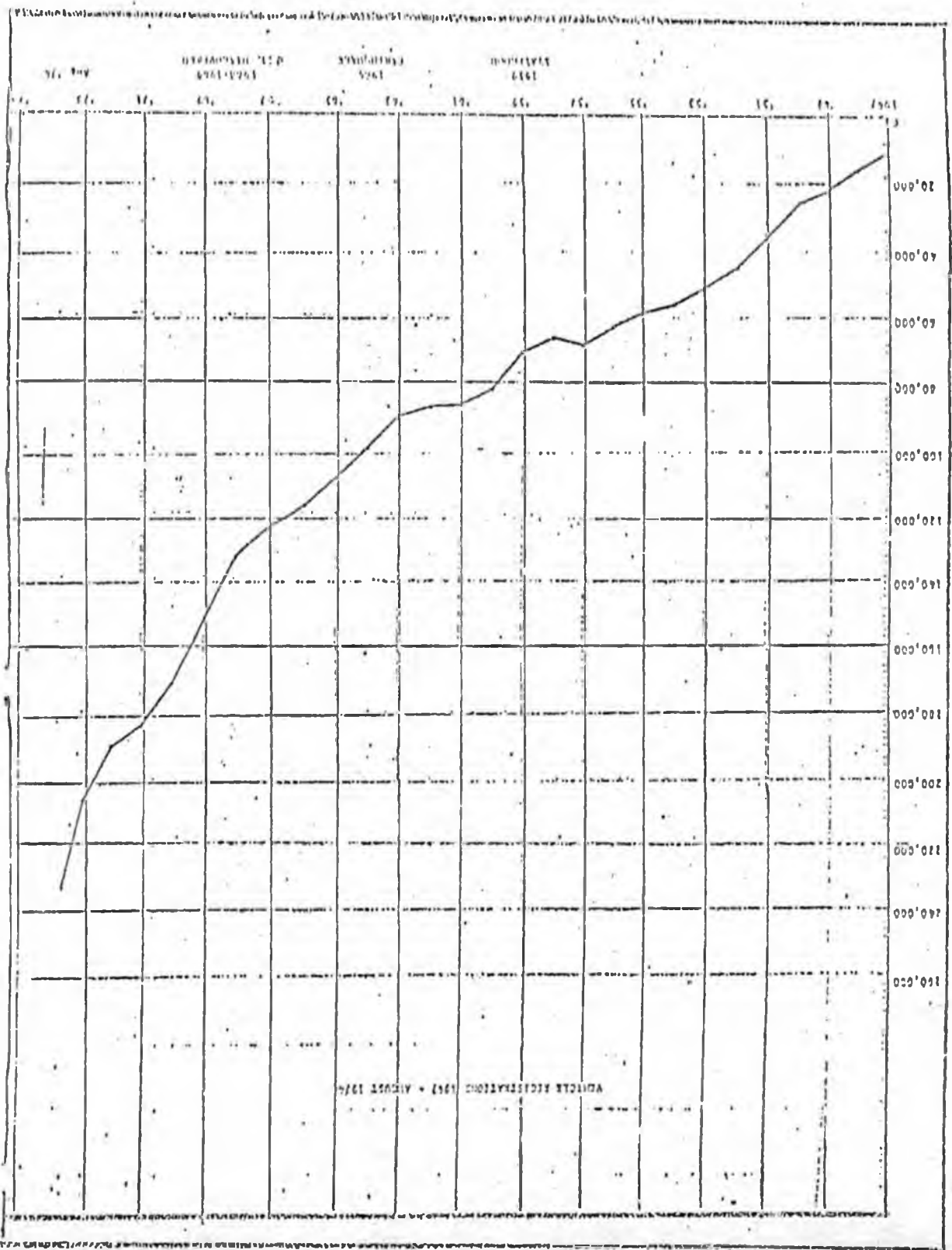
PERSONALIZED

CALL LETTER

HISTORICAL

DEALER

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1 - AUG. 1974  
 REGISTRATION  
 MILE

VEHICLE REGISTRATION 1924 - AUGUST 1974

232,309

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SEATTLE		699	699
WAINES	937	1,318	381
PETERSBURG	1,138	1,691	553
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	205,186	248,415 *	43,229

21% Increase

\* 248,415 Registration/Renewal count plus  
35,125 No-Charge Transfer Registrations  
equal 283,540 Total Registrations issued.

License Plates  
November 19, 1974  
Page Two

A reflectorized license plate is a valuable safety feature for a vehicle stalled on a roadway during hours of darkness. However, the present method of achieving a reflectorized surface is not compatible with existing conditions. The reflector surface is extremely rough and seems almost porous, allowing dust, mud, ice and snow to strongly adhere. It seems that a "slick" or at least smoother surface would be easier to clean and might remain clean longer.

A reflectorized high color contrast annual validation tab, serially coded to a valid registration certificate, would be a good system for this necessary item. One tab, affixed to the rear plate in a specific location, would eliminate the current practice of "tab splitting" and assist law enforcement personnel in determining if a plate was valid. Currently it is often difficult to determine if a plate has been validated because the tab is not reflectorized and is not affixed to all plates in the same location.

The issuance of plates to a particular owner who will retain the plates would eliminate the swapping of plates in large, as well as further requiring the owner of a vehicle who sells a vehicle to immediately go to the Department of Motor Vehicles and have the vehicle re-registered and still retain his plates. When the owner purchases a new vehicle, he can re-register his new vehicle using the plates that were retained by him. At least the law enforcement agencies would have current information on who the owner of the plates are at the time a violation was committed.

Sincerely,



Charles G. Anderson  
Chief of Police

CGA/JL/amo

FISCAL NOTE

First Session - Ninth Legislature

I. REQUEST

Bill No. HB 216

Title: Motor Vehicle Licenses

Requested by: House Commerce Committee

Date: March 6, 1975

Return Date Requested: March 6, 1975

Agency: Revenue

Program: Motor Vehicle

II. FISCAL DETAIL

Budget Request Unit(s) Affected:

A. EXPENDITURES: (Thousands of dollars)

OBJECT	FY 75	FY 76	FY 77	FY 78	FY 79	FY 80
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL		487.9	185.0	213.0	245.0	282.0
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL		487.9	185.0	213.0	245.0	282.0

B. FUNDING: (Thousands of dollars)

GENERAL FUND		487.9	185.0	213.0	245.0	282.0
FEDERAL FUNDS						
OTHER						

C. POSITIONS:

PERMANENT/TEMPORARY	/	/	/	/	/	/
MAN MONTHS (P./T.)	/	/	/	/	/	/

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

See attached analysis.

IV. ATTACHMENTS

See attached comments.

V. DATE: March 6, 1975

PREPARED BY:



P. A. Wall

Director  
Administrative Services

Original: Legislative Finance  
cc: Budget and Management  
Prime Sponsor (First Legislator Named)

ADDITIONAL CONTRACTUAL COST:

260,000 plates at \$1.65	429.0
Postage over and above normal request est. 25% of full plate distribution 25% X 260,000 X \$.40 each (3rd class)	30.0
Freight drop shipments	6.0
EDP system analysis 3 months	9.9
EDP programming 6 months	11.8
Supplies	<u>1.2</u>
TOTAL	487.9

EDP costs include procedures and computer program revisions to provide for processing the new fee schedules and assignment of plate number series.

ADDITIONAL COST vs. ADDITIONAL INCOME:

	76	77	78	79	80
Income	2366.0	2603.0	2863.0	3149.0	3464.0
Cost	<u>487.9</u>	<u>185.0</u>	<u>213.0</u>	<u>245.0</u>	<u>282.0</u>
Difference	1878.1	2418.0	2650.0	2904.0	3182.0

10% growth in license plates assumed after impact year 1975.  
 15% cost increase for inflation assumed each year.

Reduction of cost in FY 75 represents difference between full plate year and renewal with validation tabs and supplemental plate issue for new registrations.

V. DATE: March 6, 1975

PREPARED BY: P. A. Wall  
 Director  
 Administrative Services

Original: Legislative Finance  
 Budget and Management

The State of Alaska

COMMENTS:

Line 12, page 1 contains a plate issue year of 1972. The current plate issue began in 1970. The year should probably be 1976 with the assumption that the department will implement an entire new issue if the required funds are appropriated.

The department would prefer not to include commercial vehicles in the rate increase this year. Alaska commercial fees are considerably below the western states average. We are planning to recommend an equitable commercial fee structure to the 1976 Legislature. The fiscal effect of deleting the commercial vehicle increase (line 23, page 1 thru line 7, page 2) is a decrease in anticipated income of \$216,750 (21,675 commercial vehicles X \$10).

Except for the inclusion of commercial vehicles, the department supports HB 216.

V. DATE: March 6, 1975

PREPARED BY: *P. A. Wall* P. A. Wall

Director  
Administrative Services

Budgeting be requested for replacement of all outstanding license plates, other than personalized plates and those assigned to individuals, in the 1975 registration year and a 6 digit license plate numbering system be adopted to provide for a permanent numbering system.

Reasons:

The existing series of license plates have been in existence since 1970 with design and numbering format that has resulted in 25 varied designations of license plates, Exhibit J. Duplication in the designation of identical license numbers, namely passenger vehicles and commercial buses, passenger vehicles and farm trucks, passenger vehicles and for-hire vehicles, motor cycles, passenger vehicle and trucks, etc., have resulted. The varied designations of license plates have been identified as one of the major obstacles in the preparation of applications for data processing. A review of applications prior to input and those applications rejected in the machine edits reflect errors in license number or class code to be the major error factor requiring extensive rework.

Recommended Series:

000AAA - 999ZZZ	Passenger vehicles
000GAA - 9999ZZ	Trucks
00000A - 99999Z	Trailers
000000 - 999999	Motorcycles

The reverse order of the usual alpha-numeric order is recommended to avoid duplication of plates currently in use.

Distinctive license plates for amateur radio, legislators, historic vehicles, dealers, personalized plates, consuls and judicial plates which are limited in number would be manufactured in a design and a series other than recommended above.

Taxicabs, commercial busses, Sunday School busses could be issued a given series within the passenger plates group, ie., 000ZZA - 999ZZZ. The same could apply to ATC trucks, commercial trailers, etc., 0000ZA to 9999ZZ for ATC trucks. Exempt vehicles might be assigned the series starting with 000XXA.

The recommended series of licenses will provide for a permanent license numbering system which will enable the division to establish ease of assignment and accountability for such plates.

The series will provide for the greatest number of license registrations without duplication or a change in the design. The alphabetic letters "I", "O", and "Q" should not be used in the third position since such letters can readily be misinterpreted as the numerals 1 or 0. In the

Manufacturing of the automobile license plate series, objectionable combinations such as ASS, GOD, PIG, DUM, HUT, CAD, should not be used. (Studies made of such objectionable combinations are available from states now using the numbering series.)

The use of a combination of 6 digits, letters and numerals, will provide for a style of lettering or numbering and size best suited for ease of legibility and identification.

A tangent benefit that can be derived from this recommendation is that it will provide for identifying incomplete license numbers when registering and processing vehicles by means of the data processing systems.

After eliminating the use of the letters, "I", "O", and "Q" in the third position of license plate series, the gross number of different combinations available for each series would be:

Passenger	3 Numerals and 3 Letters	15,353,000
Truck	2 Numerals and 4 Letters	5,290,000
Trailers	1 Numeral and 5 Letters	2,300,000
Motorcycles	6 Numerals	1,000,000

By reversing the order and by using the numerals first, followed by the alphabetic letters, except in the motorcycle series, the number of license plate combinations without duplication could be doubled. (Refer to AAMVA publication, "A Uniform Numbering System.")

PASSENGER

- 1. FIVE (5) NUMERIC  
1 - 99999
- 2. ONE (1) ALPHA, FOUR (4) NUMERIC  
A1 - 9999  
B1 - 9999  
C1 - 9999  
D1 - 9999  
E1 - 9999  
G1 - 9999  
K1 - 9999  
L1 - 9999  
N1 - 9999

LIGHT TRUCKS

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FIVE (5) NUMERIC  
LT1 - 99999

IT IS POSSIBLE FOR LIGHT TRUCKS (PICKUPS) TO DISPLAY TRUCK PLATES, WHICH IS LEGAL

TRUCK

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FIVE (5) NUMERIC  
TK1 - 99999

MOTORCYCLE

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FIVE (5) NUMERIC  
MC1 - 99999

TRAILER (SMALL, ie. CAMP BOAT ETC.)

- 1. TWO ALPHA AND FROM ONE (1) TO FIVE (5) NUMERIC  
TR1 - 99999

COMMERCIAL TRAILER (LARGE ie SEMI ETC)

- 1. TWO ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
CT1 - 9999

FARM

- 1. ONE (1) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
F1 - 9999

OFF HIGHWAY

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
OH1 - 9999

FOR HIRE

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
FH1 - 9999

COMMERCIAL BUS

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
CB1 - 9999

GOVERNMENT EXEMPT

- 1. ONE (1) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
X1 - 9999

SUNDRY SCHOOL BUS

- 1. TWO (2) ALPHA AND FROM ONE (1) TO FOUR (4) NUMERIC  
SS1 - 9999

PERSONALITY

- 1. ALL ALPHA OR COMBINATION OF ALPHA AND NUMERIC NOT TO EXCEED SIX (6) DIGITS

CALL LETTERS (HIGI RADIO)

- 1. K1 DESIGNATES ALASKA FOLLOWING THE K17 CAN BE FROM ONE (1) TO THREE (3) ALPHA.

HIGHWAY USE

- 1. TWO (2) ALPHA (1) TO THREE (3) NUMERICAL. NOT FOR HIGHWAY USE.

TRUCK

- 1. TWO ALPHA AND FROM TWO (2) TO FIVE (5) NUMERIC  
ALL NUMBER OR NUMBERING LINE OF BASH DESIGNATES DESIGN TO WHOM

THE FOLLOWING CHANGE IN NUMBERING SYSTEM WILL BEGIN TO BE PHASED IN IN 1974. COLOR: GOLD BACKGROUND WITH BLUE NUMERALS AND ALPHA. EXCEPT: TRUCKS AND BUSES REQUIRING WEIGHT FEES WILL HAVE BLACK BACKGROUND WITH Silver NUMERALS AND ALPHA.

PASSENGER

1. TWO (2) ALPHA AND THREE (3) NUMERIC BEGINNING WITH AA 100

LIGHT TRUCK

1. TRUCKS AND BUSES NOT REQUIRING WEIGHT FEES

TWO (2) ALPHA AND FOUR (4) NUMERIC BEGINNING WITH AA-1000

TRUCKS AND BUSES REQUIRING WEIGHT FEES

1. TWO (2) ALPHA AND FOUR (4) NUMERIC BEGINNING WITH MA-1000  
COLOR: Black BACKGROUND WITH Silver LETTERS AND NUMERALS

TRAILER (SMALL) (CAMP, BOAT, UTILITY, ETC.)

1. ONE (1) ALPHA AND FIVE (5) NUMERIC BEGINNING WITH T-10000

COMMERCIAL TRAILER (LARGE) (SEMI, ETC.)

1. ONE (1) ALPHA AND FIVE (5) NUMERIC BEGINNING WITH C-10000

MOTORCYCLE

1. ONE (1) ALPHA AND FIVE (5) NUMERIC BEGINNING WITH M27-001

FOR HIRE, FARM, OFF HIGHWAY, SUNDAY SCHOOL BUS

1. TWO (2) ALPHA AND FOUR (4) NUMERIC BEGINNING WITH ZA-1000

GOVERNMENT EXEMPT

1. TWO (2) ALPHA AND FOUR (4) NUMERIC BEGINNING WITH XA-1000

NO CHANGE IN THE FOLLOWING:

PERSONALIZED  
CALL LETTER  
HISTORICAL  
DEALER

THE FOLLOWING DOCUMENT(S) MAY NOT FILM  
LEGIBLY BECAUSE OF POOR QUALITY OF THE  
ORIGINAL.

LOCATION	Jan. thru Nov. 1973	Jan. thru Nov. 1974	DIFFERENCE
ANCHORAGE	127,171	154,298	27,127
FAIRBANKS	31,990	39,952	7,962
JUNEAU	9,079	9,917	838
KETCHIKAN	6,190	7,536	1,396
NOHE	747	787	40
SITKA	2,761	2,755	(6)
SEATTLE		699	699
WAINES	937	1,318	381
PETERSBURG	1,138	1,691	553
SKAGWAY	221	492	271
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# STATE OF ALASKA

WILLIAM A. EGAN, GOVERNOR

DEPARTMENT OF PUBLIC SAFETY

JAMES P. WELLINGTON  
COMMISSIONER

DIVISION OF STATE TROOPERS

P.O. Box 6188 Annex  
Anchorage, AK 99502

October 28, 1974

Kenneth Y Simpson, Registrar  
Department of Revenue  
Motor Vehicle Section  
509 West Third Avenue  
Anchorage, Alaska 99501

Re: License Plates

Dear Mr. Simpson:

I would support any move for a new plate-year as being in the best interests of law enforcement. In my view, the license plate upon a motor vehicle can serve three purposes: to identify individual vehicles for the purposes of law enforcement and theft recovery; to confirm that the annual license fee has been paid, and that it was appropriate to the proper vehicle classification; and a retro-reflective license plate can serve as a safety feature for a disabled vehicle.

The present license plate is entirely inadequate in all regards. There is a bewildering display of letters, numbers, styles, colors, words, and duplications. The blue-on-yellow plate does not have bright color contrast for legibility. The attempt to retro-reflect the number/letter display was a cost saving tradeoff that failed any benefit. The black and white commercial plate, and the yellow and blue plate, cannot be quickly read, or identified, under any circumstances short of near perfect conditions. There are no surfaces left on the plate to stick more annual tabs.


We need a good, clean, well contrasted plate with large letter/number display, hopefully entirely reflective, that is distinctive to classification, generally uniform to national trends, and designed for future annual tab additions.

K. Y. Simpson, Registrar  
October 28, 1974  
Page 2

We do not believe a single plate is sufficient. The only logical place to hang a single plate is upon the rear of the vehicle. In traffic, an officer is then only able to identify the vehicle directly ahead of him. All on-coming identification is disguised.

I believe that I have outlined the above recommendations for at least the past four years, sometimes in greater detail and with appropriate references.

Sincerely,

  
Captain Harold J. Sydnam  
Assistant to the Director

HJS:em

cc Colonel M. E. Dankworth  
Director



CITY OF  
ANCHORAGE



ALASKA

*International*

*largest air crossroads of the world*

November 19, 1974

POST OFFICE BOX 400  
ANCHORAGE, ALASKA  
99510

Kenneth Simpson, Registrar  
Department of Revenue  
Motor Vehicle Section  
509 West Third Avenue  
Anchorage, Alaska 99501

RE: License Plates

Dear Sir:

A "plate year" issue of Alaska vehicle license plates in the near future could be of significant value to law enforcement and all citizens of our State.

Law enforcement's primary concern with license plates is the immediate means of vehicle identification they provide. Additional methods of checking vehicle identity are employed if the car or truck is stopped. However, the license plate remains as the first visible identifier. Accurate visual recognition of the plate is vital and the present alpha-numeric system, unfortunately, leads to greater possibility of error than some other established systems.

Currently many Alaska plates are confusing because of the profusion of alpha-numeric prefixes which can be misread, since some alpha characters are almost identical in design to similar numerals. Many of these combinations would inadvertently lead to the misconception that a truck plate was improperly affixed to a passenger vehicle.

The color combinations (and I doubt the necessity of more than one color scheme) presently in use are not sufficiently contrasting to enhance visibility. The reflective characters seem to be of minimal value -- only a perfectly maintained "new" plate having any meaningful reflectivity. The black and silver commercial plate is even less legible than the blue on yellow.

High color contrast, large characters in predictable quantities and locations through a standardized format, a fully reflectorized surface resistive to our peculiar weather conditions, and a high color contrast reflectorized annual validation tab are some elements that would provide a better license plate. Any of these factors would tend to eliminate the misreading of plates both by law enforcement personnel and private citizens, who often obtain license numbers of vehicles involved in incidents, accident traffic offenses and crimes.

License Plates  
November 19, 1974  
Page Two

A reflectorized license plate is a valuable safety feature for a vehicle stalled on a roadway during hours of darkness. However, the present method of achieving a reflectorized surface is not compatible with existing conditions. The reflector surface is extremely rough and seems almost porous, allowing dust, mud, ice and snow to strongly adhere. It seems that a "slick" or at least smoother surface would be easier to clean and might remain clean longer.

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Sincerely,



Charles G. Anderson  
Chief of Police

CGA/JL/aino

# MEMORANDUM

TO: Charles A. Smith  
Federal Projects Coordinator  
Alaska Traffic Safety Bureau

DATE: February 28, 1975

FROM: Dennis Robertson  
Consultant

SUBJECT: HB 216

Since this bill is focused on motor vehicle licenses, I called Ken Simpson (Registrar) to ascertain MVD's views on this bill as approved draft legislation is being finalized to bring MVD into Public Safety. The following are his views, in which I concur and to which I have no additions:

To alter the wording in AS 28.10.135 to require fully reflectorized plates will principally benefit law enforcement, but will require issuance of a new plate to each person presently having plates. Ken estimates costs at \$3/4 million, and will prepare a fiscal note on this (and other bills) and will send us copies.

On the second page of the bill, amendment is made to AS 28.10.200(b)(8), increasing fees to be levied, as is done with other fees in Sec. 200(b). However, Ken reports serious computer and definition problems with respect to "use" of pick-up trucks. If commercially used, the fee in (b)(8) applies; otherwise pick-up owners pay a different amount under (b)(4). Ken strongly (and preferably) recommends deletion of (b)(8) altogether; or striking any reference to commercial use in (b)(8) if that paragraph is retained.

Ken has another problem, again with the wording, in Sec. 360. He recommends deleting "Before operating or permitting --- on any highway" in lines 5 and 6 of page 3 of the bill (in effect, beginning the section with, "The transferee shall present ---"). The wording problem here relates with respect to operation on highways and the 20-day limitation on transfer imposed on line 16. People will attempt to evade payment of the required fees by saying, "I'm not operating on a highway" etc. Thus, the intent of the section is circumvented, and consistent and equal enforcement is not possible. Ken also recommends that the 20-day limitation be reduced to 10 days.

cc: Ken Simpson  
Motor Vehicle Division (Anchorage)