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IN THE LEGISLATURE OF THE STATE OF ALASKA

TWELFTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act relating to permits for overweight vehicles."

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

\* Section 1. AS 19.10.060 is amended by adding a new paragraph to read:

(2) issue special written permits authorizing the operation of overweight vehicles;

\* Sec. 2. AS 19.10.060 is amended by adding a new paragraph to read:

*places it in DOT/PP*  
(4) operate motor vehicle weighing stations and establish regulations for the enforcement of size, weight, and load limitations.

\* Sec. 3. AS 28.05.011(8) is repealed.

*Note: 19.10.040 (2) was repealed by AS Ch 144, SLA '77*

*Chapter 10 relates to State Highway System*



# ROGERS & BABLER

A Division of Earth Resources  
Company of Alaska

1301 East 64th Avenue, Anchorage, Alaska 99502

Phone: (907) 344-4547



January 26, 1981

Associated General Contractors  
134 North Franklin Street  
Juneau, Ak. 99801

Attn: Jean Kline

Dear Jean:

We have not had many problems obtaining trip permits from the Anchorage office. However, we can go to Palmer and obtain a permit to road a 988 Caterpillar Loader with bucket from Palmer to Chugiak. But we cannot get a like permit from the Anchorage Office. They make us remove the bucket. This is very costly to remove the bucket and some organizations do not have any lifting capabilities at the location where they would have to reinstall the bucket. Another rig would have to be hired just increasing costs to all. Some Contractors are required to remove rippers from tractor dozers. We don't think this is necessary, just an additional cost.

As far as the scales go here in Anchorage, everybody has problems. As an example: 1) We will obtain a permit to move a piece of equipment and when we get to the scale if we are off on one axle weight, but the total axles are okay, they can jerk the permit then issue a ticket for not having a permit and another ticket for being over weight. We had to go to court on this example and one of the tickets was resended. 2) Another problem is that the D.O.T. Highways require the Contractors to weigh the loads on a scale with sufficient length that the total rig is weighed at one time. Then when the rig arrives at the scale, individual axles are weighed and if one axle is over then a ticket is issued. One inspector made a driver shift 500#'s of gravel because one axle was over but the total weight was okay. We have had the same truck & trailer inspected 3 times in a single day, taking a lot of time and costing at least \$60.00 to \$70.00 per hour. That is \$1.00 per minute.

They also require the Contractors to have identification signs on their trucks. The letters are to be 2½" in size. If you look at the DOT, Municipality, and the ARR trucks, their letters on their trucks are not 2½" in size. They are smaller.

We are not against safety, but believe the inspections are carried too far. In fact the legislature voted out the car inspections but still all trucks have to have all glass, lights, horn, wipers, & etc. in perfect condition at all times.

A.G.C.

January 26, 1981

Page 2 of 2

Some times when it is raining heavy we loose light bulbs in marker and tail lights. A ticket is issued if they burn out during the day.

Truckers are refusing to quote the Contractors by the ton haul from Eagle River, Chugiak or Eklutna due to the harassment at the scales. Assuming that 150,000 tons of aggregate is hauled into Anchorage the price has increased at least \$1.00 per ton due to the harassment. This is costing the D.O.T., Municipality and other agencies in additional dollars which we all are forced to pay our share. The trucking industry doesn't care about permits, harassment, and etc. because they pass the costs on to the consumer.

Hope this helps you.

Very truly yours,

ROGERS & BABLER



Ted R. Cadman  
Operations Manager

TRC/fmc

# H & H Trucking Company

P. O. BOX 10-777 · ANCHORAGE, ALASKA 99511 · PHONE 344-0993

February 7, 1981

Senator Bill Ray  
Senate Transportation Commission  
Pouch V  
Juneau, Alaska 99811

Dear Senator Ray:

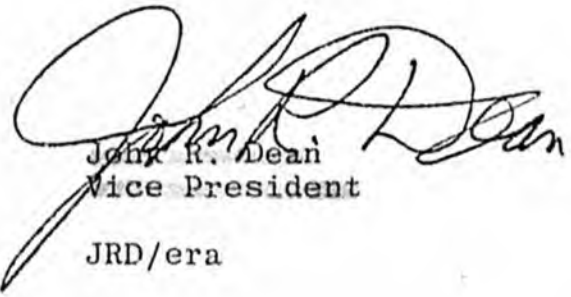
I would like to take this opportunity to thank you and the other members of the committee for your genuine interest of the problems facing transportation of sand and gravel in the State of Alaska. As I testified before your committee, the double standards that we must satisfy are impossible to comply with because of the strict enforcement of the Department of Transportations' unit weight policies and the State Troopers' axle weight policies. It is not that the sand and gravel truckers are trying to circumvent the law, it is just an impossibility to serve two masters with total loyalty to both.

It was exceedingly gratifying to encounter a branch of government that is genuinely interested in the problems facing its constituents.

Thank you again for my opportunity to testify. I stand ready to do anything that would help correct this problem.

Sincerely,

H & H TRUCKING



John R. Dean  
Vice President

JRD/era

✓ cc: Jean Kline  
Alaska Chapter - AGC



# M-B CONTRACTING CO., INC.

7101 Debarr Rd., Anchorage, Alaska 99504 • Ph. (907) 333-5527 • Telex 26-528

January 26, 1981

Senate Transportation Committee  
Juneau, Alaska

Gentlemen:

We are not satisfied with the issuance of "Overweight and Overlength Permits" as presently being done by the Department of Public Safety, Alaska State Troopers; nor are we satisfied with the operation of the scales by the State Troopers.

1. There seems to be different criteria used at different Permit issuing offices at different locations throught the State.
2. Some of the personnel (State Troopers) operating the scales and issuing citations were not completely familiar with the Regulations and in most instances refused to check with his supervisor as to the correct interpretation.

We believe this operation could better be performed by the Department of Transportation.

Very truly yours,

M-B Contracting Co., Inc.

*H.A. Leader*  
Harold A. Leader



# OVERSIZE AND OVERWEIGHT COMMERCIAL VEHICLES, PERMITS -

## BACKGROUND:

A.G.C.: The Alaska Chapter, Associated General Contractors represents a membership of over 520 firms within the state directly involved or associated with the Alaska construction industry. Highway and vehicle safety are of prime concern with the industry as shown through A.G.C. sponsored accident prevention programs, safety seminars and voluntary on-site project inspections.

SB 58 was introduced through the courtesy of Senator Bill Ray as a vehicle with which to focus legislative attention on a specific industry problem in the hope of securing statutory relief.

B.V.E.: Currently oversized, overweight permits, weigh stations and commercial vehicle inspections are under the jurisdiction of state troopers in the Bureau of Vehicle Enforcement, Department of Public Safety (see attached BRU document).

Formerly the permit section was operated by the Department of Highways, Division of Maintenance and the weigh stations/inspection fell under the authority of Weights and Measures Section, Department of Commerce.

## PROBLEM:

Permits: (a) inconsistency in issuance (b) different and often conflicting criteria (c) rigidity of attitude and approach

Weigh Stations & Inspections: (a) restrictive interpretation of statutes and regulations (b) excessive, non-productive, nit picking enforcement (c) needless multiple inspections of vehicles (d) rigidity of attitude and approach

--specific examples of above are detailed in attached back-up material

## EFFECT ON USERS:

The continuous response is one of frustration with burgeoning governmental bureaucracy.

The net result may be translated into a simple four letter word--COST. Cost not reflected in fees but lost time dollars in man hours and delayed delivery which could be the difference between profit and loss to the contractor. Those unable to absorb lost time dollars are faced with either a reduction of work force or eventually going out of business. The indirect results must be borne by the tax paying public through inflated material and project cost or an increased number on the state's unemployment rolls.

## CONCLUSIONS:

By definition, state trooper duty is one of very rigid adherence to policy and prosecution, even in victimless violations within service delivery categories.

Commercial vehicle permitting and inspection could be appropriately assumed through civil enforcement with a more common sense approach and built in measure of flexibility in the regulatory and enforcement fields.



January 26, 1981

P.O. BOX 4-GG  
ANCHORAGE, ALASKA 99509  
PHONE (907) ~~272-0558~~ 272-9558

Associated General Contractors  
134 Frankin  
Juneau, Alaska 99801

Attention: Jeanie Kline

Dear M's Kline:

First let me say we have owned and operated trucks since 1968 and have been involved in trucking industry since 1966 in Anchorage. Operating one to twenty-five trucks, primary earthmoving but have also hauled freight.

Due to the harassment of the Alaska State Troopers we have consider just quitting. The cost of equipment and men being detained unnessarily is a factor that cann't be figured in hauling cost and beable to obtain work. And the cost is an unwarranted cost, the majority of our work in some manner is paid for by the State and most of our work is performed on State Highway and Road projects.

Attached is copies of permit and ticket issued last week. We were moving our D-6 Cat. from Eagle River to Anchorage. We purchased a wide load permit as a D-6 is a legal weight load; when reaching the scales the cat was not moved forward enough to place the weight properly on the axles. The back axle is legal for 42,000 lbs. When weighted, the back axle actually weighted 46,060 lbs. There was no scales to check the placement of the cat before reaching the scales. The wide-load permit was taken from the driver. A ticket was issued for 4,080 lbs. @.05 per lb. \$204.00. Another permit had to be obtained for overwidth and if we did not want to unchain and re locate the cat 8" forward approximately, we could get any overload permit, which we did and took permit to the Glenn Highway, Mile 11 scales. Time involved was over two hours.

Due to not knowing exactly the weight distribution of the D-6 on the lowboy, the cost of a driver, permits, someone to deliver is \$354.00, not counting time for equipment just sitting that rents for \$95.00 per hour. The total cost for moving the D-6 should have been about \$210.00, labor, permits and equipment rental. Instead we have costs of over \$550.00.

Associated General Contractors  
Page II  
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Troopers maintain we should know weights and distribution on lowboy of each piece of equipment. ATC, also maintains the same. They are not considering the amount of fuel in equipment, dirt and mud on frame, dirt that builds up in the belly pans, all change the weight over the 2%, if they are in a good mood and allow the 2%. A truck can be cleaned and have a bare weight of 3,000 lbs. less than before cleaned. How much experience has anyone in Troopers and ATC had with moving heavy equipment and trucking?

In 1977, I had a trooper come to our office and compliment me on our trucking operation. Good equipment, legal loads, courteous drivers. He also commented that if all truckers and trucking companies followed our example, enforcement would not be needed. Our policies and most of the drivers are the same, only we have six trucks now and had twenty then and we have more lost time due to troopers now.

The fall of 1978 we had to sell all our trucks in order to survive. We had a contract with Rogers and Babler to haul gravel from Eklutna to their plant on Tudor Road, in Anchorage. Which meant going through the Glenn Highway, Mile 11, scales with over ten trucks approximately seven times a day. We didn't anticipate any problems. The first day we were written over \$4,000.00 in tickets. Rogers and Babler did not have scales at the Eklutna pit, we were weighting the trucks and material at the plant. Rogers and Babler needed the material for crushing very badly so we kept trying to haul but hauling less per load to get the axle weight. By noon the second day all work had to stop. The time at the scales inspecting and weighting just could not be absorbed and it wasn't getting better. Some trucks being inspected two and three times in one day. Just different troopers that were on duty, they had two and sometimes three in the scales. We stopped hauling, I called the troopers office and tried to make an appointment with the supervisor, he wasn't available to talk via of phone or have a meeting. I went to the troopers office and met with a sargent. It was arranged to have trucks all inspected at our yard so not to have drivers sitting two hours waiting and mechanics being sent to the scales. The inspection never took place after three days the sargent called and said they could not inspect in our yard because then they would have to inspect everyones like that if requested using Sea-Land and freight companies as an example.

Rogers and Babler put in scales at the gravel pit in Eklutna, they were platform scales but we did have gross weight and would split weight them to try and get axle weight correct. This took additional time and at a commerical scales they will not take the time to do this.

We suffered serious losses in labor cost and non-production. A truck would be held up with driver two hours, we would

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not be notified till the time had been lost. We had company radio's installed to try and help. Trucks would be held at the scales till repaired, a mechanic sent 24 miles one way, we were located in Sand Lake. Reflector and clearance lights to be replaced during the day time and had happened that day. We inspected every night, lights, tires and etc. The summer was a night mare and we had good equipment, and a good reputation for having our equipment in extra good working order. We were lucky a buyer from Washington and Oregon come in and bought all our trucks savings us from bankruptsy.

The work season of 1979, we bought and operated four trucks. We hauled mostly in the Sand Lake area, we did haul on the Rabbit Creek project for Stephan and Sons and our trucks had very little trouble. There was occasions when trucks would be stopped more than one time just to pull them over, look at weight ticket and check truck over. On one occasion a truck was stopped three times with a load from Glenn Highway, Mile 11 to Rabbit Creek. The truck was not cited any of the three times.

The 1980 season we have hauled and had to cross scales only on one job in October and again a nightmare. The gross weight legal, axle weight off, and no way to check at the scales before going to State scales. We were hauling approximately 25 ton and should have been hauling 29 ton if had been able to check axle weight at the loading area. The operators at the pit become upset when they are loading the same truck two and three times to try and get the load so the driver is not afraid to go to State Scales. We were hauling from a commerical pit and do not have control of the loading.

The cost to anyone needing gravel or anything hauled that entails a truck going through the scales is going to pay extra money and I think any gravel supplies from Eagle River and that area hauling into town is going to find that no one even wants to haul if anything else he can do. I found last fall couldn't get trucks to haul due to the scales and just harassment they had to contend with.

We have a lowboy and haul our heavy equipment. I have many calls asking us to do their hauling as unable to get equipment moved at a reasonable price and due to scales, the added cost, the price is so high when they are quoted they just can't afford to pay twice what it should cost.

Again, moving our D-6 last week my husband was stopped. driving the truck our son usually drives. The truck was pulled over by Officer Dial, he looked surprised when he saw who was driving. There was no reason to be stopped, like moving violation, he wanted to see the permit, then stated the flagging was wrong and had to be shown on the permit that

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the flagging was correct, the blade was measured and equipment inspected. A pilot car and lowboy were stopped a half hour to move the equipment one mile. The truck was stopped on a icy narrow side street with a wide load which in my judgement was unsafe and if equipment had been stalled in such a manner would have been very concerned for the safety of others. I feel the truck was stopped just for a personal vendetta, a number of citations have been issued to our son and he has obtained an attorney which Officer Dial has made remarks about to other truckers.

I have drivers tell me while they were stopped the officer discussing what he is going to do to such and such next time. What kind of enforcement of the law is that? Officers threatening what they are going to do and a guy just driving a truck for wages and afraid he will lose his license.

After three years and the problem seems to have turned into a monster. While hauling for another trucker on the Elmendorf Access project a truck was weighted by the State at the pit at approximately 95,000 and legal. State scales weight him at 125,000+, he showed the weight ticket he had and it was fortunate the owner of trucking firm that we were hauling for was there and had to sweet talk trooper into weighting the truck again, they sure wouldn't have done it for him the driver stated as he had told them something had to be wrong. Next time over the scale with the same load he weighted 112,000 by 3rd or 4th time weight at scales reflected approximately the same weight as the state project scales. The time lost was approximately two hours. After the incident the scales were closed and troopers left. I have personal knowledge of two other cases the same thing has happened and in one case the trucker was cited and went to court.

While hauling on International Airport Road project a trooper followed a truck onto the project and at the dump site stopped him for an inspection, the finding was he couldn't move the truck, the brake shoes had to be replaced they were wore out. The driver radioed and the shop, advised him the brake shoes were new just replaced. The trooper let him go back to work.

The Dept. of Transportation and Highways will not buy gravel with axle weight. A scales must be platform and all axles on the scales at one time. Yet they can ticket a truck overweight at .05¢ per lb. from axle scales. The variance in pit scales and trooper axle scales also will reflect less weight as well as overweight we have found.

Associated General Contractors  
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I have not been able to obtain from troopers a book or whatever that they come up with some of their regulations from. ATC gave me a book saying we have adopted part of these regulations. The book is a ICC book. One item in question is to check air for braking power. The engine is shut off and brakes applied. The air pressure can't drop over so much per minute or the truck is unsafe. The pounds per minute and etc. changes with the trooper.

Our son is the one on the road and if drivers stopped and a real problem, he intercedes, he is very knowledgeable of weights, equipment mechanics and the workings of a truck. He has stated that for his own benefit he is going to carry a small tape recorder to document threats and that regulations change with the troopers.

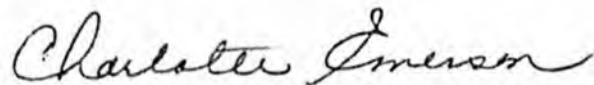
The personnel that is being used for enforcement I feel has allot to do with the problems. It's a out to get you thing and somewhere this has to be started and I hope now Stopped.

After reciting the figures you quoted this morning on the telephone that enforcement will double as dollars are going to double my husband stated if this is going to be the case we are going to take another avenue for our business.

We have a small family business and the employees we have are Alaska residents that have lived here a number of years. The pressure of everyday business is hard and we have felt the pressure from the trooper enforcement harder than anyother problem we have had, and I feel a unnessary burden on the business, drivers and cost for state projects. and private development.

Sincerely,

WORLD EQUIPMENT, INC.



Charlotte Emerson  
Sec/Tres.

STATE OF ALASKA  
 APPLICATION & PERMIT  
 TO TRANSPORT OVERSIZE OR OVERWEIGHT  
 VEHICLES OVER THE ALASKA HIGHWAY SYSTEM  
 AND OTHER DESIGNATED HIGHWAY

Permit Office Wich  
 Date Rec'd. 11/13/81  
 Fee Amount 20.00  
 Cash  Check  Charge   
 Cert. Weight Ticket Attached Yes  No   
 Alaska Business License No. \_\_\_\_\_

Name of Owner/leasee World Equipment, Inc.  
 Address P.O. Box 4-66 Anchorage, Alaska 99509  
 Lic. No.: Truck 9212 AT Trailer 3673 TN Vehicle Type 453 ATC No: B312  
 Make & Model: Truck Kenworth Trailer Loadin  
 Load No w/ Blade Make & Model D-60 Cat

Dates of Move Jan 13  
 Time of Move daylight has only except per stamp  
 Exact Origin Glenn Highway Exact Destination Indo Building  
 Via Highways Glenn Highway, Muddy, Tudor, Lake Otis, Building

VEHICLE WEIGHTS

NO MOVEMENT IF VISION IS OBSCURED BY INCLEMENT WEATHER. ORIGINAL PERMIT MUST BE CARRIED IN ABOVE VEHICLE DURING MOVE.

(X' in axles by groups)

Actual Weights	<u>1600</u>	<u>42000</u>	<u>4700</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Tire Width (in.)	<u>10</u>	<u>15</u>	<u>10</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Tire Loading (No./in.)	<u>500</u>	<u>350</u>	<u>391</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Actual Combined Vehicle Weight	<u>99,000</u>			Legal Combined Vehicle Weight <u>94,000</u>			

(Circle all values that are overweight)

VEHICLE SIZE

Overall Height: Legal Overall Width: 12' Overall Length: 75'  
 Overhangs: Front Legal Rear Legal Semi Trlr. Length: 56'  
 Over Height: Legal Over Width: 41 Over Length: 75'

CONDITIONS (For Office Use Only)

Long/wide Load Sign:  Front  Rear  Convoy  
 Pilot Cars:  Front  Rear  Rotating Beacon  Communication  Red Flag  Police Escort  
 Maximum Speed: (1.) Highways 45 mph (2.) Bridges (a.) Max speed \_\_\_\_\_ (b.) No gear change  (c.) No braking   
 Other Conditions \_\_\_\_\_

CERTIFICATION: I. Colleen Johnson certify that:  
 (Please Print)

- The load has been reduced to a practical minimum size and weight.
- All vehicle regulations will be complied with.
- The State of Alaska will be held harmless from any and all liability that may arise from the authorized movement.
- That all arrangements have been made with Public Utilities for the protection of utilities which may interfere with the authorized move.
- That owner/leasee will be responsible for all damages to Public Utilities or any other facility incurred as a result of the move.

Signed I. Colleen Johnson Title Employee Date 1-13-81

Approval: I permission is hereby granted to move the above described vehicle and/or load over the designated highways subjected to the conditions designated above.

Signed Deanna Montoya Title Clerk, Judicial Date 11/13/81

SUITE OF OFFICE } 33 No. G 032023  
PLAINTIFF }  
JUDICIAL DISTRICT }  
THIRD }  
COMPLAINT }

OF ALASKA DISTRICT COURT OF ANCHORAGE  
BY THE UNDERSIGNED, BEING DULY SWORN, UPON HIS OATH DEPOSES AND SAYS:

ON THIS 13 DAY OF JAN 1981 AT 1:27 PM (P.M.)

NAME MAGUIRMAN JAMES T

DEF. NO. 70120 KLEVIN ST S 2

CITY STATE ANCHORAGE, AK PHONE 335-3101

AGE 25 BIRTH DATE 8-5-55 RACE WHT SEX M HT 65 WT 165

DRV LIC NO AK DL 475710/S-N 574-52-0774

PH NO 720217-307370 STATE AK JAN 18 1981

HAIR KUD/BLK STYLE T WIG / B CHOCOLATE / FULL

ON A PUBLIC HIGHWAY, NAMELY AT (LOCATION) Glenn Hwy I/13 SCALIS

PLACE OF EMPLOYMENT WORLD EQUIPMENT

DID UNLAWFULLY (PARK/OPERATE) IN THE JUDICIAL DISTRICT AND STATE AFORESAID AND DID THEN AND THERE COMMIT THE FOLLOWING OFFENSE

violation of Sec	17AAC 25.060(2)
OVERWEIGHT PER AXLE (Group 3)	
Tireless	
40000 LBS ACTUAL	
42000 LBS LEGAL	
7000 LBS WEIGHT	

Reasons EXCESSIVE WEIGHT B. J. W. BAIL

<input type="checkbox"/> State Statute	<input checked="" type="checkbox"/> State Traffic Regulations	<input type="checkbox"/> Parking Violation
<input type="checkbox"/> Local Ordinance in such case made and provided	<input type="checkbox"/> Borough Ordinance	
<input checked="" type="checkbox"/> SLIPPERY PAVEMENT	<input checked="" type="checkbox"/> Rain	CAUSED PERSON TO DODGE
<input type="checkbox"/> DARKNESS	<input checked="" type="checkbox"/> Snow	
<input type="checkbox"/> OTHER TRAFFIC PRESENT	<input type="checkbox"/> Ice	<input type="checkbox"/> Pedestrian
	<input type="checkbox"/> Night	<input type="checkbox"/> Driver
	<input type="checkbox"/> Fog	<input type="checkbox"/> JUST MISSED ACCIDENT
	<input type="checkbox"/> Snow	
	<input type="checkbox"/> Cross	
	<input type="checkbox"/> Overtaking	
	<input type="checkbox"/> Pedestrian	
	<input type="checkbox"/> Same Direction	

TYPE OF ROADWAY:  Business  Industrial  School  Residential  Rural

ROADWAY TYPE:  2 lane  3 lane  4 lane  4 lane divided

THE UNDERSIGNED FURTHER STATES THAT HE HAS JUST AND REASONABLE GROUNDS TO BELIEVE AND DOES BELIEVE, THAT THE PERSON NAMED ABOVE COMMITTED THE OFFENSE WHEREIN SET FORTH, CONTRARY TO LAW.

Signature: J. J. ...

Signature and title: W. J. ... (Ident No. 6802)

Signature and title: ... (Ident No. ...)

NAME  
LAST  
FIRST  
MIDDLE  
G 032023

SENATE COMMITTEE ON TRANSPORTATION

Meeting Minutes  
January 29, 1981

The January 29, 1981 meeting of the Senate Committee on Transportation was called to order at 1:30 p.m. in the Butrovich Room located in the Capitol Building in Juneau, Alaska, by Senator Bill Ray, Chairman.

Present at the meeting were: Senators Ray, Gilman, Dankworth and Kerttula.

Absent from the meeting was: Senator Sackett (due to illness).

Senator Ray asked for testimony on Senate Bill 58, "An act relating to permits for overweight vehicles."

John Dean, representing H & H Trucking Co., Inc., testified in favor of the bill and brought up several points of concern. He felt there should be regular procedures for inspection of trucks because of lost money on time spent in Troopers inspections. He felt the jump scales used by the troopers are not accurate and not being used in an accurate method. There is also a problem with overweight Trooper inspection with the scales used. Senator Kerttula suggested that possibly a system could be devised to solve the overweight problem on the spot during inspections. Senator Dankworth asked if moving the permit section from Public Safety to DOT would solve the problems or did the regulations need to be revised. Mr. Dean felt they should and stated that moving the section wouldn't solve all their problems.

Lt. Kolivosky, representing the Department of Public Safety, testified in opposition to the bill. He states that the axle weight is the largest cause of road deterioration. He also stated that by regulation the Troopers are bound to go by the most restricted method. The jump scales, or portable scales, used were said to be accurate by the State of Washington, and Nevada also uses the scale. The scale house doesn't issue permits, the permit office does, because the scale house doesn't have road condition information needed and also there is a problem with keeping accurate records. He stated that the problems weren't going to be solved by moving the permit section.

Charlotte Emerson, representing World Equipment Inc., testified in favor of the bill. She objected to the time spent in obtaining permits and felt that since the Department of Public Safety is not responsible for anything after the permits are issued, the trucking company is, it didn't matter who issued permits. She thought truckers were over-regulated and over-policed and suggested that a current publication be available listing all of the rules and regulations concerning trucking. She also felt truckers should be allowed to adjust their loads and make them legal at the scale house, instead of having to go back to the permit office. Senator Dankworth again asked if moving the permit section is going to help or do the regulations need to be rewritten. Ms. Emerson said it didn't matter who gave out permits but she didn't think the permit section being in Public Safety was helping matters any. Ms. Emerson also reiterated several points brought out in the written testimony she had previously submitted.

Ms. T. J. Thrasher, representing the Alaska Trucking Association, testified in opposition to the bill. She felt the problems are with the regulations and they won't be solved by moving the permit section from one department to another. She would rather see the regulations improved, with a review of trucking operations.

Senator Ray asked if the Department of Transportation wanted the permit section within their department. DOT Commissioner Ward stated that he didn't feel the move would resolve any of the problems and he was more concerned with the regulations. He added that if the permit section was moved to his department, the enforcement efforts would continue because of his concern with the road conditions.

Senator Ray appointed Senator Kerttula to a subcommittee of one to investigate the City of Seward.

Senator Ray stated that Senate Bill 40 and Senate Bill 58 would be rescheduled for hearing on Tuesday, February 3.

There being no further business, the meeting was adjourned on January 29, 1981 at 3:25 p.m.

*Committee 1/30/81 + 1/29/81*

*Sub-Committee 2/03/81*

*Checking w/ Ray's office re: specifics of action*

Addendum

The additional trucking problems explained by the witnesses weren't part of the testimony on Senate Bill 58.