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STATE OF ALASKA  
THE LEGISLATURE

POUCH Y - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907-465-3800

LEGISLATIVE AFFAIRS AGENCY  
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May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

HT 2-12-85 7AM  
2-14-85 7AM

The attached fiscal note reflects costs for the remainder of FY 85 in the amount of \$32.0. It is the intention of the Department of Commerce to transfer the funds from the Alaska Transportation Commission budget to the Measurement and Standards BRU.

The cost of \$110.0 for FY 86 will be offset by the same amount in revenues. It is estimated by the Department that there will be approximately 1,000 air carriers who will be applying for the certificate of compliance. (This figure is based on estimates provided by the ATC). That would mean that a fee of \$110 would be charged for the certificate.

#### ADDITIONAL RECOMMENDATIONS AND CONCERNS

-- It is recommended by the Subcommittee that the House Transportation Committee consider a new bill which would deal with motor carrier insurance provisions and a motor carrier safety inspection program.

--In considering the safety provisions for motor carriers, the subcommittee would recommend that the following areas of concern be addressed:

1. the definition of commercial motor carrier to include all vehicles over a certain weight limit, somewhere between 10,000-15,000 lbs.
2. The need for quarterly or semi-annual vehicle inspections.
3. The need for state public safety inspectors rather than privately certified or in-house mechanics, to avoid any possibility of collusion.
4. The need for any such vehicle inspection program to be paid for by levying fees on the appropriate persons.
5. A consideration of the need for a special commercial vehicle operators license. It is recommended that the State of California licensing procedures be examined; it is our understanding that a written test is administered for a certain class of vehicles up to 15,000 pounds and above this, a written and practical test is required. Any special vehicle operators license should take into account the unique weather and road conditions in Alaska.

It may be reasonable to adopt the State of California's vehicle safety program which is considered to be quite stringent.

6. It is recommended that the Legislature obtain valid statistical information which would validate how many accidents have been caused by driver error or by mechanical failur
7. Consideration of the safety factor involved with the use of truck lift axles.



# Alaska State Legislature

House of Representatives

Representative Mike Szymanski

11920 Johns Road  
Anchorage, Alaska 99515  
Phone (907) 349-3373

While in Session:  
Pouch V

State Capitol  
Juneau, Alaska 99811  
(907) 465-4978/4979

Finance Committee  
Oil and Gas Committee

March 11, 1985

TO: Representative Al Adams  
Chairman, House Finance Committee

FROM: House Finance Subcommittee on HB 133  
Chairman - Representative Mike Szymanski

SUBJECT: Subcommittee Report

On behalf of the Finance Subcommittee on CSHB 133 (Transportation), I am submitting the draft committee substitute which we recommend be adopted by the full committee.

## BILL ANALYSIS

The Transportation Committee Substitute for CSHB 133 set out in statute insurance limits for air carriers and motor carriers and a vehicle inspection program for motor carriers. The proposed Finance Committee substitute deals ONLY with insurance provisions and certificates of compliance for commercial air carriers who operate solely intrastate, thus deleting all provisions for motor carrier insurance and safety and vehicle inspections.

(NOTE: the language in Section 1 which refers to Motor carriers and which is essentially the language found in the ballot initiative has been retained to ensure that the constitutional requirements of the legislation are met.)

The decision to limit the legislation to air carriers was made for several reasons. In considering the legislation, there were many different suggestions on what to do with a vehicle safety program. Questions came up as to whether there should be such a program, whether it was dealt with adequately in the initiative, to what degree the public looked to the Legislature to mandate a safety inspection program for vehicles, and, if so, to what extent should a program go to protect the public welfare. It appeared that there were several areas of concern which remained to be addressed and which would take time to resolve.

Since air carriers have a mandated safety inspection program through the Federal Aviation Authority, these concerns would not affect them and it was thus thought to amend the bill so that it would deal solely with the insurance aspects of the intrastate air carriers and with the recommendation that motor carrier insurance and safety be dealt with in depth in another bill.

In addition to the above change from the Transportation Committee substitute, and in addition to some "clean-up" language, there are several other major areas of difference between this proposed Finance Committee substitute and the Transportation Committee substitute:

#### FINANCIAL RESPONSIBILITY

1. This draft would require intrastate commercial air carriers, both scheduled and non-scheduled to carry liability insurance at levels determined by Department of Commerce regulation. (The Transportation Committee substitute established the rates in statute).
2. This draft requires a minimum of \$100,000 per seat for liability and \$25,000 for property damage. These levels are those that were established by the Alaska Transportation Commission (The Transportation Committee substitute mandated considerably higher rates. The rationale behind the minimum was that it was unknown what the impact of higher rates would be on air carriers and on the insurance industry).
3. The Finance draft specifies that failure to carry the proper insurance is considered a Class A misdemeanor, punishable by a fine of not less than \$1,000 and not more than \$5,000 (This penalty was originally a Class B misdemeanor in the Transportation version). The higher fine is more in line with the average yearly insurance rates and it was thought that it would be more likely that air carriers would comply with the law.
4. A new subsection mandates the Department of Commerce to charge the fees that will be necessary to implement the section. The intent here is for the revenues to cancel out any cost to the State so that there is zero fiscal impact.

#### CERTIFICATE OF COMPLIANCE

5. This draft eliminates the requirement that interstate carriers register with the state for a certificate of compliance. It was felt that there was no need for this registration, since interstate carriers are required by federal law to carry the insurance.
6. The requirement that the certificate of compliance be displayed on the aircraft was deleted because it was felt that it was unnecessary and provided no practical public benefit.

#### FISCAL NOTE:



# Alaska State Legislature

House of Representatives

Representative Mike Szymanski

Finance Committee  
Oil and Gas Committee

11920 Johns Road  
Anchorage, Alaska 99515  
Phone (907) 349-3273

While in Session:  
Pouch V

State Capitol  
Juneau, Alaska 99811  
(907) 465-4978 / 4979

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STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

REC'D COPY OF  
MEMO FROM  
(S) TRSP STAFF

M E M O R A N D U M

HS 133 passed Feb. 14

TO: John Shively  
Chief of Staff

DATE: February 19, 1985

FROM: Ben F. Harding *[Signature]*  
Special Staff Assistant  
Office of the Governor

SUBJECT: Safety Aspects of  
CSSB 103

CSSB 103, which is currently under review in the Senate Transportation Committee, is designed to provide an operating framework for intrastate aviation and trucking safety procedures following the termination of the Alaska Transportation Commission (ATC) February 28.

As the Governor mentioned in his transmittal letter on this legislation, he believes that the administrative arrangements on safety issues should be flexible, provided that basic provisions to ensure safety for the traveling public are adequately addressed.

In that regard, the committee substitute appears to meet the Governor's overall objectives. There are, however, a number of exceptions which raise questions about the adequacy of the protection to the traveling public. These concerns include the following:

*Semi-annually*

1. Commercial vehicle inspections have been reduced from twice a year to a once-annually inspection. In my opinion and in that of Commissioner Sundberg, Commissioner Knapp, and Deputy Commissioner Terry Elder, a once-a-year inspection is not adequate for the protection of the motoring public.
2. The committee substitute proposes that, in lieu of State commercial vehicle inspectors, private-sector mechanics be certificated by the State to perform this function. We have no objection in supporting this approach. We are concerned, however, that certificated inspectors would be allowed to be an employee of the company whose vehicles they inspect. In the highly competitive economic environment which will result

John Shively

February 19, 1985

1. Inspector certified by dept.  
2. Suspend or revoke if improperly  
conducts inspections.  
3. Spot checks as usual.

1. Dept. permits  
inspector. Shows  
premises at inspection  
2. Dept. may error  
determine if operator  
contributes to most safety  
3. Dept. may  
revoke permit  
absent by

from the deregulation, an in-house inspector's independence may be questioned since he may be viewed as having divided loyalties. (A possible solution might be the certification of mechanics at service stations or other facilities which are not owned and/or operated by transportation companies.)

3. The committee substitute does not provide a clear-cut standard for basic highway truck safety rules. This could be easily remedied by referencing federal interstate rules of the road or pertinent portions of 3 AAC 62.

4. The committee substitute provides no explanation of what procedures would be used to suspend an air carrier's certificate of compliance nor makes any distinction between suspension and revocation. There is no indication of how compliance provisions can be enforced. (The aircraft registration fees will be lost, as will fees carriers used to pay to get a certificate as a carrier in the past.)

5. The annual truck safety inspection program emphasizes the role of the inspectors but does not address the following issues:

a. There is no provision for removing trucks from the road if they lack insurance, current safety stickers, or have never been inspected, short of criminal prosecution.

b. There is no authority for the State to enforce any safety regulation or inspection requirements outside of the annual inspection forum.

c. The committee substitute emphasizes the penalties for an inspector who acts wrongly but provides no serious sanction against a company for unsafe commercial vehicle use. (We proposed that operation in violation of safety rules should be punishable by citation, or removal from the road.)

Included

e. Buses are exempt, which is somewhat inconsistent with the overall road safety policy.

f. There is no definition or explanation of the difference between suspension and revocation of vehicle inspectors' State certification. Also, there is no provision for the registration of commercial carriers, and no authority for levying fees to cover the costs of the safety inspection. (If inspections are to be done privately, fees for this may not be appropriate.)

These points in the current draft legislation have been jointly identified by Commissioner Sundberg, Commissioner Knapp, Deputy Commissioner Terry Elder, and me. We believe that these provisions, although well-intentioned from the standpoint of insuring maximum flexibility to State government agencies and to the transportation industry, could unfortunately result in a deterioration of the present level of safety which the public in Alaska currently enjoys, both in air travel and on our highways.

The Governor has reviewed these points and asked that they be conveyed to the appropriate legislative committees as items of his concern.

EXP:09-22-85/03397  
RESEARCH AGENCY  
HOUSE OF REPRESENTATIVES  
POUCH Y  
JUNEAU, AK 99811

## Two plans voted on for Wien

The 4,000 creditors of the financially ailing Wien Airlines have until April 13 to vote on which reorganization plan they'd like to see adopted.

The two plans, which were submitted to Federal Bankruptcy Court Judge J. Douglas Williams III, will repay creditors at different levels and both plan to get the airline back into the sky.

Williams failed to give approval to three other reorganization plans. The decision was made during a standing-room-only hearing on March 20.

Williams has scheduled a hearing on April 16 to review the creditors' vote and confirm a plan.

The accepted plans were by Wien owner James J. Flood and by an employee buyout group, W.A. Holding Inc.

The Flood plan, which was revised shortly before the hearing, would pay back all creditors in full and establish a scaled-down service that would provide some scheduled passenger service between Fairbanks, Anchorage and Seattle. It also calls for some charter service for the Seattle area to Reno and Las Vegas.

Under this plan, the Air Line Pilots Association has promised to drop a \$40 million lawsuit against Wien. There will also be jobs for 125 former Wien employees — and more if service increases.

This plan would be operated by Seattle businessman Richard Rude who would receive \$1 million from Flood to help start up operations.

Flood also agreed to lease ground equipment to Rude for \$1 for the first year, provide rent-free for two months two Boeing 737s and transfer airport leases, supplies and computer hardware.

The W.A. Holding plan would have non-employee creditors repaid at about 80 percent of their debt. The employees would get 35 percent of the money owed them. They would also get some stock under the W.A. Holding plan.

This plan would also call for more passenger air service than the Flood plan, and it also calls for putting nearly 600 of Wien's 1,000 employees back to work. Employees also would own the airline.



## Egan Convention Home Show gets real live home in 48 hours

1985 Home Show in Anchorage. The photo shows how show attendees look over a selection of woodstoves. Timberland Homes sponsored the two-bedroom, two-bath home project. The 1,040 square foot structure had all furnishings, appliances and other amenities for show clients to see. Spot photo by Nancy Dan Roberts.



## Big problems face truckers



T.J. Thrasher

By BERT TARRANT  
Don't look now, but when the Alaskan electorate last fall voted to can the Alaska Transportation Commission (ATC) and deregulate the trucking (and, for that matter, air carrier) industry, they threw the baby out with the bath water.

The baby, in this case, was a stringent set of safety requirements for operating a commercial trucking business in intrastate commerce in the 49th state.

"We're not sure we know the total effect of the demise of the ATC," said T.J. Thrasher, executive director of the Alaska Truckers Association, "we do know our members lost a valuable asset — their operating authority permit."

Thrasher explained for the past 6-7 years the ATC had made it nigh on to impossible to get a permit short of buying it and, in those final years, the permits went for hefty prices.

"Now, of course, those permits are worthless but many firms are still paying for them," she added.

More important for the consumer and driving public, along with economic deregulation, the initiative that killed the ATC

also threw out all the safety requirements as well.

"Now anyone who is 16 years old with a drivers license can drive and operate large trucks on public highways," Thrasher said.

There is no chauffeurs license

in Alaska. The state legislature in 1978 passed legislation authorizing various classes of driving licenses but the Department of Public Safety chose only to provide two classes — a

See TRUCKERS, Page 15

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More land transportation news, page 15

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# • Trucking woes

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standard drivers license and a motor scooter motorcycle license.

And for good reason - the department saw no reason to waste taxpayers money designing more license classes when ATC regulation did a very good job of doing just that.

Operating a commercial vehicle required a) minimum age of 19, b) extensive written and driving tests, and c) a physical exam every two years.

"The ATC was religious in seeing these regulations were met, going into the company, examining records, fining for violations and, if the violations were extensive and continuing, pulling the permit altogether," Thrasher noted.

There also are no longer any maximum or minimum hours a driver can be behind the wheel. Put another way, that 16-year-old may have been driving that 18 wheeler for 36 hours straight when he or she tries to go around you on the Glenn Highway near Chickaloon Pass.

Not only are hours no longer monitored by ATC, "we really have no idea of who is trucking in Alaska," Thrasher added. "some people believe that's important."

The initiative did require evidence of insurance for all "for hire" vehicles. The Department of Public Safety put emergency regulations into effect for insurance on Feb. 28. Hopefully the state legislature will pass appropriate legislation on the subject before the 120 days the emergency regs are worth is up.

The catch on insurance is third party liability, covering damage to highway structures or other vehicles, Thrasher said. It's only required for "for hire" vehicles.

"They've set us apart," she said. "There are private carriers out there operating trucks just as large or larger as our members operate and they can do it with no more insurance than the general liability coverage you and I are required to have on the family auto."

The association would like to see legislation passed that would require third party liability on all commercial vehicles over 10,000 pounds.

"I'm not trying to paint a picture of accidents," she said. "We feel the system will go along until there is an accident. Then we'll find out just what the traveling public is covered for."

The second major aspect of the safety issue is one of maintenance. The ATC enforced

maintenance standards, performed audits, fined for infractions and pulled permits if it had to.

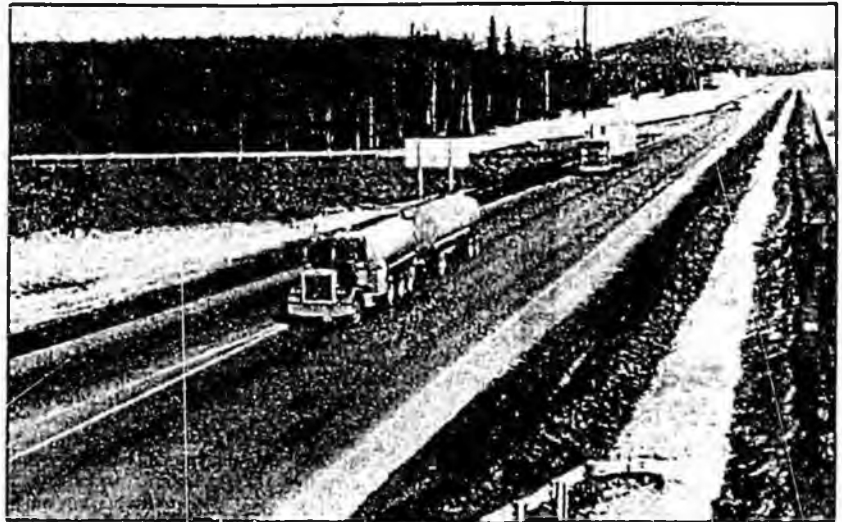
Kiss that one good bye, as well.

"We support legislation to require a mandatory vehicle inspection program," Thrasher said. "We believe such a program could be administered by a state agency but be performed by the private sector."

Although the truckers association wants such a mandatory program to cover all commercial trucking, "we recognize in many Bush areas without long hauls but with speed limits that such coverage may not be necessary," she added.

"Any highway in that state that is posted at 55 mph for any distance should be covered," she said, "we're talking about those areas with heavy traffic where trucks blend in with a considerable flow of general traffic."

Utah and Pennsylvania have



Is the driver in the lead truck 16 years old? How long has he been behind the wheel? Has the truck been inspected; does it have insurance? -- At present, tough questions. ALC PHOTO BY NANCY CAW SCHMIDT

such requirements and Thrasher says the systems work well. "We don't want to set up a new state agency," she said, "the private sector could handle it very well."

Legislation to meet the issues

discussed above is before both the state House and Senate but in an "all of the above, some of the above" format.

Depending on the particular branch of the legislature the legislation has been split (air

carriers and motor), passed for on part of air carriers and still hanging fire for trucking.

So, then, if all these good rules and regulations were in

See TRUCKING, Page 16

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## APRIL SCHEDULE

|             |  |                |
|-------------|--|----------------|
| 4/1-5/85    | Hazardous Materials Transportation         | 9:00-4:30 p.m. |
| 4/2         | Overview of Economic Trends                | 6:30-8:30 p.m. |
| 4/2-4/11    | Behavioral Interviewing                    | 6:00-9:00 p.m. |
| 4/3-4/4     | Mngmt. & Exec. Development                 | 9:00-5:00 p.m. |
| 4/8-4/12    | Airfreight Management                      | 9:00-4:30 p.m. |
| 4/8         | Dressing - Imp. of Image                   | 6:30-8:30 p.m. |
| 4/10        | Strategic Planning                         | 9:00-5:00 p.m. |
| 4 10-4/11   | Info. Resources/Disaster Recovery Planning | 9:00-5:00 p.m. |
| 4/11 & 4/17 | Finding the Right Job                      | 6:30-9:30 p.m. |
| 4/13 & 4/20 | Technical Writing                          | 9:00-1:00 p.m. |
| 4/13 & 4/20 | Basic                                      | 9:00-5:00 p.m. |
| 4/15-4/16   | Graphic Design for Publications            | 9:00-5:00 p.m. |
| 4/16-4/17   | Engineering Management.                    | 9:00-5:00 p.m. |
| 4/16-5/2    | Making Professional Presentations          | 6:00-9:00 p.m. |
| 4/18-4/19   | Art of Negotiating                         | 9:00-4:30 p.m. |
| 4/18-4/19   | Personnel Practices/EEO                    | 8:00-5:00 p.m. |
| 4/20        | Trusteeship                                | 9:00-4:30 p.m. |
| 4/24        | Situational Leadership & 101 Minute Mngr.  | 9:00-5:00 p.m. |
| 4/24-4/26   | Construction Auditing                      | 9:00-5:00 p.m. |
| 4/25 & 5/2  | Uncovering the Hidden Job Market           | 6:30-9:30 p.m. |
| 4/30 & 5/1  | Conduct of International Business          | 9:00-5:00 p.m. |

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# • Truckers face 'skimmers'

Continued from Page 15

place, why did 117,000 Alaskans vote to sack the ATC?

The ATC did a real, real good job of regulating the permit holders," said Thrasher, "in fact they were all over us."

But that same attention was not paid to the outfit that comes to Alaska and goes into operation, not bothering to tell the ATC or bother with a permit.

The term is "cream-skimming" - a firm brings equipment to Alaska for the short, lucrative (and warm) season and then splits for the Lower 48 with the first snowfall. There's a term for that, too - "termination dust."

"Trucking firms that are competitive, run tight and have the cash flow will stay in existence," Thrasher said, "but it will be very lean, anyone can be a trucker."

The hardship will work itself largely on the many, good smaller firms in the state that have made the commitment to stay in Alaska year-round.

"The firms in Dutch Harbor, for example, that depend on the short fish hauling and construction materials season to make enough money to carry them through the winter can't compete with an operator who barges his equipment in and then leaves when the work begins to taper off," Thrasher noted.

The general public is in for a bit of a rude awakening, as well. "The ATC required its permit holders to publish their tariffs, their rates," she ex-

plained, "and a company couldn't come back to the customer with increased or added costs."

The lack of published tariffs, according to Thrasher, will hurt both the large and small shipping customer. "The consumer will now have to negotiate complicated contracts that spell out what the tariffs covered and it'll have to be done every step of the way."

"It's going to cost the shippers more and that cost will be passed on to the consumer," she added.

The association fought the initiative but with limited resources. "Most of our dues money goes to publishing all important road closures and restrictions," she said.

Mindful that a big majority of Alaskans said they didn't want a regulated trucking industry, the association also has no plans to seek re-regulation.

Other than the inspection and insurance legislation being pursued which is looked upon as a safety issue and not re-regulation, the association would like to "get some relief from the very real financial loss suffered with the operating authority permits became worthless."

"Although we're not yet actively pursuing it, discussions are being held on loss compensation, perhaps in the form corporate tax relief or a fuel tax credit," Thrasher said.

When the federal government eased entry into the interstate transportation market, a tax writeoff was allowed for

value lost when a permit lost its worth.

"The compensation would have to follow a tight formula," she said, "and not be based on the cost of the permit - that was a business decision. We will pursue it."

If the state legislature fails to act on the insurance and inspection issues, the association has one last hold card in that the Department of Public Safety will be holding hearings to deal with the emergency regulations now in place.

"At that time we would encourage the department include all commercial vehicles under the regulations and not just "for hire" vehicles," she said. "We will have an opportunity to express our concerns."



Many 'weighty' questions face the future of the trucking industry in Alaska. AJC PHOTO BY NANCY CAIN SCHMITT

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## Legislature restructuring safety & insurance rules

In the wake of repeal of the Alaska Transportation Commission in last fall's election, legislators are attempting to reconstruct transportation carrier safety and insurance responsibilities, reports the Associated General Contractors-Alaska Chapter.

SB 103 and HB 133 have been rewritten by the Senate and House Transportation Committees prior to further Senate action.

The bill will provide for vehicle safety inspections to be performed by license inspection stations and place a financial responsibility standard on carriers.

The original bill of Gov. Bill Sheffield (SB 103) gave the responsibility functions to the Department of Public Safety. The senate and house bills changed the functions to the Department of Commerce.

Other portions of the bill include construction of a definition of carriers "for hire," likely to include commercial and contract carriers, but exclude veh-

icles whose primary function is for other primary business purposes.

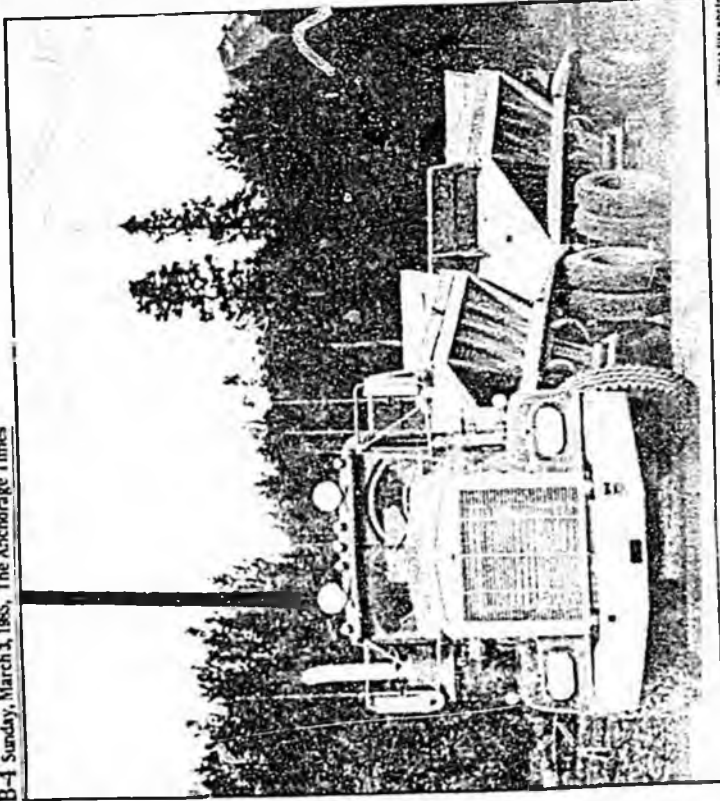
Insurance requirements were addressed in the bill, for the most part, most major carriers carry insurance far in excess of \$200,000/\$500,000 for vehicles.

Private truck vehicles would come under other state mandatory insurance requirements.

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## ROLL-ON/ROLL-OFF

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Times file photo

The demise of the Alaska Transportation Commission means trucks like these operate free of any state regulations.

# State lacks truck standards

Continued from page B-1

ber of unqualified truck drivers on Alaska's highways. "In the last week I've had a lot of doubt about getting behind the wheel of my truck," Stanley said of the fear of being prosecuted for what might be an unavoidable accident.

Albertus was "at the wrong place at the wrong time," Stanley said. He was put on trial, she said, to answer for the sins of unqualified drivers that have given the industry a bad reputation.

And while no regulations exist now, officials in the Department of Public Safety say they are starting work on new ones.

Inspector Frank Gornham said proposed regulations are only in their infancy and must be put to the scrutiny of public hearings and possible legislative review.

But legislative aide Manly said he believes proposed regulations need not undergo legislative review and can be adopted on an emergency basis.

Without regulations, the drivers believe that people unqualified to drive trucks are on the road giving qualified drivers a bad reputation.

Stanley's career started 10 years ago when she drove school bus in Oregon. It later evolved into driving a tractor-trailer rig after her husband convinced her that "if you can drive a school bus with 60 screaming kids, you can do this."

With the demise of the transportation commission, Stanley said problems will persist until new regulations are developed. "In the meantime you're going to be having a lot of trouble out there."

In Oregon, Stanley said, she was required to have a chauffeur's endorsement on her license and had to demonstrate a knowledge of the law's relating to trucks.

When she arrived in Alaska to continue her trucking career, she said, she was told she needn't get an endorsement on her license. So, she said, the ease with which some people get truck driving jobs results in the bad reputation the industry seems to have. That reputation, Stanley said, is the result of unqualified drivers. The feelings of the public toward truckers is demonstrated to her frequently, she said.

Trucker Arthur Almon agrees with Stanley about unqualified

drivers but said, "the problem is not endemic just to truck drivers."

"Everybody's involved," he said of the lack of caution exercised by almost all drivers, including the daily commuter.

Trucks are singled out, he said, because "with trucks it's like bears in the woods, you notice them right away because they're the biggest thing there."

The periodic crackdowns conducted by Alaska State Troopers looking for weight and safety violations do little more than agitate drivers, he said, and are "picking rather than getting to the heart of the matter."

"The state has to accept some responsibility" for truck accidents, "because they're giving these people drivers' licenses."

"It's not only truck drivers, the licensing system in general is inadequate," he added.

Although large firms put drivers through road testing before allowing them on the road, Almon said he believes the state should require more. "Simulators do exist and it's a much more valid way of testing a driver's capability than driving in a parking lot."

# Truckers dispute gears up

by Christopher J. Jervis

With the death of the Alaska Transportation Commission last week, regulations on the licensing of truck drivers — which required no more than a basic driver's license and a medical certificate — also died.

The transportation commission went out of business Thursday, Alaskans voted the commission out of existence last fall after it was criticized for hampering competition and driving up transportation costs.

But now the state lacks any standards governing intrastate drivers' operation of their trucks.

Two bills in the legislature deal with truckers' insurance and basic safety regulations. In their present form, however, they do not address the abilities or knowledge a person must demonstrate before being allowed behind the wheel of a truck, said legislative aide John Manly.

Several professional drivers contacted by The Times say they haven't been required to meet any demands beyond getting a basic driver's license and getting a medical certificate.

One driver agreed that her industry was on trial last week in the manslaughter and assault case against trucker Gary Albertus. Albertus was cleared Friday of any wrongdoing when his fully loaded dump truck toppled last summer, killing

one and injuring two.

Driver Pamela Stanley said she believed charges against Albertus were politically motivated and were actually aimed at the industry — an industry she said has suffered because of the num-

See State, page B-4

DRAFT

Original sponsor: Rules/Governor

1 IN THE SENATE BY THE TRANSPORTATION COMMITTEE  
2 CS FOR SENATE BILL NO. 103 (Transportation)  
3 IN THE LEGISLATURE OF THE STATE OF ALASKA  
4 FOURTEENTH LEGISLATURE - FIRST SESSION  
5 A BILL

6 For an Act entitled: "An Act relating to transportation safety and finan  
7 cial responsibility; and providing for an effectiv  
8 date."

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

10 \* Section 1. AS 42.30.200 is amended to read:

11 Sec. 42.30.200. FINANCIAL RESPONSIBILITY. (a) A person wh  
12 carries passengers or freight for hire intrastate shall procure an  
13 maintain security [~~in an amount determined by the Department of Com  
14 merce and Economic Development [PUBLIC SAFETY] as necessary~~] for th  
15 reasonable protection of the public against damages or injury cause  
16 by the person. \*\*INSERT A

17 (b) Evidence of security required under (a) of this sectio  
18 shall be filed with the department <sup>of Commerce and Economic Development</sup> and must be

19 (1) a policy or certificate of insurance issued by a  
20 insurer acceptable to the department; or

21 (2) a bond of a surety company licensed to write suret  
22 bonds in the state; or

23 (3) evidence accepted by the department, showing ability t  
24 self-insure; or

25 (4) other security approved by the department.

26 (c) The department may authorize <sup>department personnel</sup> [~~enforcement officers~~] to enforc  
27 this section and may adopt procedural regulations necessary to imple  
28 ment this section.

29 \* Sec. 2. AS 42.30.200 is amended by adding new subsections to read:

1 (d) A policy of insurance, surety bond, or other form of secur-  
2 ity may not be cancelled on less than 30 days' written notice to the  
3 department. This requirement must be clearly stated in the policy or  
4 endorsement. The 30-day notice period is measured from the date on  
5 which the department receives notice.

6 (e) A person who knowingly violates (a) of this section is  
7 guilty of a class B misdemeanor and is punishable by a fine of not  
8 less than \$500 or more than \$1,000.

9 (f) This section applies only to a person who carries passengers  
10 or freight for hire in a motor vehicle weighing 10,000 pounds or more,  
11 or a propeller or jet-powered aircraft.

12 \* Sec. 3. AS 42.30 is amended by adding new sections to read:

13 Sec. 42.30.225. CERTIFICATION OF COMPLIANCE OF AIR CARRIERS.

14 (a) A person may not engage in air commerce without obtaining a  
15 certificate of compliance from the Department of Commerce and Economic  
16 Development. The department shall issue a certificate of compliance  
17 upon application and presentation of

18 (1) proof of financial responsibility required under AS 42.-  
19 30.200;

20 (2) proof of compliance with Federal Aviation Administra-  
21 tion requirements, and, where applicable, federal certification for  
22 scheduled airline service.

23 (b) A person who receives a certificate of compliance under (a)  
24 of this section shall renew the certificate annually.

25 (c) Each aircraft owned or leased by a person subject to the  
26 provisions of this section must have a certificate of compliance  
27 issued by the department before the aircraft is used in air commerce.  
28 The certificate is valid for a period of 12 months following the date  
29 of certification. The certificate must be displayed on the aircraft

1 so that is is visible to boarding passengers.

2 (d) A federally-certificated interstate air carrier that pro-  
3 vides intrastate service between points in the state on an interstate  
4 or foreign route, and who uses, for that intrastate service, aircraft  
5 based primarily outside the state, must also obtain a certificate of  
6 compliance for each aircraft used in intrastate service.

7 (e) Use of an aircraft in air commerce before obtaining a cer-  
8 tificate of compliance required under (a) of this section may be cause  
9 for suspension or revocation of the certificate.

10 (f) An air carrier, who before the effective date of this Act  
11 obtained a certificate to operate from the Alaska Transportation  
12 Commission, is not required to obtain a certificate of compliance  
13 under (a) of this section until the date on which the insurance policy  
14 on each aircraft must be renewed.

15 (g) The department may authorize department personnel to enforce  
16 this section and may adopt procedural regulations necessary to imple-  
17 ment this section.

## 18 ARTICLE 6. MOTOR VEHICLE SAFETY INSPECTIONS.

19 Sec. 42.30.300. MOTOR VEHICLE SAFETY INSPECTIONS. (a) A moto-  
20 vehicle may not be operated in this state without a certificate of  
21 inspection. An owner of a motor vehicle shall renew a certificate of  
22 inspection at least once a year at an official inspection station  
23 under AS 42.30.320. *Every certificate of inspection must be carried in the*  
*vehicle to which it refers. An owner of a motor vehicle*  
*shall display a sticker of inspection in a location on the vehicle as determined by the department.*

24 (b) The commissioner of commerce and economic development may  
25 adopt procedural regulations necessary to implement this section.

26 Sec. 42.30.310. EXEMPTIONS. A motor vehicle is exempt from the  
27 requirements of AS 42.30.300 if it is owned by the government of the  
28 United States of America.

29 Sec. 42.30.320. OFFICIAL INSPECTION STATIONS. (a) A person may

1 not operate an inspection station without a permit from the depart-  
2 ment. The department shall approve an application for permit to  
3 operate an inspection station if

4 (1) the department determines the inspection station has  
5 proper equipment and competent personnel; and

6 (2) a certified vehicle inspector under AS 42.30.330 is  
7 employed at the inspection station.

8 (b) ~~The department may require an applicant for a permit under~~  
9 (a) of this section to file a bond providing compensation to the owner  
10 of a motor vehicle for damages caused to the motor vehicle as a result  
11 of negligence by the operator or employees of the official inspection

12 ~~station.~~ A certified vehicle inspector and an inspection station may  
be held liable for any damage occurring to a motor vehicle  
during an inspection.

13 (c) After the department approves an application for permit to  
14 operate an official inspection station under (a) of this section, it  
15 shall provide the applicant with a permit and certificates of inspec-  
16 tion.

17 (d) Upon receipt of a permit from the department under (c) of  
18 this section, the operator of an official inspection station shall  
19 post the permit in a conspicuous place at the location designated by  
20 the department.

21 (e) The department shall suspend or revoke a permit of an opera-  
22 tor of an official inspection station if the operator fails to meet  
23 the requirements of this section.

24 (f) Upon notice of suspension or revocation of a permit under  
25 (e) of this section, the operator of an official inspection station  
26 shall immediately terminate all inspection activities, and on demand  
27 by the department, return the permit and all certificates of inspec-  
28 tion. The department shall issue a receipt for all unused certifi-  
29 cates of inspection.

1 (g) If a permit is suspended or revoked under (e) of this sec  
2 tion, the department shall give an operator of an official inspectio  
3 station a hearing, upon written request filed with the departmen  
4 within 10 days after suspension or revocation.

5 (h) A permit to operate an official inspection station may no  
6 be assigned, transferred, or used at a location other than the lo  
7 cation designated by the department.

8 Sec. 42.30.330. CERTIFICATION OF VEHICLE INSPECTORS. (a)  
9 person may not conduct a motor vehicle inspection at an officia  
10 inspection station under AS 42.30.320 unless certified as a vehicl  
11 inspector by the department.

12 (b) The department may suspend the certification issued to  
13 vehicle inspector under (a) of this section if the vehicle inspecto  
14 improperly conducted inspections or failed to comply with a provisio  
15 of this section or regulations adopted under it.

16 (c) If a certificate is denied or suspended under (b) of thi  
17 section the department shall give a vehicle inspector a hearing upo  
18 written request filed with the commissioner within 10 days afte  
19 denial or suspension.

20 Sec. 42.30.340. HEARING BOARD. (a) There is created in th  
21 department the Vehicle Safety Hearing Board. The members of th  
22 hearing board are the commissioner of commerce and economic develop  
23 ment, the commissioner of transportation and public facilities, an  
24 the attorney general, or their designees.

25 (b) At the request of the commissioner of the department th  
26 hearing board shall convene and hear the evidence and informatio  
27 relevant to the suspension and revocation of an official inspectio  
28 station permit. The hearing board shall make written findings an  
29 conclusions to support its order affirming, denying or modifying th

1 action taken by the department.

2 (c) The order of the hearing board is subject to judicial review  
3 in the manner provided by law.

4 Sec. 42.30.350. ISSUANCE OF CERTIFICATE OF INSPECTION. (a)  
5 person operating an official inspection station shall issue a certifi-  
6 cate of inspection to the owner of a motor vehicle after determinin-  
7 the motor vehicle is in a safe and mechanically sound condition.

8 (b) A person operating an official inspection station shall keep  
9 a record of each inspection performed at the station and the depart-  
10 ment may audit the records of an official inspection station ~~at an~~  
11 *and may conduct a spot check to verify the competency of an*  
~~time~~ *inspector at any time.*

12 Sec. 42.30.360. FALSELY REPRESENTING TO BE AN OFFICIAL STATION

13 (a) A person may not represent a place as an official inspectio-  
14 station unless the station is operating under a valid permit issued b-  
15 the department under AS 42.30.320.

16 (b) A person may not issue a certificate of inspection unles-  
17 holding a valid permit under AS 42.30.320.

18 Sec. 42.30.370. COUNTERFEIT CERTIFICATES OF INSPECTION. (a)  
19 person may not make, issue, or knowingly use an imitation or counter-  
20 feit of an official certificate of inspection.

21 (b) A person may not knowingly display or issue a certificat-  
22 of inspection on a motor vehicle unless the motor vehicle has met th-  
23 requirements of AS 42.30.350.

24 Sec. 42.30.380. VIOLATION A MISDEMEANOR. A person who knowingly  
25 violates a provision of AS 42.30.300 - 42.30.370 is guilty of a clas-  
26 B misdemeanor.

27 Sec. 42.30.390. DEFINITIONS. In AS 42.30.200 - 42.30.390,

28 (1) "air carrier" means a person undertaking to engage i-  
29 air commerce, whether directly or indirectly, or by lease, contract

1 or any other arrangement, and whether over regular or irregular  
2 routes;

3 (2) "air commerce" means carriage by aircraft of persons or  
4 property, for compensation or hire, in intrastate commerce, including  
5 the carriage by aircraft of persons or property that move partly by  
6 aircraft and partly by other forms of transportation;

7 (3) "aircraft" means a device used or designed for flight  
8 in the air;

9 (4) "department" means the Department of Commerce and  
10 Economic Development;

11 (5) "freight" has the same meaning as "property";

12 (6) "motor vehicle" means

13 (A) a truck of more than 10,000 pounds unladen gross  
14 vehicle weight used upon a public highway of this state; and

15 (B) a trailer of more than 5,000 pounds unladen gross  
16 vehicle weight registered in this state and used upon a public highway of this state;

17 (7) "property" means all commodities, articles, and cargo,  
18 of whatever nature or value, excluding garbage, and trash.

19 \* Sec. 4. AS 44.33.020 is amended by adding a new paragraph to read:

20 (27) implement the financial responsibility requirements for  
21 motor vehicles and air carriers under AS 42.30.200 - 43.30.270.

22 \* Sec. 5. This Act takes effect immediately in accordance with AS 01.-  
23 10.070(c).

CSSB  
279  
(FIN)

REQUEST

Bill/Resolution No. SB 279 (FIN)  
Title: Special approp. to econ. dev. fund of AIDA.  
Sponsor: Resources Committee  
Requestor: \_\_\_\_\_  
Date of Request: 4/16/85

FISCAL DETAIL

Agency Affected: Commerce & Econ. Dev.  
Program Category Affected: \_\_\_\_\_  
Economic Development  
BRU, Program or Subprogram(s) Affected: \_\_\_\_\_  
Accounting & Collections

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                        | FI 85 | FI 86 | FI 87 | FI 88 | FI 89 | FI 90 |
|------------------------|-------|-------|-------|-------|-------|-------|
| <b>OPERATING</b>       |       |       |       |       |       |       |
| 100 PERSONNEL SERVICES |       |       |       |       |       |       |
| 200 TRAVEL             |       |       |       |       |       |       |
| 300 CONTRACTUAL        |       | 6.8   |       |       |       |       |
| 400 SUPPLIES           |       |       |       |       |       |       |
| 500 EQUIPMENT          |       |       |       |       |       |       |
| 600 LAND & STRUCTURES  |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS     |       |       |       |       |       |       |
| 800 MISCELLANEOUS      |       |       |       |       |       |       |
| <b>TOTAL OPERATING</b> | -0-   | 6.8   | -0-   | -0-   | -0-   | -0-   |
| <b>CAPITAL</b>         | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |
| <b>REVENUE</b>         | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |

FUNDING: (Thousands of Dollars)

|                            |     |     |     |     |     |     |
|----------------------------|-----|-----|-----|-----|-----|-----|
| FEDERAL FUNDS              |     |     |     |     |     |     |
| OTHER interagency receipts | -0- | 6.8 | -0- | -0- | -0- | -0- |
| <b>TOTAL</b>               | -0- | 6.8 | -0- | -0- | -0- | -0- |

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

ANALYSIS:

Approximately 2,800 loans will be affected by the reappropriations proposed in SB 279.

Prepared By: Margaret I. Hamley, Director Phone: 465-2555  
 Division: Accounting & Collections Date: 4-17-85  
 Approved by Commissioner: Loren H. Lounsbury Date: 4/19/85  
 Agency: Commerce and Economic Development

SENATE JOURNAL SUPPLEMENT  
FISCAL NOTE

5/1/85

No. 34

SCS CSHB  
133  
(FIN)

REQUEST SCS FISCAL DETAIL  
Bill/Resolution No.: CSHB 133(FIN) Agency Affected: Commerce & Econ. Dev  
Title: Act relating to req. of safety of motor carriers Program Category Affected: \_\_\_\_\_  
Sponsor: \_\_\_\_\_ BRU, Program or Subprogram(s) Affected: \_\_\_\_\_  
Requestor: Senate Finance Division of Measurement Standards  
Date of Request: 5/1/85

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                       | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 | FY 90 |
|-----------------------|-------|-------|-------|-------|-------|-------|
| OPERATING             | 0     |       |       |       |       |       |
| 100 PERSONAL SERVICES | 0     | 253.9 |       |       |       |       |
| 200 TRAVEL            | 0     | 30.0  |       |       |       |       |
| 300 CONTRACTUAL       | 0     | 40.8  |       |       |       |       |
| 400 SUPPLIES          | 0     | 3.5   |       |       |       |       |
| 500 EQUIPMENT         | 0     | 8.0   |       |       |       |       |
| 600 LAND & STRUCTURES | 0     |       |       |       |       |       |
| 700 GRANTS, CLAIMS    | 0     |       |       |       |       |       |
| 800 MISCELLANEOUS     | 0     |       |       |       |       |       |
| TOTAL OPERATING       | 0     | 336.2 |       |       |       |       |

CAPITAL

REVENUE

FUNDING: (Thousands of Dollars)

|               |  |       |  |  |  |  |
|---------------|--|-------|--|--|--|--|
| GENERAL FUND  |  | 336.2 |  |  |  |  |
| FEDERAL FUNDS |  |       |  |  |  |  |
| OTHER         |  |       |  |  |  |  |
| TOTAL         |  | 336.2 |  |  |  |  |

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

ANALYSIS:

Prepared By: \_\_\_\_\_ Phone: 465-4523  
 Division: Jan Falks, Co-chairman Date: 5/1/85  
Senate Finance Committee  
 Approved by Commissioner: \_\_\_\_\_ Date: \_\_\_\_\_  
 Agency: \_\_\_\_\_

HB 185

The Health, Education and Social Services Committee considered CS FOR HOUSE BILL NO. 185 (LOANS) (maximum loan amounts, eligibility requirements, and conditions of scholarship loans; efd) and recommended do pass. The report was signed by Senator Fahrenkamp, Chairman and concurred in by Senators DeVries, Josephson, Sturgulewski and Paul Fischer.

CS FOR HOUSE BILL NO. 185 (LOANS) was referred to the Rules Committee.

HB 198

The Community and Regional Affairs Committee considered HOUSE BILL NO. 198 am (municipal assistance for certain municipalities organized under federal law; efd) and recommended it be replaced with

SENATE CS FOR HOUSE BILL NO. 198 (C&RA)

and do pass. The report was signed by Senator DeVries, Chairman and concurred in by Senators Ferguson, Sturgulewski, Vic Fischer and Coghill.

HOUSE BILL NO. 198 am was referred to the Finance Committee.

SR 2

The Finance Committee considered SENATE RESOLUTION NO. 2 (Relating to the emergency situation in the Matanuska-Susitna school district) and attached the following amendment:

Page 1, line 23: Delete "\$40,000,000" and insert "\$10,000,000"

with a majority do pass. The report was signed by Senator Faiks, Co-Chairman and concurred in by Senators Kerttula, Halford and Sackett. Senators Paul Fischer, Eliason and Ferguson signed "no recommendation".

SENATE RESOLUTION NO. 2 was referred to the Rules Committee.

HJR 34

The Health, Education and Social Services Committee considered HOUSE JOINT RESOLUTION NO. 34 (Urging Congress to maintain the current level of federal funding for child nutrition programs) and recommended do pass. The report was signed by Senator Fahrenkamp, Chairman and concurred in by Senators Josephson, Sturgulewski, DeVries and Paul Fischer.

HB 133 cont'd

with a majority do pass. Senator Faiks, Co-Chairman, signed "no recommendation". Senators Kerttula, Halford, Eliason, Paul Fischer, Ferguson and Sackett signed "do pass".

Finance Committee fiscal note on the Department of Commerce and Economic Development appears in Supplement No. 34.

"Letter of Intent  
SCS CSHB 133 (FIN)

It is the intent of the Legislature that a study be undertaken by legislative staff to determine:

1. What federal safety regulations are applicable to Alaska intrastate air commerce, and which, if any, ought to be incorporated into the State's certification of compliance program;
2. If the hazardous flying conditions in Alaska warrant additional safety training for pilots as a condition of state certification of compliance;
3. The effects of phase out or elimination of the federal essential air service program on the reliability of air service to Alaska communities; and
4. The efficiency and effectiveness with which the Department of Commerce and Economic Development has established a motor vehicle safety inspection program.

The results of this study shall be reported to the Second Session of the Fourteenth Alaska Legislature not later than the tenth day after it convenes."

CS FOR HOUSE BILL NO. 133 (FIN) am was referred to the Rules Committee.

HB 140

The State Affairs Committee considered CS FOR HOUSE BILL NO. 140 (RLS) (use of teleconferencing under the Administrative Procedure Act) and a majority of the committee recommended do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators DeVries, Kelly and Ray.

CS FOR HOUSE BILL NO. 140 (RLS) was referred to the Finance Committee.

## ADJOURNMENT

Senator Halford moved and asked unanimous consent that the Senate adjourn until 11:00 a.m., May 8, 1985. Without objection, the Senate adjourned at 4:20 p.m.

Feggy Mulligan  
Secretary of the Senate

May 1985

May 7, 1985

1127

SB 147

CS FOR SENATE BILL NO. 147 (2d FIN) was engrossed, signed by the President and Secretary and transmitted to the House for consideration.

SB 157

CS FOR SENATE BILL NO. 157 (SA) was engrossed, signed by the President and Secretary and transmitted to the House for consideration.

HB 124

SENATE CS FOR HOUSE BILL NO. 124 (SA) am S was engrossed, signed by the President and Secretary and returned to the House for consideration.

HB 133

SENATE CS FOR CS FOR HOUSE BILL NO. 133 (FIN) am S was engrossed, signed by the President and Secretary and returned with a Senate Letter of Intent to the House for consideration.

SJR 24

CS FOR SENATE JOINT RESOLUTION NO. 24 (RES) was engrossed, signed by the President and Secretary and transmitted to the House for consideration.

HJR 33

SENATE CS FOR HOUSE JOINT RESOLUTION NO. 33 (RLS) am S was engrossed, signed by the President and Secretary and returned to the House for consideration.

## ENROLLMENT

SB 167

CS FOR SENATE BILL NO. 167 (L&C) was enrolled, signed by the President and Secretary, Speaker and Chief Clerk and the enrolled and engrossed copies transmitted to the Office of the Governor at 2:10 p.m., May 7, 1985.

## ADJOURNMENT

Senator Halford moved and asked unanimous consent that the Senate adjourn until 11:00 a.m., May 8, 1985. Without objection, the Senate adjourned at 4:20 p.m.

Peggy Mulligan  
Secretary of the Senate

May 1985

HE 133 cont'd

Senator Abood moved and asked unanimous consent that Amendment No. 1 be withdrawn. Without objection, Amendment No. 1 was withdrawn.

Senators Halford and Ferguson offered Amendment No. 2:

Page 2, line 21: change "10 years"  
to "3 years"

Senator Halford moved and asked unanimous consent that Amendment No. 2 be adopted. Senators Ray and Kelly objected.

The question being: "Shall Amendment No. 2 be adopted?" The roll was taken with the following result:

SCS CSHE 133 FIN AM 2

Yeas: 14 Abood, Bennett, Coghill, DeVries,  
Eliason, Fahrenkamp, Faiks,  
Ferguson, Fischer Paul, Halford,  
Josephson, Kelly, Kerttula,  
Sturgulewski

Nays: 2 Fischer Vic, Ray

Absent: 4 Rodey, Sackett, Zharoff, Ziegler

and so, Amendment No. 2 was adopted.

Senator Halford moved and asked unanimous consent that SENATE CS FOR CS FOR HOUSE BILL NO. 133 (FIN) am S be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

SENATE CS FOR CS FOR HOUSE BILL NO. 133 (FIN) am S was read the third time.

Senator Faiks moved and asked unanimous consent for the adoption of the Senate Finance Letter of Intent offered on page 995. Without objection, the Senate Letter of Intent was adopted.

May 7, 1985

1115

HF 124 cont'd

The question being: "Shall SENATE CS FOR HOUSE BILL NO. 124 (SA) am S (extending the Older Alaskans Commission; efd) pass the Senate?" The roll was taken with the following result:

SCS HB 124 SA AM S 3RD

Yeas: 19 Abood, Bennett, Coghill, DeVries,  
Eliason, Fahrenkamp, Faiks,  
Ferguson, Fischer Paul,  
Fischer Vic, Halford, Josephson,  
Kelly, Kerttula, Ray, Rodey,  
Sturgulewski, Zharoff, Ziegler

Nays: 0

Absent: 1 Sackett

and so, SENATE CS FOR HOUSE BILL NO. 124 (SA) am S passed the Senate.

Senator Halford moved and asked unanimous consent that the vote on the passage of the bill be considered the vote on the effective date clause. Without objection, it was so ordered.

SENATE CS FOR HOUSE BILL NO. 124 (SA) am S was referred to the Secretary for engrossment.

HB 133

CS FOR HOUSE BILL NO. 133 (FIN) am (transportation safety and financial responsibility; efd) was read the second time.

Senator Coghill moved and asked unanimous consent for the adoption of the Finance Senate Committee Substitute offered on page 994. Without objection, SENATE CS FOR CS FOR HOUSE BILL NO. 133 (FIN) was adopted.

SENATE CS FOR CS FOR HOUSE BILL NO. 133 (FIN) was read the second time.

Senator Abood offered Amendment No. 1:

Page 8, lines 11-12:

delete "and does not include activities"

insert: "or activities for which a person receives  
no direct monetary compensation but are"

Senator Abood moved and asked unanimous consent that Amendment No. 1 be adopted. Senator Halford objected.

SJR 24 cont'd

CS FOR SENATE JOINT RESOLUTION NO. 24 (RES) was read the third time.

The question being: "Shall CS FOR SENATE JOINT RESOLUTION NO. 24 (RES) (Americanization of the fishery off the coast of Alaska) pass the Senate?" The roll was taken with the following result:

## CSSJR 24 RES 3RD

Yeas: 17 Abood, Bennett, Coghill, DeVries,  
Eliason, Fahrenkamp, Faiks,  
Fischer Paul, Fischer Vic,  
Halford, Josephson, Kelly,  
Kerttula, Ray, Sackett,  
Sturgulewski, Zharoff

Nays: 0

Absent: 3 Ferguson, Rodey, Ziegler

and so, CS FOR SENATE JOINT RESOLUTION NO. 24 (RES) passed the Senate and was referred to the Secretary for engrossment.

SJR 26

SENATE JOINT RESOLUTION NO. 26 (payment of just compensation to landowners for certain rights-of-way across land in Alaska) was read the second time.

Senator Halford moved and asked unanimous consent that SENATE JOINT RESOLUTION NO. 26 be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

SENATE JOINT RESOLUTION NO. 26 was read the third time.

May 7, 1985

1117

HB 133 cont'd

The question being: "Shall SENATE CS FOR CS FOR HOUSE BILL NO. 133 (FIN) am S (transportation safety and financial responsibility; efd) pass the Senate?" The roll was taken with the following result:

SCS CSHE 133 FIN AM S JRD

Yeas: 14 Bennett, Coghill, DeVries,  
Eliason, Fahrenkamp, Faiks,  
Fischer Paul, Fischer Vic,  
Halford, Josephson, Kelly,  
Kerttula, Sturgulewski, Zharoff

Nays: 3 Abood, Ray, Sackett

Absent: 3 Ferguson, Rodey, Ziegler

Vic Fischer changed from nay to yea

and so, SENATE CS FOR CS FOR HOUSE BILL NO. 133 (FIN) am S passed the Senate.

Senator Halford moved and asked unanimous consent that the vote on the passage of the bill be considered the vote on the effective date clause. Without objection, it was so ordered.

SENATE CS FOR CS FOR HOUSE BILL NO. 133 (FIN) am S was referred to the Secretary for engrossment.

## SECOND READING OF SENATE RESOLUTIONS

SJR 24

SENATE JOINT RESOLUTION NO. 24 (Americanization of the fishery off the coast of Alaska) was read the second time.

Senator Sturgulewski moved and asked unanimous consent for the adoption of the Resources Committee Substitute offered on page 1050. Without objection, CS FOR SENATE JOINT RESOLUTION NO. 24 (RES) was adopted.

CS FOR SENATE JOINT RESOLUTION NO. 24 (RES) was read the second time.

Senator Halford moved and asked unanimous consent that CS FOR SENATE JOINT RESOLUTION NO. 24 (RES) be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

SB 20

The Rules Committee considered SENATE BILL NO. 20 (implied consent to preliminary breath test by aircraft and watercraft operators) and a majority of the committee recommended calendar May 7. The report was signed by Senator Kelly, Chairman and concurred in by Senators Coghill and Faiks.

SENATE BILL NO. 20 appears on the calendar.

SB 147

The Rules Committee considered SENATE BILL NO. 147 (state support for education; efd) and a majority of the committee recommended calendar May 7. The report was signed by Senator Kelly, Chairman and concurred in by Senators Coghill and Faiks.

SENATE BILL NO. 147 appears on the calendar.

SB 157

The Rules Committee considered SENATE BILL NO. 157 (continuing the existence of the Alaska Administrative Journal; efd) and a majority of the committee recommended calendar May 7. The report was signed by Senator Kelly, Chairman and concurred in by Senators Coghill and Faiks.

SENATE BILL NO. 157 appears on the calendar.

SJR 24

The Rules Committee considered SENATE JOINT RESOLUTION NO. 24 (Americanization of the fishery off the coast of Alaska) and a majority of the committee recommended calendar May 7. The report was signed by Senator Kelly, Chairman and concurred in by Senators Coghill and Faiks.

SENATE JOINT RESOLUTION NO. 24 appears on the calendar.

SJR 26

The Rules Committee considered SENATE JOINT RESOLUTION NO. 26 (payment of just compensation to landowners for certain rights-of-way across land in Alaska) and a majority of the committee recommended calendar May 7. The report was signed by Senator Kelly, Chairman and concurred in by Senators Coghill and Josephson.

SJR 26 cont'd

SENATE JOINT RESOLUTION NO. 26 appears on the calendar.

HB 124

The Rules Committee considered HOUSE BILL NO. 124 (extending the Older Alaskans Commission; efd) and a majority of the committee recommended calendar May 7. The report was signed by Senator Kelly, Chairman and concurred in by Senators Coghill and Josephson.

HOUSE BILL NO. 124 appears on the calendar.

HB 133

The Rules Committee considered CS FOR HOUSE BILL NO. 133 (FIN) am (transportation safety and financial responsibility; efd) and a majority of the committee recommended calendar May 7. The report was signed by Senator Kelly, Chairman and concurred in by Senators Coghill and Josephson.

CS FOR HOUSE BILL NO. 133 (FIN) am appears on the calendar.

## INTRODUCTION AND REFERENCE OF SENATE BILLS

SB ---

SENATE BILL NO. 312 by Senator Kerttula, entitled:

"An Act relating to free passenger service for seniors on the Alaska Railroad."

was read the first time and referred to the Labor and Commerce Committee and the Finance Committee.

SB 313

SENATE BILL NO. 313 by Senator Kerttula, entitled:

"An Act requiring a properly equipped and staffed caboose on certain trains."

was read the first time and referred to the Labor and Commerce Committee.

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

REQUEST

Bill/Resolution No.: HB 133  
 Title: "...Public Safety to reg. safety of commerical vehicles..."  
 Sponsor: Governor  
 Requestor: House State Affairs  
 Date of Request: 2-1-85

FISCAL DETAIL

Agency Affected: Public Safety  
 Program Category Affected: Public Protection  
 BRU, Program or Subprogram(s) Affected: Division of Motor Vehicles - Commercial Vehicle Safety

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                        | FY 85 | FY 86        | FY 87        | FY 88        | FY 89        | FY 90        |
|------------------------|-------|--------------|--------------|--------------|--------------|--------------|
| <b>OPERATING</b>       |       |              |              |              |              |              |
| 100 PERSONAL SERVICES  |       | 250.0        | 250.0        | 250.0        | 250.0        | 250.0        |
| 200 TRAVEL             |       | 3.0          | 3.2          | 3.4          | 3.6          | 3.8          |
| 300 CONTRACTUAL        |       | 66.0         | 53.6         | 56.3         | 59.1         | 62.1         |
| 400 SUPPLIES           |       | 7.0          | 7.4          | 7.8          | 8.2          | 8.6          |
| 500 EQUIPMENT          |       | 30.0         |              |              |              |              |
| 600 LAND & STRUCTURES  |       |              |              |              |              |              |
| 700 GRANTS, CLAIMS     |       |              |              |              |              |              |
| 800 MISCELLANEOUS      |       |              |              |              |              |              |
| <b>TOTAL OPERATING</b> |       | <b>356.0</b> | <b>314.2</b> | <b>317.5</b> | <b>320.9</b> | <b>324.5</b> |

|                |  |  |  |  |  |  |
|----------------|--|--|--|--|--|--|
| <b>CAPITAL</b> |  |  |  |  |  |  |
|----------------|--|--|--|--|--|--|

|                |  |  |  |  |  |  |
|----------------|--|--|--|--|--|--|
| <b>REVENUE</b> |  |  |  |  |  |  |
|----------------|--|--|--|--|--|--|

FUNDING: (Thousands of Dollars)

|               |  |              |              |              |              |              |
|---------------|--|--------------|--------------|--------------|--------------|--------------|
| GENERAL FUND  |  | 356.0        | 314.2        | 317.5        | 320.9        | 324.5        |
| FEDERAL FUNDS |  |              |              |              |              |              |
| OTHER         |  |              |              |              |              |              |
| <b>TOTAL</b>  |  | <b>356.0</b> | <b>314.2</b> | <b>317.5</b> | <b>320.9</b> | <b>324.5</b> |

POSITIONS:

|           |  |     |     |     |     |     |
|-----------|--|-----|-----|-----|-----|-----|
| FULL-TIME |  | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| PART-TIME |  |     |     |     |     |     |
| TEMPORARY |  |     |     |     |     |     |

ANALYSIS: Attach a separate page if necessary

Prepared By: Marcia Lynn McKenzie  
 Division: Administrative Services

Phone: 465-4349  
 Date: 1/22/85

Approved by Commissioner: Robert J. Sundberg  
 Agency: Public Safety

Date: 1/22/85

Distribution (by Agency preparing fiscal note):

Legislative Finance  
 Legislative Sponsor  
 Requestor  
 Office of Management and Budget  
 Impacted Agency(ies)

7/1/84

## COST ANALYSIS

The following costs are for administration of permitting, certification, bonding and insurance. These costs are in addition to the positions and funding included in the Governor's budget which are for vehicle safety inspections.

Personal Services \$250.0

|   |  |          |
|---|--|----------|
| 1 | Administrative Support Center Supervisor | Range 14 |
| 4 | Administrative Support Technicians       | Range 12 |
| 1 | Accounting Technician II                 | Range 14 |

It is anticipated that the positions, located in Anchorage, will be transferred from the ATC component, along with needed office equipment (desks, chairs, etc.). Minimal overtime and negotiated one-time compensatory payments are included.

Travel 3.0

Contractual Services 66.0

|  |        |
|--|--------|
| Telephone, postage, etc.                                 | \$25.0 |
| Printing of applications,<br>forms, advertisements, etc. | 8.0    |
| Space Lease  | 15.0   |
| Maintenance on data/word processing equipment            | 1.3    |
| Copier costs   | 3.0    |
| Professional fees (Dept. of Law)                         | 12.0   |
| Risk Management  | 1.7    |

Supplies and Materials 7.0

Office and library supplies

Equipment 30.0

Data/word processors

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TOTAL \$356.0

For FY 87, space lease costs are transferred to the Department of Administration. A five percent annual inflation adjustment is applied beginning in FY 87.

**FY 86**

|   |                       |                   |              |         |         |
|---|-----------------------|-------------------|--------------|---------|---------|
| RAIICE/STEP<br>14/J   | DARG. UNIT<br>S       | PAGE/LINE         | COV.<br>LEG. | APPROV. | DISCPT. |
| BRU PRIORITY  | LOCATION<br>Anchorage | ELECTION DISTRICT |              |         |         |
| JUSTIFICATION   |                       |                   |              |         |         |
| <p>This position is unit supervisor in a group of six positions to be transferred to the Department of Public Safety as a result of the disbanding of the Alaska Transportation Commission.</p> <p>The unit consists of this position, four Administrative Support Technicians and one Accounting Technician II. The unit will be responsible for the administration of permitting, certification, bonding and insurance of commercial vehicles, including both motor and air carriers.</p> |                       |                   |              |         |         |

|   |                       |
|---|-----------------------|
| 1. POSITION TITLE<br>Administrative Support Center Supervisor | PCN NUMBER<br>08-7011 |
| 2. TYPE OF POSITION<br>PFT                                    | STAFF MONTHS<br>12.0  |
| 3. CONFIGURATION LEVEL<br>1                                   | RP NUMBER             |
| 4. TYPE OF EXPENDITURE<br>PERSONAL SERVICES                   | ADDITION<br>2         |
| 5. Salary   | Amount<br>3           |
| 6. Benefits   |                       |
| 7. Supplemental Benefits                                      |                       |
| 8. Fixed Benefits   |                       |
| 9. TOTAL PERSONAL SERVICES                                    | 01                    |
| 10. Travel  | 02                    |
| 11. Contractual   | 03                    |
| 12. Commodities   | 04                    |
| 13. Equipment   | 05                    |
| 14. Other   |                       |
| 15. TOTAL COST  | 55.1                  |
| 16. RECEIPT CODE  | FUNDING SOURCE        |
| 17. Federal Receipts 1002                                     |                       |
| 18. G.F. Hatch 1003   |                       |
| 19. General Funds 1004  | 55.1                  |
| 20. I-A Receipts 1005   |                       |
| 21. Program Receipts 1028                                     |                       |
|   | Other                 |

FOR BSM USE ONLY  
KEY NUMBER

AGENCY Department of Public Safety  
 PROGRAM Life & Property Protection  
 BRU Division of Motor Vehicles  
 COMPONENT Commercial Vehicle Safety

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 Revised Date     

**REQUEST FOR  
NEW POSITION**

FY 86

|     |  |                      |           |                       |  |                       |                   |              |          |
|-----|--|----------------------|-----------|-----------------------|--|-----------------------|-------------------|--------------|----------|
| 1.  | POSITION TITLE<br>Accounting Technician II | STAFF MONTHS<br>12.0 | RP NUMBER | PCN NUMBER<br>08-7031 | RAISE/STEP<br>14/E   | DARG. UNIT<br>G       | PAGE/LINE         | APPROV.      | DISAPPR. |
| 2.  | TYPE OF POSITION<br>PFT                    | ADDITION             |           |                       | BRU PRIORITY   | LOCATION<br>Anchorage | ELECTION DISTRICT | COV.<br>LEG. |          |
| 3.  | CERTIFICATION LEVEL                        |                      |           |                       | JUSTIFICATION  |                       |                   |              |          |
| 4.  | TYPE OF EXPENDITURE                        |                      |           |                       | This position will provide the accounting support needed for the Commercial Vehicle Safety Unit transferred from the disbanding Alaska Transportation Commission. The position is one of a unit of six which will administer the permitting, certification, bonding and insurance of commercial vehicles, including both air and motor carriers. |                       |                   |              |          |
| 5.  | PERSONAL SERVICES                          | 1                    | 2         | 3                     |  |                       |                   |              |          |
| 6.  | Salary                                     |                      |           | 43.9                  |  |                       |                   |              |          |
| 7.  | Benefits                                   |                      |           | 3.8                   |  |                       |                   |              |          |
| 8.  | Supplemental Benefits                      |                      |           | 1.0                   |  |                       |                   |              |          |
| 9.  | Fixed Benefits                             |                      |           |                       |  |                       |                   |              |          |
| 10. | TOTAL PERSONAL SERVICES                    |                      |           | 48.7                  |  |                       |                   |              |          |
| 11. | Travel                                     |                      |           |                       |  |                       |                   |              |          |
| 12. | Contractual                                |                      |           |                       |  |                       |                   |              |          |
| 13. | Commodities                                |                      |           |                       |  |                       |                   |              |          |
| 14. | Equipment                                  |                      |           |                       |  |                       |                   |              |          |
| 15. | Other                                      |                      |           |                       |  |                       |                   |              |          |
| 16. | TOTAL COST                                 |                      |           |                       |  |                       |                   |              |          |
| 16. | RECEIPT CODE                               | FUNDING SOURCE       |           |                       |  |                       |                   |              |          |
| 17. |  | Federal Receipts     | 1002      |                       |  |                       |                   |              |          |
| 18. |  | G.F. Match           | 1003      |                       |  |                       |                   |              |          |
| 19. |  | General Funds        | 1004      | 48.7                  |  |                       |                   |              |          |
| 20. |  | I-A Receipts         | 1005      |                       |  |                       |                   |              |          |
| 21. |  | Program Receipts     | 1020      |                       |  |                       |                   |              |          |
| 21. |  | Other                |           |                       |  |                       |                   |              |          |

FOR BJA USE ONLY  
KEY NUMBER

AGENCY Department of Public Safety  
 PROGRAM Life & Property Protection  
 BRU Division of Motor Vehicles  
 COMPONENT Commercial Vehicle Safety

Page      of       
 Revised Date     

REQUEST FOR  
NEW POSITION

|   |    |   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
|---|----|---|-----------|-----------------------|---------------------|-----------------------|-------------------|---------|----------|-----------|----|------|-------------|----|-----|--------------------------|----|-----|-------------------|----|--|----------------------------|----|------|------------|--|--|-----------------|--|--|-----------------|--|--|---------------|--|--|-----------|--|--|----------------|--|--|
| 1. POSITION TITLE<br>Administrative Support Technician IV |    | STAFF MONTHS<br>12.0  | RP NUMBER | PC# NUMBER<br>08-7012 | RAIAGE/STEP<br>12/K | DARG. UNIT<br>G       | PAGE/LINE         | APPROV. | DISAPPT. |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 2. TYPE OF POSITION<br>PFT                                |    | ADDITION  | RP NUMBER |                       | DRU PRIORITY        | LOCATION<br>Anchorage | ELECTION DISTRICT | COY.    | LEG.     |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 3. CONFIRMATION LEVEL                                     |    | JUSTIFICATION   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 4. TYPE OF EXPENDITURE                                    |    | This position is one of four Administrative Support Technicians to be transferred from the disbanding Alaska Transportation Commission as part of an administrative unit. The six position unit will administer permitting, certification, bonding, and insurance of commercial vehicles, including both motor and air carriers.  |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 5. PERSONAL SERVICES                                      |    | <table border="1"> <tr> <td>5. Salary</td> <td>01</td> <td>42.5</td> </tr> <tr> <td>6. Benefits</td> <td>02</td> <td>3.8</td> </tr> <tr> <td>7. Supplemental Benefits</td> <td>03</td> <td>1.0</td> </tr> <tr> <td>8. Fixed Benefits</td> <td>04</td> <td></td> </tr> <tr> <td>9. TOTAL PERSONAL SERVICES</td> <td>05</td> <td>47.3</td> </tr> <tr> <td>10. Travel</td> <td></td> <td></td> </tr> <tr> <td>11. Contractual</td> <td></td> <td></td> </tr> <tr> <td>12. Commodities</td> <td></td> <td></td> </tr> <tr> <td>13. Equipment</td> <td></td> <td></td> </tr> <tr> <td>14. Other</td> <td></td> <td></td> </tr> <tr> <td>15. TOTAL COST</td> <td></td> <td></td> </tr> </table> |           |                       |                     |                       |                   |         |          | 5. Salary | 01 | 42.5 | 6. Benefits | 02 | 3.8 | 7. Supplemental Benefits | 03 | 1.0 | 8. Fixed Benefits | 04 |  | 9. TOTAL PERSONAL SERVICES | 05 | 47.3 | 10. Travel |  |  | 11. Contractual |  |  | 12. Commodities |  |  | 13. Equipment |  |  | 14. Other |  |  | 15. TOTAL COST |  |  |
| 5. Salary   | 01 | 42.5  |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 6. Benefits   | 02 | 3.8   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 7. Supplemental Benefits                                  | 03 | 1.0   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 8. Fixed Benefits   | 04 |   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 9. TOTAL PERSONAL SERVICES                                | 05 | 47.3  |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 10. Travel  |    |   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 11. Contractual   |    |   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 12. Commodities   |    |   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 13. Equipment   |    |   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 14. Other   |    |   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 15. TOTAL COST  |    |   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 16. RECEIPT CODE  |    | FUNDING SOURCE  |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 17. Federal Receipts 1002                                 |    | Federal Receipts 1002   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 18. G.F. Match 1003                                       |    | G.F. Match 1003   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 19. General Funds 1004                                    |    | General Funds 1004  |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 20. I-A Receipts 1005                                     |    | I-A Receipts 1005   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| 21. Program Receipts 1028                                 |    | Program Receipts 1028   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |
| Other   |    | Other   |           |                       |                     |                       |                   |         |          |           |    |      |             |    |     |                          |    |     |                   |    |  |                            |    |      |            |  |  |                 |  |  |                 |  |  |               |  |  |           |  |  |                |  |  |

FOR BSM USE ONLY  
KEY NUMBER

**FY 86**

AGENCY Department of Public Safety

PROGRAM Life & Property Protection

BRU Division of Motor Vehicles

COMPONENT Commercial Vehicle Safety

REQUEST FOR  
NEW POSITION

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Revised Date

| 1. POSITION TITLE<br>Administrative Support Technician IV   |                         | STAFF MONTHS<br>12.0 | RP NUMBER | PCH NUMBER<br>08-7015 | RAIICE/STEP<br>12/F | BARG. UNIT<br>G       | PAGE/LINE         | APPROV.           | DISAPT. |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
|---|-------------------------|----------------------|-----------|-----------------------|---------------------|-----------------------|-------------------|-------------------|---------|--------------|----------------|--------|-----|-----------------------|--|-----|-----------------|--|-----|--------------------|------|-----|-------------------|--|-----|-----------------------|--|-----|-------|--|
| 2. TYPE OF POSITION<br>PFT  |                         | ADDITION             | RP NUMBER |                       | BRU PRIORITY        | LOCATION<br>Anchorage | ELECTION DISTRICT | COY.              | LEG.    |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 3. CONTRIBUTION FOR LEVEL   |                         | 1                    |           | 2                     |                     | 3                     |                   | 4                 |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 4. TYPE OF EXPENDITURE  |                         | PERSONAL SERVICES    |           | PERSONAL SERVICES     |                     | PERSONAL SERVICES     |                   | PERSONAL SERVICES |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 5.  | Salary                  |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 6.  | Benefits                |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 7.  | Supplemental Benefits   |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 8.  | Fixed Benefits          |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 9.  | TOTAL PERSONAL SERVICES |                      | 01        |                       |                     |                       |                   |                   | 39.5    |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 10.   | Travel                  |                      | 02        |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 11.   | Contractual             |                      | 03        |                       |                     |                       |                   |                   | 3.8     |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 12.   | Commodities             |                      | 04        |                       |                     |                       |                   |                   | 1.0     |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 13.   | Equipment               |                      | 05        |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 14.   | Other                   |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 15.   | TOTAL COST              |                      |           |                       |                     |                       |                   |                   | 44.3    |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| JUSTIFICATION   |                         |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| This position is one of four Administrative Support Technicians to be transferred from the disbanding Alaska Transportation Commission as part of an administrative unit. The six position unit will administer permitting, certification, bonding, and insurance of commercial vehicles, including both motor and air carriers.  |                         |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| <table border="1"> <thead> <tr> <th>RECEIPT CODE</th> <th>FUNDING SOURCE</th> <th>AMOUNT</th> </tr> </thead> <tbody> <tr> <td>16.</td> <td>Federal Receipts 1002</td> <td></td> </tr> <tr> <td>17.</td> <td>C.F. Match 1003</td> <td></td> </tr> <tr> <td>18.</td> <td>General Funds 1004</td> <td>44.3</td> </tr> <tr> <td>19.</td> <td>I-A Receipts 1005</td> <td></td> </tr> <tr> <td>20.</td> <td>Program Receipts 1028</td> <td></td> </tr> <tr> <td>21.</td> <td>Other</td> <td></td> </tr> </tbody> </table> |                         |                      |           |                       |                     |                       |                   |                   |         | RECEIPT CODE | FUNDING SOURCE | AMOUNT | 16. | Federal Receipts 1002 |  | 17. | C.F. Match 1003 |  | 18. | General Funds 1004 | 44.3 | 19. | I-A Receipts 1005 |  | 20. | Program Receipts 1028 |  | 21. | Other |  |
| RECEIPT CODE  | FUNDING SOURCE          | AMOUNT               |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 16.   | Federal Receipts 1002   |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 17.   | C.F. Match 1003         |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 18.   | General Funds 1004      | 44.3                 |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 19.   | I-A Receipts 1005       |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 20.   | Program Receipts 1028   |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |
| 21.   | Other                   |                      |           |                       |                     |                       |                   |                   |         |              |                |        |     |                       |  |     |                 |  |     |                    |      |     |                   |  |     |                       |  |     |       |  |

FOR B34 USE ONLY  
KEY NUMBER

FY 86

AGENCY Department of Public Safety  
 PROGRAM Life & Property Protection  
 BRU Division of Motor Vehicles  
 COMPONENT Commercial Vehicle Safety

Page of  
Revised Date

REQUEST FOR  
NEW POSITION

|     |  |                       |           |                       |  |                       |                   |      |         |          |  |
|-----|--|-----------------------|-----------|-----------------------|--|-----------------------|-------------------|------|---------|----------|--|
| 1.  | POSITION TITLE<br>Administrative Support Technician IV | STAFF MONTHS<br>12.0  | RP NUMBER | PCN NUMBER<br>08-7013 | RANGE/STEP<br>12/F   | BARG. UNIT<br>G       | PAGE/LINE         | COV. | APPROV. | DISAPPR. |  |
| 2.  | TYPE OF POSITION<br>PFT                                | ADDITION              | RP NUMBER |                       | BRU PRIORITY   | LOCATION<br>Anchorage | ELECTION DISTRICT | LEG. |         |          |  |
| 3.  | CONTINUATION LEVEL                                     | ADDITION              |           |                       | JUSTIFICATION  |                       |                   |      |         |          |  |
| 4.  | TYPE OF EXPENDITURE                                    |                       |           | Amount                | <p>This position is one of four Administrative Support Technicians to be transferred from the disbanding Alaska Transportation Commission as part of an administrative unit. The six position unit will administer commercial certification, bonding, and insurance of commercial vehicles, including both motor and air carriers.</p> |                       |                   |      |         |          |  |
| 5.  | PERSONAL SERVICES                                      | 2                     |           | 39.5                  |  |                       |                   |      |         |          |  |
| 6.  | Salary   |                       |           | 3.8                   |  |                       |                   |      |         |          |  |
| 7.  | Benefits   |                       |           | 1.0                   |  |                       |                   |      |         |          |  |
| 8.  | Supplemental Benefits                                  |                       |           |                       |  |                       |                   |      |         |          |  |
| 9.  | Fixed Benefits   |                       |           |                       |  |                       |                   |      |         |          |  |
| 10. | TOTAL PERSONAL SERVICES                                |                       |           | 44.3                  |  |                       |                   |      |         |          |  |
| 11. | TRAVEL   |                       |           |                       |  |                       |                   |      |         |          |  |
| 12. | Contractual  |                       |           |                       |  |                       |                   |      |         |          |  |
| 13. | Commodities  |                       |           |                       |  |                       |                   |      |         |          |  |
| 14. | Equipment  |                       |           |                       |  |                       |                   |      |         |          |  |
| 15. | Other  |                       |           |                       |  |                       |                   |      |         |          |  |
| 16. | TOTAL COST   |                       |           |                       |  |                       |                   |      |         |          |  |
| 17. | RECEIPT CODE   | FUNDING SOURCE        |           |                       |  |                       |                   |      |         |          |  |
| 18. |  | Federal Receipts 1002 |           |                       |  |                       |                   |      |         |          |  |
| 19. |  | G.F. Match 1003       |           |                       |  |                       |                   |      |         |          |  |
| 20. |  | General Funds 1004    |           | 44.3                  |  |                       |                   |      |         |          |  |
| 21. |  | I-A Receipts 1005     |           |                       |  |                       |                   |      |         |          |  |
|     |  | Program Receipts 1028 |           |                       |  |                       |                   |      |         |          |  |
|     |  | Other                 |           |                       |  |                       |                   |      |         |          |  |

FOR BSM USE ONLY  
KEY NUMBER

FY 86

AGENCY Department of Public Safety  
 PROGRAM Life & Property Protection  
 FUND Division of Motor Vehicles  
 COMPONENT Commercial Vehicle Safety

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 Revised Date     

REQUEST FOR  
NEW POSITION

|  |  |                       |           |                       |   |                       |                   |      |         |
|--|--|-----------------------|-----------|-----------------------|---|-----------------------|-------------------|------|---------|
| POSITION TITLE<br>Administrative Support Technician IV |  | STAFF MONTHS<br>12.0  | RP NUMBER | PCH NUMBER<br>08-7019 | RANGE/STEP<br>12/D  | BARG. UNIT<br>G       | PAGE/LINE         | COV. | DISAPT. |
| TYPE OF POSITION<br>PFT                                |  | ADDITION              | RP NUMBER |                       | BRU PRIORITY  | LOCATION<br>Anchorage | ELECTION DISTRICT | LEG. |         |
| CONTRIBUTION LEVEL                                     |  | ADDITION              |           | AMOUNT                | JUSTIFICATION   |                       |                   |      |         |
| TYPE OF EXPENDITURE                                    |  | ADDITION              |           | AMOUNT                | <p>This position is one of four Administrative Support Technicians to be transferred from the disbanding Alaska Transportation Commission as part of an administrative unit. The six position unit will administer permitting, certification, bonding, and insurance of commercial vehicles, including both motor and air carriers.</p> |                       |                   |      |         |
| PERSONAL SERVICES                                      |  | 2                     |           | 3                     |   |                       |                   |      |         |
| Salary   |  |                       |           | 37.3                  |   |                       |                   |      |         |
| Benefits   |  |                       |           | 3.8                   |   |                       |                   |      |         |
| Supplemental Benefits                                  |  |                       |           | 1.0                   |   |                       |                   |      |         |
| Fixed Benefits   |  |                       |           |                       |   |                       |                   |      |         |
| TOTAL PERSONAL SERVICES                                |  | 01                    |           | 42.1                  |   |                       |                   |      |         |
| Travel   |  | 02                    |           |                       |   |                       |                   |      |         |
| Contractual  |  | 03                    |           |                       |   |                       |                   |      |         |
| Commodities  |  | 04                    |           |                       |   |                       |                   |      |         |
| Equipment  |  | 05                    |           |                       |   |                       |                   |      |         |
| Other  |  |                       |           |                       |   |                       |                   |      |         |
| TOTAL COST   |  |                       |           | 42.1                  |   |                       |                   |      |         |
| RECEIPT CODE   |  | FUNDING SOURCE        |           |                       |   |                       |                   |      |         |
|  |  | Federal Receipts 1002 |           |                       |   |                       |                   |      |         |
|  |  | G.F. Hatch 1003       |           |                       |   |                       |                   |      |         |
|  |  | General Funds 1004    |           | 42.1                  |   |                       |                   |      |         |
|  |  | I-A Receipts 1005     |           |                       |   |                       |                   |      |         |
|  |  | Program Receipts 102B |           |                       |   |                       |                   |      |         |
|  |  | Other                 |           |                       |   |                       |                   |      |         |

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KEY NUMBER

FY 86

AGENCY Department of Public Safety  
 PROGRAM Life & Property Protection  
 BRU Division of Motor Vehicles  
 COMPONENT Commercial Vehicle Safety

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 Revised Date     

REQUEST FOR  
NEW POSITION

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

REQUEST

Bill/Resolution No.: HR 133  
 Title: An Act to regulate safety  
of motor carriers  
 Sponsor: Pules Committee  
 Requestor: Governor  
 Date of Request: \_\_\_\_\_

FISCAL DETAIL

Agency Affected: Commerce & Econ. Dev.  
 Program Category Affected: \_\_\_\_\_  
Public Safety  
 BRU, Program or Subprogram(s) Affected: \_\_\_\_\_  
Division of Measurement Standards

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                        | FY 85        | FY 86        | FY 87 | FY 88 | FY 89 | FY 90 |
|------------------------|--------------|--------------|-------|-------|-------|-------|
| <b>OPERATING</b>       |              |              |       |       |       |       |
| 100 PERSONAL SERVICES  | 128.5        | 338.5        |       |       |       |       |
| 200 TRAVEL             | 10.0         | 30.0         |       |       |       |       |
| 300 CONTRACTUAL        | 55.0         | 40.8         |       |       |       |       |
| 400 SUPPLIES           | 2.5          | 3.5          |       |       |       |       |
| 500 EQUIPMENT          | 15.0         | 8.0          |       |       |       |       |
| 600 LAND & STRUCTURES  |              |              |       |       |       |       |
| 700 GRANTS, CLAIMS     |              |              |       |       |       |       |
| 800 MISCELLANEOUS      |              |              |       |       |       |       |
| <b>TOTAL OPERATING</b> | <b>211.0</b> | <b>420.8</b> |       |       |       |       |
| <b>CAPITAL</b>         |              |              |       |       |       |       |
| <b>REVENUE</b>         |              |              |       |       |       |       |

FUNDING: (Thousands of Dollars)

|               |              |              |  |  |  |  |
|---------------|--------------|--------------|--|--|--|--|
| GENERAL FUND  | 211.0        | 420.8        |  |  |  |  |
| FEDERAL FUNDS |              |              |  |  |  |  |
| OTHER         |              |              |  |  |  |  |
| <b>TOTAL</b>  | <b>211.0</b> | <b>420.8</b> |  |  |  |  |

POSITIONS:

|           |   |   |  |  |  |  |
|-----------|---|---|--|--|--|--|
| FULL-TIME | 7 | 7 |  |  |  |  |
| PART-TIME |   |   |  |  |  |  |
| TEMPORARY |   |   |  |  |  |  |

ANALYSIS: Attach a separate page if necessary

See attached.

Prepared By: Joseph L. Swanson, Director  
 Division: Measurement Standards  
 Approved by Commissioner: Loren H. Lounsbury  
 Agency: Commerce and Economic Development

Phone: 345-7750  
 Date: 2/11/85  
 Date: 2/19/85

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

7/1/84

HB 133  
ANALYSIS

ASSUMPTIONS

This analysis was prepared with the understanding that the intent of the bill was to establish regulations and procedures to:

1. Administer the financial responsibility provisions of AS 42.30.200 - 42.30.225.
2. Administer the motor vehicle safety inspection program to be performed by private industry.

PROGRAM SUMMARY

1. Positions

New Positions:           1 Administrative Officer I  
                              2 Administrative Assistants I  
                              3 Clerk Typists III

Existing Positions:      Convert 5 existing seasonal weigh station operators to permanent full-time employees.

2. Other expenditures

Travel:                   Funds were included to provide for travel for remote locations to verify adherence to the provisions of AS 42.30 and to participate in the annual Commercial Vehicle Safety Alliance (CVSA) conference.

Contractual Services:   The listed funds are required to cover the costs for communications, printing forms, certificates of compliance, certificates of inspection, permits to operate, inspection certifications, and regulations and procedures; maintenance of agency equipment, vehicle costs, and equipment rental.

Commodities:            Specified costs are for operating supplies.

Equipment:              Costs are for the acquisition of computer terminals and replacement of existing equipment.

3. The funding projections were based upon the assumption that the following equipment be transferred from the Alaska Transportation Commission:

- Wang word/data processing system with associated work stations and printer.
- telex/telecopier equipment
- typewriters
- file cabinets
- book cases
- vehicles
- desks and chairs
- copy machine

It is essential that this equipment be transferred in order for the program to function effectively for the above stated costs.

FY '85

|   |  |  |  |  |  |
|---|--|--|--|--|--|
| 1. POSITION TITLE<br>ADMINISTRATIVE OFFICER I |  | PAGE/LINE  |  | DISAP.   |  |
| 2. TYPE OF POSITION<br>PFT                    |  | ELECTRON DISTRICT  |  | LEG.   |  |
| 3. STAFF HOURS<br>3                           |  | BARG. UNIT<br>S  |  | COV.   |  |
| 4. ADDITION<br>XX                             |  | LOCATION<br>EBA  |  | APPROV.  |  |
| 5. FUNDING SOURCE                             |  | BRU PRIORITY<br>1/A  |  | REG.   |  |
| 6. RECEIPT CODE                               |  | JUSTIFICATION  |  | This position will be responsible for supervising the administrative center of the division which will include the new statewide financial responsibility and safety programs and incorporate the existing permit program for cross-utilization of personnel.  |  |
| 7. FUNDING SOURCE                             |  | The responsibilities will include drafting recommended procedures, monitoring program activities, analyzing results, developing corrective procedures, and reporting results to the agency head. |  | The position will be required to assist in the development of the regulations drafted to administer the programs and will supervise their implementation. The implementation will entail establishing and maintaining cooperative working relationship with the regulated industries, other governmental agencies, and our department. The position will also be responsible for developing and maintaining the information necessary to evaluate the results of the programs. |  |
| 8. RECEIPT CODE                               |  | 11.0   |  |  |  |
| 9. RECEIPT CODE                               |  | 10.0   |  |  |  |
| 10. RECEIPT CODE                              |  | 55.0   |  |  |  |
| 11. RECEIPT CODE                              |  | 2.5  |  |  |  |
| 12. RECEIPT CODE                              |  | 15.0   |  |  |  |
| 13. RECEIPT CODE                              |  | 93.5   |  |  |  |
| 14. RECEIPT CODE                              |  |  |  |  |  |
| 15. RECEIPT CODE                              |  |  |  |  |  |
| 16. RECEIPT CODE                              |  |  |  |  |  |
| 17. RECEIPT CODE                              |  |  |  |  |  |
| 18. RECEIPT CODE                              |  |  |  |  |  |
| 19. RECEIPT CODE                              |  |  |  |  |  |
| 20. RECEIPT CODE                              |  |  |  |  |  |
| 21. RECEIPT CODE                              |  |  |  |  |  |

AGENCY Commerce & Economic Development

PROGRAM \_\_\_\_\_

BRU \_\_\_\_\_

COMPONENT \_\_\_\_\_

FY 86

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Revised Date \_\_\_\_\_

FOR BSM USE ONLY  
KEY NUMBER \_\_\_\_\_

REQUEST FOR  
NEW POSITION

|   |  |                    |  |           |  |                   |  |              |  |
|---|--|--------------------|--|-----------|--|-------------------|--|--------------|--|
| 1. POSITION TITLE<br>ADMINISTRATIVE ASSISTANT I |  | RANGE/STEP<br>12A  |  | PAGE/LINE |  | APPROV.           |  | DISAPPR.     |  |
| 2. TITLE OF POSITION<br>PFT                     |  | STAFF INTRINS<br>6 |  | RP NUMBER |  | UNIC. UNIT<br>EBA |  | COY.<br>LEG. |  |
| 3. COMPENSATION LEVEL                           |  | ADDITION           |  | XX        |  | ELECTION DISTRICT |  |              |  |
| 4. Title of Position Code                       |  | 1 / 2              |  |           |  |                   |  |              |  |
| 5. Personal Services                            |  | 11,838             |  |           |  |                   |  |              |  |
| 6. Salary                                       |  | 1,740              |  |           |  |                   |  |              |  |
| 7. Benefits                                     |  | 726                |  |           |  |                   |  |              |  |
| 8. Supplemental Benefits                        |  | 1,476              |  |           |  |                   |  |              |  |
| 9. Total Personal Services                      |  |                    |  | 15.8      |  |                   |  |              |  |
| 10. Travel                                      |  |                    |  | -0-       |  |                   |  |              |  |
| 11. Contractual                                 |  |                    |  | -0-       |  |                   |  |              |  |
| 12. Commodities                                 |  |                    |  | -0-       |  |                   |  |              |  |
| 13. Equipment                                   |  |                    |  | -0-       |  |                   |  |              |  |
| 14. Other                                       |  |                    |  |           |  |                   |  |              |  |
| 15. Total Cost                                  |  |                    |  | 15.8      |  |                   |  |              |  |

| RECEIPT CODE         | FUNDING SOURCE | PCN NUMBER |
|----------------------|----------------|------------|
| 16. Federal Receipts | 1002           |            |
| 17. C.F. Hatch       | 1003           |            |
| 18. General Funds    | 1004           |            |
| 19. I-A Receipts     | 1005           | 15.8       |
| 20. Program Receipts | 1028           |            |
| 21. Other            |                |            |

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KEY NUMBER

JUSTIFICATION  
These two positions will function as the working supervisors of the financial responsibility and motor vehicle safety programs. As such, they will ensure adherence to established procedures and will be responsible for monitoring the results produced and collect data and prepare reports for management's use. They will be required to be aware of industry needs and recommend improved procedures to achieve the stated goals and objectives in an efficient and cost effective manner. As the working supervisors, they will be the initial contact person for the regulated industries when problems arise. A great deal of judgment and tact will have to be exercised to achieve the desired results with minimum disruption of the effected agencies.

AGENCY Commerce & Economic Development

PROGRAM \_\_\_\_\_

BRU \_\_\_\_\_

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FY 86

REQUEST FOR  
NEW POSITION

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FY '85

|     |                                    |                       |           |            |
|-----|------------------------------------|-----------------------|-----------|------------|
| 1.  | POSITION TITLE<br>CLERK TYPIST III | STAFF POSITIONS<br>12 | RP NUMBER | PCH NUMBER |
| 2.  | TYPE OF POSITION<br>PFT            | ADDITIONAL            | AA        | AMOUNT     |
| 3.  | CORRELATION STATE                  | 7 2                   |           | 3          |
| 4.  | TYPE OF CORRELATION                |                       |           |            |
| 5.  | INDIVIDUAL SERVICES                |                       |           |            |
| 6.  | Salary                             | 18,636                |           |            |
| 7.  | Benefits                           | 3,321                 |           |            |
| 8.  | Supplemental Benefits              | 1,142                 |           |            |
| 9.  | Total Individual Services          | 2,324                 |           | 25.4       |
| 10. | Travel                             | 01                    |           | -0-        |
| 11. | Contractual                        | 02                    |           | -0-        |
| 12. | Commodities                        | 03                    |           | -0-        |
| 13. | Equipment                          | 04                    |           | -0-        |
| 14. | Other                              | 05                    |           | -0-        |
| 15. | TOTAL COST                         |                       |           | 25.4       |
| 16. | RECEIPT CODE                       | FUNDING SOURCE        |           |            |
| 17. |                                    | Federal Receipts 1002 |           |            |
| 18. |                                    | G.F. Hatch 1003       |           |            |
| 19. |                                    | General Funds 1004    |           |            |
| 20. |                                    | I-A Receipts 1005     |           | 25.4       |
| 21. |                                    | Program Receipts 1028 |           |            |
| 22. |                                    | Other                 |           |            |

UNIT: 8A  
 LOCATION: EBA  
 PAGE/LINE: G  
 DISTRICT: ELECTRON

COV: LEG.  
 APPOIN: DISAUI

JUSTIFICATION:  
 These four positions will be responsible for reviewing and processing the various documents required to administer the financial responsibility and motor vehicle safety programs. The duties will include responding to requests for program requirements information, applications, updating agency records to reflect current status of regulated agencies, and processing program information reports. These personnel will be assisting industry, wherever necessary in complying with the provisions of appropriate statutes and regulations.

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AGENCY: Commerce & Economic Development

PROGRAM:

BRU:

COMPONENT:

FY 86

REQUEST FOR  
 NEW POSITION

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FY '85

|  |              |           |            |
|--|--------------|-----------|------------|
| 1. POSITION/TITLE<br><b>WEIGH STATION OPERATOR I</b> | STAFF NUMBER | HP NUMBER | PCN NUMBER |
| 2. NAME OF POSITION<br><b>PFT</b>                    | ADDITION     | 7 2       |            |
| 3. CONTRACT/LEVEL                                    |              |           |            |
| 4. TITLE OR EQUIVALENT                               |              |           |            |
| 5. PERSONNEL SERVICES                                |              |           |            |
| 6. Salary  |              |           | -0-        |
| 7. Benefits  |              |           | -0-        |
| 8. Supplemental Benefits                             |              |           | -0-        |
| 9. Fixed Benefits                                    |              |           | -0-        |
| 10. TOTAL PERSONNEL SERVICES                         | 01           |           | -0-        |
| 11. Travel   | 02           |           | -0-        |
| 12. Contractual                                      | 03           |           | -0-        |
| 13. Commodities                                      | 04           |           | -0-        |
| 14. Equipment  | 05           |           | -0-        |
| 15. Other  |              |           | -0-        |
| 16. TOTAL COST                                       |              |           | -0-        |

| RECEIPT CODE | FUNDING SOURCE        |
|--------------|-----------------------|
|              | Federal Receipts 1002 |
|              | C.F. Hatch 1003       |
|              | General Funds 1004    |
|              | I-A Receipts 1005     |
|              | Program Receipts 1020 |
|              | Other                 |

**JUSTIFICATION**  
 This proposal entails changing the status of five existing positions from permanent part-time (seasonal) to permanent full-time.

These seasonal positions are presently authorized for an average of four months each to operate the fixed weigh stations during the spring and summer peak truck traffic periods.

We recommend changing the status of the positions to PFT in FY '85, but not funding the positions until FY '86. This will allow an appropriate amount of time to establish the safety program and initiate the procedures that will generate the workload for these positions.

The inspectors will be located as follows:

- PCN LOCATION
- 085074 Fairbanks
- 085078 Fairbanks
- 085079 Sterling
- 085080 Anchorage
- 08-5088 Anchorage

The inspectors will continue to operate the fixed weigh stations during peak traffic periods and will be used to monitor the motor vehicle safety program through field verification of inspection stations and inspection personnel.

FOR BUREAU USE ONLY  
 KEY NUMBER

AGENCY Commerce & Economic Development

PROGRAM \_\_\_\_\_

BRU \_\_\_\_\_

COMPONENT \_\_\_\_\_

**FY 86**

Page \_\_\_\_\_ of \_\_\_\_\_  
 Revised Date \_\_\_\_\_

**REQUEST FOR NEW POSITION**

| <b>1. POSITION TITLE</b><br>ADMINISTRATIVE OFFICER I  | <b>STAFF NUMBER</b><br>12         | <b>RP NUMBER</b>          | <b>PCH NUMBER</b> | <b>ORIG. UNIT</b><br>LEGATION<br>EBA | <b>PAGE/LINE</b><br>ELECTION DISTRICT | <b>CONV.</b><br>LEG. | <b>APPROV.</b> | <b>DISMYP.</b> |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
|---|-----------------------------------|---------------------------|-------------------|--------------------------------------|---------------------------------------|----------------------|----------------|----------------|--------------|----------------|--------|----|-----------------------|--|----|-----------------|--|----|--------------------|--|----|-------------------|-------|----|-----------------------|--|----|-------|--|-------------------|--|--------------|
| <b>2. TYPE OF POSITION</b><br>PFT   | <b>3. CONTRIBUTION LEVEL</b><br>1 | <b>4. ADDITION</b><br>1 2 |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| <p><b>5. JUSTIFICATION:</b><br/>This position will be responsible for supervising the administrative center of the division which will include the new statewide financial responsibility and safety programs and incorporate the existing permit program for cross-utilization of personnel.</p> <p>The responsibilities will include drafting recommended procedures, monitoring program activities, analyzing results, developing corrective procedures, and reporting results to the agency head.</p> <p>The position will be required to assist in the development of the regulations drafted to administer the programs and will supervise their implementation. The implementation will entail establishing and maintaining cooperative working relationship with the regulated industries, other governmental agencies, and our department. The position will also be responsible for developing and maintaining the information necessary to evaluate the results of the programs.</p> |                                   |                           |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>RECEIPT CODE</th> <th>FUNDING SOURCE</th> <th>AMOUNT</th> </tr> <tr> <td>16</td> <td>Federal Receipts 1002</td> <td></td> </tr> <tr> <td>17</td> <td>C.F. Match 1003</td> <td></td> </tr> <tr> <td>18</td> <td>General Funds 1004</td> <td></td> </tr> <tr> <td>19</td> <td>I-A Receipts 1005</td> <td>127.8</td> </tr> <tr> <td>20</td> <td>Program Receipts 1020</td> <td></td> </tr> <tr> <td>21</td> <td>Other</td> <td></td> </tr> <tr> <td colspan="2"><b>Total Cost</b></td> <td><b>127.8</b></td> </tr> </table>   |                                   |                           |                   |                                      |                                       |                      |                |                | RECEIPT CODE | FUNDING SOURCE | AMOUNT | 16 | Federal Receipts 1002 |  | 17 | C.F. Match 1003 |  | 18 | General Funds 1004 |  | 19 | I-A Receipts 1005 | 127.8 | 20 | Program Receipts 1020 |  | 21 | Other |  | <b>Total Cost</b> |  | <b>127.8</b> |
| RECEIPT CODE  | FUNDING SOURCE                    | AMOUNT                    |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| 16  | Federal Receipts 1002             |                           |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| 17  | C.F. Match 1003                   |                           |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| 18  | General Funds 1004                |                           |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| 19  | I-A Receipts 1005                 | 127.8                     |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| 20  | Program Receipts 1020             |                           |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| 21  | Other                             |                           |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| <b>Total Cost</b>   |                                   | <b>127.8</b>              |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |
| <p><b>FOR USE ONLY</b><br/>KEY NUMBER</p>   |                                   |                           |                   |                                      |                                       |                      |                |                |              |                |        |    |                       |  |    |                 |  |    |                    |  |    |                   |       |    |                       |  |    |       |  |                   |  |              |

AGENCY Commerce & Economic Development

PROGRAM \_\_\_\_\_

BRU \_\_\_\_\_

COMPONENT \_\_\_\_\_

FY 86

REQUEST FOR  
NEW POSITION

Page \_\_\_\_\_ of \_\_\_\_\_  
Revised Date \_\_\_\_\_

|   |                           |                       |                   |                        |                          |             |                |               |
|---|---------------------------|-----------------------|-------------------|------------------------|--------------------------|-------------|----------------|---------------|
| <b>POSTION/TITLE</b><br>ADMINISTRATIVE ASSISTANT I  | <b>STAFF MONTHS</b><br>24 | <b>CP NUMBER</b>      | <b>PC# NUMBER</b> | <b>UARG. UNIT</b><br>G | <b>PAGE/LINE</b>         | <b>COY.</b> | <b>APPROV.</b> | <b>DISBY.</b> |
| <b>TIME OF POSITION</b><br>PFT  | <b>ADDITION</b>           |                       |                   | <b>LOCATION</b><br>EBA | <b>ELECTION DISTRICT</b> | <b>CCG.</b> |                |               |
| <b>COMPENSATION LEVEL</b><br>1  | <b>ADDITION</b><br>/ 2    |                       |                   |                        |                          |             |                |               |
| <b>JUSTIFICATION</b>  |                           |                       |                   |                        |                          |             |                |               |
| These two positions will function as the working supervisors of the financial responsibility and motor vehicle safety programs. As such, they will ensure adherence to established procedures and will be responsible for monitoring the results produced and collect data and prepare reports for management's use. They will be required to be aware of industry needs and recommend improved procedures to achieve the stated goals and objectives in an efficient and cost effective manner. As the working supervisors, they will be the initial contact person for the regulated industries when problems arise. A great deal of judgment and tact will have to be exercised to achieve the desired results with minimum disruption of the effected agencies. |                           |                       |                   |                        |                          |             |                |               |
| <b>RECEIPT CODE</b>   |                           | <b>FUNDING SOURCE</b> |                   |                        |                          |             |                |               |
| 16.   |                           | Federal Receipts      | 1002              |                        |                          |             |                |               |
| 17.   |                           | C.F. Hatch            | 1003              |                        |                          |             |                |               |
| 18.   |                           | General Funds         | 1004              |                        |                          |             |                |               |
| 19.   |                           | I-A Receipts          | 1005              |                        |                          |             |                |               |
| 20.   |                           | Program Receipts      | 1020              |                        |                          |             |                |               |
| 21.   |                           | Other                 |                   |                        |                          |             |                |               |
| <b>TOTAL COST</b>   |                           |                       |                   |                        |                          |             |                |               |
| 15.   |                           |                       |                   | 66.0                   |                          |             |                |               |
| 10.   |                           |                       |                   | -0-                    |                          |             |                |               |
| 11.   |                           |                       |                   | -0-                    |                          |             |                |               |
| 12.   |                           |                       |                   | -0-                    |                          |             |                |               |
| 13.   |                           |                       |                   | -0-                    |                          |             |                |               |
| 14.   |                           |                       |                   |                        |                          |             |                |               |

FY 86

AGENCY Commerce & Economic Development

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BRU \_\_\_\_\_

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REQUEST FOR  
NEW POSITION

Page \_\_\_\_\_ of \_\_\_\_\_

Revised Date \_\_\_\_\_

FY '86

|                                       |                    |           |            |
|---------------------------------------|--------------------|-----------|------------|
| 1. POSITION TITLE<br>CLERK TYPIST III | STAFF MONTHS<br>48 | RP NUMBER | PCN NUMBER |
| 2. TYPE OF POSITION<br>PFT            | ADDITION           |           |            |
| 3. CONFIRMATION LEVEL<br>XX           | ADDITION           |           |            |
| 4. DATE OF ESTABLISHMENT              |                    |           |            |
| 5. Salary                             | 78,288             |           |            |
| 6. Benefits                           | 13,402             |           |            |
| 7. Supplemental Benefits              | 4,799              |           |            |
| 8. Fiscal Benefits                    | 9,763              |           |            |
| 9. TOTAL PERSONNEL SERVICES           | 106,340            |           |            |
| 10. Travel                            | 02                 |           |            |
| 11. Contractual                       | 03                 |           |            |
| 12. Commodities                       | 04                 |           |            |
| 13. Equipment                         | 05                 |           |            |
| 14. Other                             |                    |           |            |
| 15. TOTAL COST                        | 106.3              |           |            |

| RECEIPT CODE | FUNDING SOURCE        |
|--------------|-----------------------|
|              | Federal receipts 1002 |
|              | C.F. Hatch 1003       |
|              | General Funds 1004    |
|              | I-A Receipts 1005     |
|              | Program Receipts 1028 |
|              | Other                 |
|              | 36-3                  |

JUSTIFICATION  
 These four positions will be responsible for reviewing and processing the various documents required to administer the financial responsibility and motor vehicle safety programs. The duties will include responding to requests for program requirements information, applications, updating agency records to reflect current status of regulated agencies, and processing program information reports. These personnel will be assisting industry, wherever necessary in complying with the provisions of appropriate statutes and regulations.

|              |                 |                   |             |         |          |
|--------------|-----------------|-------------------|-------------|---------|----------|
| BRU PRIORITY | UARC UNIT<br>8A | PAGE/LINE<br>G    | COY.<br>LCC | APPROV. | DISAPPT. |
|              | LOCATION<br>EBA | ELECTION DISTRICT |             |         |          |

FOR BSA USE ONLY  
 KEY NUMBER

AGENCY Commerce & Economic Development

PROGRAM \_\_\_\_\_

BRU \_\_\_\_\_

COMPONENT \_\_\_\_\_

FY 86

|                    |          |
|--------------------|----------|
| Page _____         | of _____ |
| Revised Date _____ |          |

REQUEST FOR  
 NEW POSITION

|  |        |                    |           |            |
|--|--------|--------------------|-----------|------------|
| 1. POSITION TITLE<br>WEIGH STATION OPERATOR I    |        | STATE NUMBER<br>40 | RP NUMBER | PCH NUMBER |
| 2. TYPE OF POSITION<br>PFT                       |        | KA                 | ADDITION  |            |
| 3. COMPENSATION LEVEL<br>Title or Classification |        | 1                  | 2         | 3          |
| 4. FUNDING SOURCE                                |        | Amount             |           |            |
| PURCHASE SERVICES                                |        |                    |           |            |
| 5. Salary  | 90,699 |                    |           | 119.5      |
| 6. Benefits                                      | 11,547 |                    |           | -0-        |
| 7. Supplemental Benefits                         | 5,560  |                    |           | -0-        |
| 8. Fixed Benefits                                | 11,722 |                    |           | -0-        |
| 9. Total Purchase Services                       |        |                    |           | 119.5      |
| 10. Travel                                       |        |                    |           | -0-        |
| 11. Contractual                                  |        |                    |           | -0-        |
| 12. Commodities                                  |        |                    |           | -0-        |
| 13. Equipment                                    |        |                    |           | -0-        |
| 14. Other  |        |                    |           |            |
| 15. Total Cost                                   |        |                    |           | 119.5      |

|                           |                |
|---------------------------|----------------|
| RECEIPT CODE              | FUNDING SOURCE |
| 16. Federal Receipts 1002 |                |
| 17. G. F. Hatch 1003      |                |
| 18. General Funds 1004    |                |
| 19. I-4 Receipts 1005     | 119.5          |
| 20. Program Receipts 1020 |                |
| 21. Other                 |                |

**JUSTIFICATION**  
 This proposal entails changing the status of five existing positions from permanent part-time (seasonal) to permanent full-time.

These seasonal positions are presently authorized for an average of four months each to operate the fixed weigh stations during the spring and summer peak truck traffic periods.

We recommend changing the status of the positions to PFT in FY '85, but not funding the positions until FY '86. This will allow an appropriate amount of time to establish the safety program and initiate the procedures that will generate the workload for these positions.

The inspectors will be located as follows:

- PCN LOCATION:  
 085074 Fairbanks  
 085078 Fairbanks  
 085079 Sterling  
 085080 Anchorage  
 08-5088 Anchorage

The inspectors will continue to operate the fixed weigh stations during peak traffic periods and will be used to monitor the motor vehicle safety program through field verification of inspection stations and inspection personnel.

AGENCY Commerce & Economic Development

FY 86

REQUEST FOR REV. POSITION

PROGRAM \_\_\_\_\_  
 BRU \_\_\_\_\_  
 COMPONENT \_\_\_\_\_

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 Revised Date \_\_\_\_\_

# Alaska State Legislature

SENATOR  
JOHN B. "JACK" COGHILL  
Chairman

Senator Jan Faiks—Vice Chairman  
Senator Mitch Ahood  
Senator Paul Fischer  
Senator Joe Josephson



POUCH V  
JUNEAU, ALASKA 99811  
(907) 465-4921

## Senate Committee on Transportation

### MEMORANDUM

To: Committee members  
From: Committee staff *jm*  
Date: Thursday, February 14, 1985  
Re: House action on ATC repeal

The House Committee on Transportation met this morning, and took action on their version of the ATC bill, HB 133. What the committee did was adopt a draft CS identical to the senate draft CS, which they then amended and passed from committee. However, no fiscal note was discussed or adopted at the meeting, so what will happen in that regard remains to be seen.

House Transportation adopted the following changes to the draft CS:

Page 1, line 11: The financial responsibility section is changed to read: (a) A person who carries passengers [OR FREIGHT] for hire intrastate or a person who operates as a commercial motor vehicle carrier on a public highway of this state shall procure and maintain...  
The phrase "commercial motor vehicle carrier" is not defined.

Page 1, line 17: A provision was adopted to retain a \$100,000 minimum until July 1, 1985, and then require \$300,000 per seat after that date. The language of this amendment was to be refined by legal services.

Page 2, line 3: The word "procedural" is deleted.

Page 2, line 8: The word "This" is deleted, and in its place is inserted "For insurance policies submitted as proof of responsibility as stated in AS 42.30.225(a)(1) this"... *under section 302*

Page 3, line 27: The sentence "A *qualify* certificate of inspection must be carried in the vehicle for which the certificate of inspection is issued." is deleted.

Page 5, line 26: All of §340, relating to the Hearing Board, is deleted. Apparently the committee was confident other channels of recourse could be used in lieu of a hearing board.

Page 7, line 22: Subsection (b) is deleted, eliminating trailers from the definition of motor vehicles. Although the committee was apparently convinced that a trailer would be considered a part of the truck that was pulling it, there may be some question as to whether or not they would be covered by the vehicle inspection program.

CS HB  
CS SB

- legal
- ~~Notes~~ Minutes
- Verbatim

Have  
Paul  
Tomorrow

---

### WHAT WENT WRONG LIST

---

- CONTACTING DAY BEFORE DID BUT DIDN'T REMIND OF DCE, DTS, DOT
- TALKING W/BETTE: THrowing SURPRISES AT US.  
POOR COMMUNICATIONS.

Original sponsor: Rules/Governor

IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

CS FOR HOUSE BILL NO. 133 (Transportation)

IN THE LEGISLATURE OF THE STATE OF ALASKA

FOURTEENTH LEGISLATURE - FIRST SESSION

A BILL

For an Act entitled: "An Act relating to transportation safety and financial responsibility; and providing for an effective date."

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

\* Section 1. AS 42.30.200 is amended to read:

Sec. 42.30.200. FINANCIAL RESPONSIBILITY. (a) A person who carries passengers or freight for hire intrastate or a person who carries freight in a motor vehicle for commercial purposes shall procure and maintain security in the following amounts:

- (1) \$200,000 for property damage in a single occurrence;
- (2) \$500,000 for bodily injury or death in a single occurrence if a person operates a motor vehicle; and
- (3) \$300,000 per seat for bodily injury or death in a single occurrence if a person operates an aircraft [AN AMOUNT DETERMINED BY THE DEPARTMENT OF PUBLIC SAFETY AS NECESSARY FOR THE REASONABLE PROTECTION OF THE PUBLIC AGAINST DAMAGES OR INJURY CAUSED BY THE PERSON].

(b) Evidence of security required under (a) of this section shall be filed with the department and must be

- (1) a policy or certificate of insurance issued by an insurer acceptable to the department; [OR]
- (2) a bond of a surety company licensed to write surety bonds in the state; [OR]
- (3) evidence accepted by the department, showing ability to

self-insure; or

(4) other security approved by the department.

(c) The department may authorize department personnel [ENFORCEMENT OFFICERS] to enforce this section and may adopt regulations necessary to implement this section.

\* Sec. 2. AS 42.30.200 is amended by adding new subsections to read:

(d) A policy of insurance submitted as proof of financial responsibility under AS 42.30.225(a)(1), a surety bond, or other form of security may not be cancelled on less than 30 days' written notice to the department. This requirement must be clearly stated in the policy or endorsement. The 30-day notice period is measured from the date on which the department receives notice.

(e) A person who knowingly violates (a) of this section is guilty of a class B misdemeanor and is punishable by a fine of not less than \$500 or more than \$1,000.

(f) This section applies only to a person who carries passengers or freight for hire in a motor vehicle weighing 10,000 pounds or more, or a propeller or jet-powered aircraft.

\* Sec. 3. AS 42.30 is amended by adding new sections to read:

Sec. 42.30.225. CERTIFICATION OF COMPLIANCE OF AIR CARRIERS.

(a) A person may not engage in air commerce without obtaining a certificate of compliance from the department. The department shall issue a certificate of compliance upon application and presentation of

(1) proof of financial responsibility required under AS 42.30.200;

(2) proof of compliance with Federal Aviation Administration requirements, and, where applicable, federal certification for scheduled airline service.

(b) A person who receives a certificate of compliance under (a)

of this section shall renew the certificate annually.

(c) Each aircraft owned or leased by a person subject to the provisions of this section must have a certificate of compliance issued by the department before the aircraft is used in air commerce. The certificate is valid for a period of 12 months following the date of certification. The certificate must be displayed on the aircraft so that it is visible to boarding passengers.

(d) A federally-certificated interstate air carrier that provides intrastate service between points in the state on an interstate or foreign route, and who uses, for that intrastate service, aircraft based primarily outside the state, must also obtain a certificate of compliance for each aircraft used in intrastate service.

(e) Use of an aircraft in air commerce before obtaining a certificate of compliance required under (a) of this section may be cause for suspension or revocation of the certificate.

(f) An air carrier, who before the effective date of this Act, obtained a certificate to operate from the Alaska Transportation Commission, is not required to obtain a certificate of compliance under (a) of this section until the date on which the insurance policy on each aircraft must be renewed.

(g) The department may authorize department personnel to enforce this section and may adopt procedural regulations necessary to implement this section.

#### ARTICLE 6. MOTOR VEHICLE SAFETY INSPECTIONS.

Sec. 42.30.300. MOTOR VEHICLE SAFETY INSPECTIONS. (a) A motor vehicle may not be operated in this state without a certificate of inspection. An owner of a motor vehicle shall renew a certificate of inspection at least once a year at an official inspection station under AS 42.30.320. An owner of a motor vehicle shall display a

sticker of inspection visible from outside the vehicle in a location determined by the department.

(b) The commissioner of commerce and economic development may adopt regulations necessary to implement this section.

Sec. 42.30.210. EXEMPTIONS. A motor vehicle is exempt from the requirements of AS 42.30.300 if it is owned by the government of the United States of America.

Sec. 42.30.320. OFFICIAL INSPECTION STATIONS. (a) A person may not operate an inspection station without a permit from the department. The department shall approve an application for permit to operate an inspection station if

(1) the department determines the inspection station has proper equipment and competent personnel; and

(2) a certified vehicle inspector under AS 42.30.330 is employed at the inspection station.

(b) After the department approves an application for permit to operate an official inspection station under (a) of this section, it shall provide the applicant with a permit, certificates of inspection, and inspection stickers.

(c) Upon receipt of a permit from the department under (b) of this section, the operator of an official inspection station shall post the permit in a conspicuous place at the location designated by the department.

(d) The department may enter the premises of the operator of an official inspection station at any time to inspect the work of the certified vehicle inspectors under AS 42.30.330 or to determine if the operator continues to meet the requirements of this section.

(e) The department shall suspend or revoke a permit of an operator of an official inspection station if the operator fails to meet

the requirements of this section.

(f) Upon notice of suspension or revocation of a permit under (e) of this section, the operator of an official inspection station shall immediately terminate all inspection activities, and on demand by the department, return the permit and all certificates of inspection. The department shall issue a receipt for all unused certificates of inspection.

(g) If a permit is suspended or revoked under (e) of this section, the department shall give an operator of an official inspection station a hearing, upon written request filed with the department within 10 days after suspension or revocation.

(h) A permit to operate an official inspection station may not be assigned, transferred, or used at a location other than the location designated by the department.

Sec. 42.30.330. CERTIFICATION OF VEHICLE INSPECTORS. (a) A person may not conduct a motor vehicle inspection at an official inspection station under AS 42.30.320 unless certified as a vehicle inspector by the department.

(b) The department may suspend the certification issued to a vehicle inspector under (a) of this section if the vehicle inspector improperly conducted inspections or failed to comply with a provision of this section or regulations adopted under it.

(c) If a certificate is denied or suspended under (b) of this section the department shall give a vehicle inspector a hearing upon written request filed with the commissioner within 10 days after denial or suspension.

Sec. 42.30.340. ISSUANCE OF CERTIFICATE OF INSPECTION. (a) A person operating an official inspection station shall issue a certificate of inspection to the owner of a motor vehicle after determining

the motor vehicle is in a safe and mechanically sound condition.

(b) A person operating an official inspection station shall keep a record of each inspection performed at the station and the department may audit the records of an official inspection station at any time.

Sec. 42.30.350. FALSELY REPRESENTING TO BE AN OFFICIAL STATION.

(a) A person may not represent a place as an official inspection station unless the station is operating under a valid permit issued by the department under AS 42.30.320.

(b) A person may not issue a certificate of inspection unless holding a valid permit under AS 42.30.320.

Sec. 42.30.360. COUNTERFEIT CERTIFICATES OF INSPECTION. (a) A person may not make, issue, or knowingly use an imitation or counterfeit of an official certificate of inspection.

(b) A person may not knowingly display or issue a certificate of inspection on a motor vehicle unless the motor vehicle has met the requirements of AS 42.30.340.

Sec. 42.30.370. VIOLATION A MISDEMEANOR. A person who knowingly violates a provision of AS 42.30.300 - 42.30.360 is guilty of a class B misdemeanor.

Sec. 42.30.380. DEFINITIONS. In AS 42.30.200 - 42.30.380,

(1) "air carrier" means a person undertaking to engage in air commerce, whether directly or indirectly, or by lease, contract, or any other arrangement, and whether over regular or irregular routes;

(2) "air commerce" means carriage by aircraft of persons or freight, for compensation or hire, in interstate commerce, including the carriage by aircraft of persons or freight that move partly by aircraft and partly by other forms of transportation;

(3) "aircraft" means a device used or designed for flight in the air;

(4) "department" means the Department of Commerce and Economic Development;

(5) "freight" means all commodities, articles, and cargo, of whatever nature or value, excluding garbage and trash;

(6) "motor vehicle" means a truck of more than 10,000 pounds unladen gross vehicle weight used upon a public highway.

\* Sec. 4. Notwithstanding the amendment to AS 42.30.200(a)(3) made by sec. 1 of this Act, until July 1, 1985, a person to whom AS 42.30.200 applies need only maintain security in the amount of \$100,000 per seat for bodily injury or death in a single occurrence if a person operates an aircraft.

\* Sec. 5. AS 44.33.020 is amended by adding a new paragraph to read:

(27) implement the financial responsibility requirements for motor vehicles and air carriers under AS 42.30.200 and 43.30.225.

\* Sec. 6. This Act takes effect immediately in accordance with AS 01.-10.070(e).

STATE OF ALABAMA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

Revision Date: \_\_\_\_\_

Page 1 of 2 FISCAL NOTE

Bill/Resolution No.: CSHB133 (Fin) Agency: Dept. Commerce & Ec. Devel.  
Title: An Act relating to trans. Program Category affected: Consumer Pro-  
safety and financial responsibility Section

Sponsor: ERU, Program or Subprogram(s) affected:  
Requestor: Measurement Standards

Date of Request: \_\_\_\_\_

Analysis CSHB 133(Fin) Page 2 of 2

House Finance Subcommittee Analysis:

No additional General Funds are authorized to implement the duties required of the Division of Measurement Standards by this bill.

The Division of Measurement Standards currently has 39 permanent full-time positions and 9 permanent part-time positions.

The original fiscal note for HB 133, prepared by the Department, estimated 1986 cost to implement the provisions of the bill at \$110.1. Specifically, the Division will be responsible under this bill for receiving the carriers' proof of insurance and proof of FAA certification then issuing a certification that the carrier has complied with this section. It is estimated that between 225 and 250 intra-state carriers will be affected by this bill. The Division's operating budget is sufficient to absorb the additional cost.

Page 2 paragraph (f), line 18 requires the department to charge and collect fees necessary to implement this section. In accordance with this section, the department will collect costs incurred in connection with this program from the air carriers affected (estimated by the department at \$110.1). This revenue will be deposited in the General Fund.

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                       | FF 03 | FF 06 | FF 07 | FF 80 | FF 89 | FF 90 |
|-----------------------|-------|-------|-------|-------|-------|-------|
| OPERATING             |       |       |       |       |       |       |
| 100 PERSONAL SERVICES |       |       |       |       |       |       |
| 100 T WEL             |       |       |       |       |       |       |
| 100 CONTRACTUAL       |       |       |       |       |       |       |
| 100 SUPPLIES          |       |       |       |       |       |       |
| 100 EQUIPMENT         |       |       |       |       |       |       |
| 100 LAND & STRUCTURES |       |       |       |       |       |       |
| 100 GRANTS, IN AID    |       |       |       |       |       |       |
| 100 MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING       | -0-   |       |       |       |       |       |

CAPITAL

REVENUE -0- 110.1

FUNDING: (Thousands of Dollars)

|               | FF 03 | FF 06 | FF 07 | FF 80 | FF 89 | FF 90 |
|---------------|-------|-------|-------|-------|-------|-------|
| FEDERAL FUNDS |       |       |       |       |       |       |
| OTHER         |       |       |       |       |       |       |
| TOTAL         |       |       |       |       |       |       |

POSITIONS:

|           | FF 03 | FF 06 | FF 07 | FF 80 | FF 89 | FF 90 |
|-----------|-------|-------|-------|-------|-------|-------|
| Full-time |       |       |       |       |       |       |
| PART-TIME |       |       |       |       |       |       |
| TEMPORARY |       |       |       |       |       |       |

ANALYSIS: Attach a separate page if necessary  
see attachment

Prepared By: HFC Subcommittee on CSHB 133 Phone: 465-3709  
Division: \_\_\_\_\_ Date: \_\_\_\_\_  
Approved by Commissioner: \_\_\_\_\_ Date: \_\_\_\_\_  
Agency: \_\_\_\_\_

STATE OF ALASKA 1985 LEGISLATIVE SESSION  
FISCAL NOTE

PROPOSED FEE FORMULA

CSHB 78(LSC) - Page 2 of 2

1) Actual Division cost allocated to a particular board for a fiscal year:

+

2) Cost of Board and License Examiners travel and per diem for a fiscal year:

+

3) Contractual costs for the Board for a fiscal year:

-

4) Subtract examination costs from the contractual costs:

+

5) Divide the above total by the number of licensees;

=

6) Base application fee (i.e. comity, credentialling, endorsement);  
Exam application fee = Base fee + cost of examination.

(Total Division Cost) + (Board/Examiner) + (Contractual) - (Examination Costs)  
TVI & Per diem

BASE LICENSE/APPLICATION FEE

EXAMPLES

Based on the proposed fee formula, the following two examples are suggested:

1) MEDICAL LICENSE: (High)

70.8 + 14.1 + 7.4 = 92.3 - .8 = 91.5  
(Div. cost) (TVI/PD) (Contractual) (Exam cost) (Total Bd cost)

91.5 ÷ 1393 (licensees) = \$ 65.69 (Base annual license fee)

\$65.69 x 4 = \$262.76 for current 4 year license. A reduction from the current cost of \$600 for four years.

This example is the basic formula that will be used with the additional computations for each category under a particular licensing authority.

2) NURSING LICENSE: (Low)

166.4 + 14.6 + 10.1 = 191.1  
(Div. cost) (TVI/PD) (Contractual) (Total Bd cost)

191.1 - 3.0 = 188.1 ÷ 6261 (licensees) = \$ 30.04  
(Total Bd cost) (Exam cost) (Base annual fee)

Base annual license fee = \$30.04

Examination application/license fee = \$30.04 + 25.00 = \$ 55.04

30.04 x 2 = \$60.08 (Biennial license fee); an increase from the current license fee of \$50 for RN's and \$30 for LPN's.

Revision Date:

REQUEST

Bill/Resolution No.: CSHB 155 (LSC) Department of Law  
Title: "...notice requirements... mobile homes..."  
Sponsor: Rep. Ringstad  
Requestor: House Labor & Commerce  
Date of Request: March 15, 1985  
Program Category Affected: Public Protection  
BRU, Program or Subprogram(s) Affected: Consumer Protection

FISCAL DETAIL

Agency Affected: Department of Law

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                       | FY 85 | FY 86 | FY 87 | FY 88 | FY 89 | FY 90 |
|-----------------------|-------|-------|-------|-------|-------|-------|
| OPERATING             |       |       |       |       |       |       |
| 100 PERSONAL SERVICES |       |       |       |       |       |       |
| 200 TRAVEL            |       |       |       |       |       |       |
| 300 CONTRACTUAL       |       |       |       |       |       |       |
| 400 SUPPLIES          |       |       |       |       |       |       |
| 500 EQUIPMENT         |       |       |       |       |       |       |
| 600 LAND & STRUCTURES |       |       |       |       |       |       |
| 700 GRANTS, CLAIMS    |       |       |       |       |       |       |
| 900 MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING       | -0-   | -0-   | -0-   | -0-   | -0-   | -0-   |
| CAPITAL               |       |       |       |       |       |       |
| REVENUE               |       |       |       |       |       |       |

FUNDING: (Thousands of Dollars)

|               |     |     |     |     |     |     |
|---------------|-----|-----|-----|-----|-----|-----|
| FEDERAL FUND  | -0- | -0- | -0- | -0- | -0- | -0- |
| FEDERAL FUNDS |     |     |     |     |     |     |
| OTHER         |     |     |     |     |     |     |
| TOTAL         |     |     |     |     |     |     |

POSITIONS:

|           |     |     |     |     |     |     |
|-----------|-----|-----|-----|-----|-----|-----|
| FULL-TIME | -0- | -0- | -0- | -0- | -0- | -0- |
| PART-TIME |     |     |     |     |     |     |
| TEMPORARY |     |     |     |     |     |     |

ANALYSIS: Attach a separate page if necessary

The committee substitute adds a provision for 180 day eviction notice for mobile home owners when any changes in land use is to be made. The CSHB 155 (LSC) also gives the tenant or subtenant first right of refusal on the land and provides that if the offer is not accepted the offeror may not offer the land at a better price or terms to others for 180 days. These changes will not cause a fiscal impact as they provide precise guidelines that will encourage compliance with both landlord/tenant laws.

Prepared by: Richard I. Perdue, Director  
Administrative Services  
Phone: 465-3672  
Date: 3/15/85

Approved by Commissioner: Nolan C. Gorsuch  
Department of Law  
Date: 3/15/85

CONSIDERATION OF THE DAILY CALENDARSECOND READING OF HOUSE BILLSHB 133

HOUSE BILL NO. 133 (providing authority for the Department of Public Safety to regulate safety of motor carrier and air carrier operations; effective date) which had been held over until today's calendar (page 647) was read the second time with the Transportation Committee report (page 391) and the Finance Committee report (page 639).

Representative Clocksin moved and asked unanimous consent that COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 133 (Finance) (relating to transportation safety and financial responsibility; effective date) be adopted in lieu of the original bill.

Representative Furnace objected.

The question being: "Shall CSHB 133(Fin) be adopted in lieu of the original bill?" The roll was taken with the following result:

## CSHB 133(FIN) MOTION

|          |    |  |
|----------|----|--|
| Yeas:    | 28 | Adams, Binkley, Boucher, Cato, Clocksin, Cotten, Davis, Duncan, Frank, Fuller, Gruenberg, Grussendorf, Herrmann, Hurley, Koponen, Larson, Marrou, Miller, M.M., Miller, M.W., Navarre, Pignalberi, Pourchot, Ringstad, Shultz, Sund, Szymanski, Taylor, Wallis |
| Nays:    | 7  | Collins, Furnace, Hanley, Jenkins, Martin, Phillips, Rieger, Thompson, Uehling   |
| Excused: | 2  | Pearce, Pettyjohn  |
| Absent:  | 1  | Goll   |

Pignalberi changed from "nay" to "yea".

And so, CSHB 133(Fin) was adopted.

CSHB 133(Fin)

Amendment No. 1 by Marrou:

Page 1, line 11:

Delete "Except as provided in AS 42.30.300 - 42.30.310, a"

Reinsert a capital "A" to begin new sentence.

Representative Marrou moved and asked unanimous consent that Amendment No. 1 be adopted.

Representative M.M.Miller objected.

The question being: "Shall Amendment No. 1 be adopted?"  
The roll was taken with the following result:

CSHB 133(FIN) AM1

Yeas: 7 Collins, Furnace, Hanley, Jenkins,  
Marrou, Martin, Phillips

Nays: 30 Adams, Binkley, Boucher, Cato,  
Clocksin, Cotten, Davis, Duncan,  
Frank, Fuller, Gruenberg,  
Grussendorf, Herrmann, Hurley,  
Koponen, Larson, Miller, M.M.,  
Miller, M.W., Navarre, Pignalberi,  
Pourchot, Rieger, Ringstad,  
Shultz, Sund, Szymanski, Taylor,  
Thompson, Uehling, Wallis

Excused: 2 Pearce, Pattyjohn

Absent: 1 Goll

And so, Amendment No. 1 was not adopted.

Amendment No. 2 by Marrou:

Page 1, lines 16 - 25:

Delete all material

Representative Marrou moved and asked unanimous consent that Amendment No. 2 be adopted.

Representative M.M.Miller objected.

CSHB 133(FIN)

The question being: "Shall Amendment No. 6 be adopted?"  
The roll was taken with the following result:

CSHB 133(FIN) AM6

Yeas: 9 Collins, Furnace, Hanley, Jenkins,  
Martin, Phillips, Pignalberi,  
Rieger, Uehling

Nays: 29 Adams, Binkley, Boucher, Cato,  
Clocksin, Cotten, Davis, Duncan,  
Frank, Fuller, Goll, Gruenberg,  
Grussendorf, Herrmann, Hurley,  
Koponen, Larson, Marrou,  
Miller, M.W., Miller, M.W., Navarre,  
Pourchot, Ringstad, Shultz, Sund,  
Szymanski, Taylor, Thompson,  
Wallis

Excused: 2 Pearce, Pettyjohn

Absent: 0

And so, Amendment No. 6 was not adopted.

Representative Clocksin moved and asked unanimous consent that CSHB 133(FIN) be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

CSHB 133(FIN) was read the third time.

Representative Sund moved and asked unanimous consent that he be allowed to abstain from voting due to a conflict of interest.

Objection was noted, therefore Representative Sund was required to vote.

The question being: "Shall CSHB 133(FIN) pass the House?"  
The roll was taken with the following result:

CSHB 133(FIN)

Yeas: 36 Adams, Binkley, Boucher, Cato,  
Clocksin, Collins, Cotten, Davis,  
Duncan, Frank, Fuller, Furnace,  
Goll, Gruenberg, Grussendorf,  
Hanley, Herrmann, Hurley, Jenkins,  
Koponen, Larson, Miller, M.W.,  
Miller, M.W., Navarre, Phillips,  
Pignalberi, Pourchot, Rieger,  
Ringstad, Shultz, Sund, Szymanski,  
Taylor, Thompson, Uehling, Wallis

CSHB 133(FIN)

The question being: "Shall Amendment No. 2 be adopted?"  
The roll was taken with the following result:

CSHB 133(FIN) AM2

Yeas: 5 Clocksin, Furnace, Jenkins,  
Marrou, Martin

Nays: 32 Adams, Binkley, Boucher, Cato,  
Collins, Cotten, Davis, Duncan,  
Frank, Fuller, Gruenberg,  
Grussendorf, Hanley, Herrmann,  
Hurley, Koponen, Larson,  
Miller, M.W., Miller, M.W., Navarre,  
Phillips, Pignalberi, Pourchot,  
Rieger, Ringstad, Shultz, Sund,  
Szymanski, Taylor, Thompson,  
Uehling, Wallis

Excused: 2 Pearce, Pettyjohn

Absent: 1 Goll

And so, Amendment No. 2 was not adopted.

Amendment No. 3 by Marrou:

Page 2, lines 7 - 8:

Delete "and may adopt regulations necessary to  
implement this section"

Representative Marrou moved and asked unanimous consent that Amendment No. 3 be adopted.

Representative M.M. Miller objected.

The question being: "Shall Amendment No. 3 be adopted?"  
The roll was taken with the following result:

CSHB 133(FIN) AM3

Yeas: 6 Furnace, Jenkins, Marrou, Martin,  
Phillips, Shultz

Nays: 31 Adams, Binkley, Boucher, Cato,  
Clocksin, Collins, Cotten, Davis,  
Duncan, Frank, Fuller, Gruenberg,  
Grussendorf, Hanley, Herrmann,  
Hurley, Koponen, Larson,  
Miller, M.W., Miller, M.W., Navarre,  
Pignalberi, Pourchot, Rieger,  
Ringstad, Sund, Szymanski, Taylor,  
Thompson, Uehling, Wallis

CSHB 133(Fin)

Excused: 2 Pearce, Pettyjohn  
Absent: 1 Goll

And so, Amendment No. 3 was not adopted.

Amendment No. 4 by Marrou:

Page 2, lines 9 - 29;  
Page 3, lines 1 - 23:

Delete all material.

Representative Marrou moved and asked unanimous consent that Amendment No. 4 be adopted.

Representative Clocksain objected.

The question being: "Shall Amendment No. 4 be adopted?"  
The roll was taken with the following result:

CSHB 133(FIN) AM4

|       |    |   |
|-------|----|---|
| Yeas: | 4  | Furnace, Jonkins, Marrou, Martin  |
| Nays: | 33 | Adams, Binkley, Boucher, Cato, Clocksain, Collins, Cotten, Davis, Duncan, Frank, Fuller, Gruenberg, Grussendorf, Hanley, Herrmann, Hurley, Koponen, Larson, Miller, M.M., Miller, M.W., Navarre, Phillips, Pignalberi, Pourchot, Rieger, Ringstad, Shultz, Sund, Szymanski, Taylor, Thompson, Uehling, Wallis |

Excused: 2 Pearce, Pettyjohn  
Absent: 1 Goll

..... So, Amendment No. 4 was not adopted.

Amendment No. 5 by Sund:

Page 1, line 23:

Delete "\$100,000" and insert "\$300,000"

Representative Sund moved and asked unanimous consent that Amendment No. 5 be adopted.

CSHB 133(Fin)

Sec. 42.30.360. COUNTERFEIT CERTIFICATES OF INSPECTION. (a) A person may not make, issue, or knowingly use an imitation or counterfeit of an official certificate of inspection.

(b) A person may not knowingly display or issue a certificate of inspection on a motor vehicle unless the motor vehicle has met the requirements of AS 42.30.340.

Sec. 42.30.370. VIOLATION A MISDEMEANOR. A person who knowingly violates a provision of AS 42.30.300 - 42.30.360 is guilty of a class B misdemeanor.

Sec. 42.30.380. DEFINITIONS. In AS 42.30.200 - 42.30.380,

(1) "air carrier" means a person undertaking to engage in air commerce, whether directly or indirectly, or by lease, contract, or any other arrangement, and whether over regular or irregular routes;

(2) "air commerce" means carriage by aircraft of persons or freight, for compensation or hire, in intrastate commerce, including the carriage by aircraft of persons or freight that move partly by aircraft and partly by other forms of transportation;

(3) "aircraft" means a device used or designed for flight in the air;

(4) "department" means the Department of Commerce and Economic Development;

(5) "freight" means all commodities, articles, and cargo, of whatever nature or value, excluding garbage and trash;

(6) "motor vehicle" means a truck of more than 10,000 pounds unladen gross vehicle weight used upon a public highway.

\* Sec. 4. Notwithstanding AS 42.30.200(a)(3) as enacted by sec. 1 of this Act, until July 1, 1985, a person to whom AS 42.30.200 applies need only maintain security in the amount of \$100,000 per seat for bodily injury or death in a single occurrence if the person operates an aircraft.  
\* Sec. 5. AS 44.33.020 is amended by adding a new paragraph to read:

(27) implement the financial responsibility requirements for motor vehicles and air carriers under AS 42.30.200 and 43.30.225.

\* Sec. 6. This Act takes effect immediately in accordance with AS 01.10.070(c)."

Representative Furance moved and asked unanimous consent that Amendment No. 6 be adopted.

Representative M.M.Miller objected.

CSHB 133(Fin)

(e) The department shall suspend or revoke a permit of an operator of an official inspection station if the operator fails to meet the requirements of this section.

(f) Upon notice of suspension or revocation of a permit under (e) of this section, the operator of an official inspection station shall immediately terminate all inspection activities, and on demand by the department, return the permit and all certificates of inspection. The department shall issue a receipt for all unused certificates of inspection.

(g) If a permit is suspended or revoked under (e) of this section, the department shall give an operator of an official inspection station a hearing, upon written request filed with the department within 10 days after suspension or revocation.

(h) A permit to operate an official inspection station may not be assigned, transferred, or used at a location other than the location designated by the department.

Sec. 42.30.330. CERTIFICATION OF VEHICLE INSPECTORS. (a) A person may not conduct a motor vehicle inspection at an official inspection station under AS 42.30.320 unless certified as a vehicle inspector by the department.

(b) The department may suspend the certification issued to a vehicle inspector under (a) of this section if the vehicle inspector improperly conducted inspections or failed to comply with a provision of this section or regulations adopted under it.

(c) If a certificate is denied or suspended under (b) of this section the department shall give a vehicle inspector a hearing upon written request filed with the commissioner within 10 days after denial or suspension.

Sec. 42.30.340. ISSUANCE OF CERTIFICATE OF INSPECTION. (a) A person operating an official inspection station shall issue a certificate of inspection to the owner of a motor vehicle after determining the motor vehicle is in a safe and mechanically sound condition.

(b) A person operating an official inspection station shall keep a record of each inspection performed at the station and the department may audit the records of an official inspection station at any time.

Sec. 42.30.350. FALSELY REPRESENTING TO BE AN OFFICIAL STATION. (a) A person may not represent a place as an official inspection station unless the station is operating under a valid permit issued by the department under AS 42.30.320.

(b) A person may not issue a certificate of inspection unless holding a valid permit under AS 42.30.320.

CSHB 133(Fin)

Representative Uehling objected.

Representative Sund moved and asked unanimous consent that he be allowed to abstain from voting due to a conflict of interest.

Objection was noted, therefore Representative Sund was required to vote.

The question being: "Shall Amendment No. 5 be adopted?"  
The roll was taken with the following result:

CSHB 133(FIN) AM5

Yeas: 15 Binkley, Collins, Cotten, Furnace,  
Gruenberg, Jenkins, Koponen,  
Martin, Miller, M.M., Miller, M.W.,  
Navarre, Pignalberi, Rieger, Sund,  
Thompson

Nays: 21 Adams, Boucher, Catt, Clocksin,  
Davis, Duncan, Frank, Fuller,  
Grussendorf, Hanley, Herrmann,  
Hurley, Larson, Marrou, Phillips,  
Fourchot, Ringstad, Szymanski,  
Taylor, Uehling, Wallis

Excused: 2 Pearce, Pettyjohn

Absent: 2 Goll, Shultz

And so, Amendment No. 5 was not adopted.

Amendment No. 6 by Furnace:

Page 1, line 10, through Page 2, line 8:

Delete all material and insert the following:

"\* Section 1. AS 42.30.200 is amended to read:  
Sec. 42.30.200. FINANCIAL RESPONSIBILITY. (a) A person who carries passengers or freight for hire intrastate or a person who carries freight in a motor vehicle for commercial purposes shall procure and maintain security in the following amounts:  
(1) \$200,000 for property damage in a single occurrence;  
(2) \$500,000 for bodily injury or death in a single occurrence if a person operates a motor vehicle; and

(1) \$200,000 for property damage in a single occurrence;

(2) \$500,000 for bodily injury or death in a single occurrence if a person operates a motor vehicle; and

CSHB 133(Fin)

(3) \$300,000 per seat for bodily injury or death in a single occurrence if a person operates an aircraft AN AMOUNT DETERMINED BY THE DEPARTMENT OF PUBLIC SAFETY AS NECESSARY FOR THE REASONABLE PROTECTION OF THE PUBLIC AGAINST DAMAGES OR INJURY CAUSED BY THE PERSON].

(b) Evidence of security required under (a) of this section shall be filed with the department and must be

(1) a policy or certificate of insurance issued by an insurer acceptable to the department; OR]

(2) a bond of a surety company licensed to write surety bonds in the state; OR]

(3) evidence accepted by the department, showing ability to self-insure; or

(4) other security approved by the department.

(c) The department may authorize department personnel ENFORCEMENT OFFICERS] to enforce this section and may adopt regulations necessary to implement this section.

\* Sec. 2. AS 42.30.200 is amended by adding new subsections to read:"

Page 2, lines 18 - 19:

Delete all material and insert:

"(f) This section applies only to a person who in a motor vehicle or a propeller or jet-powered aircraft; or

(2) carries freight in a motor vehicle for commercial purposes."

Page 2, line 25:

Delete "AS 42.30.300" and insert "AS 42.30.200"

Page 3, line 6:

Following "certification.", insert: "The certificate shall be displayed on the aircraft so that it is visible to boarding passengers."

Page 3, line 6:

Insert: "(d) A federally-certificated interstate air carrier who provides intrastate service between points in the state on an interstate or foreign route, and who uses, for that intrastate service, aircraft based primarily outside the state, shall also obtain a certificate of compliance for each aircraft used in intrastate service.

(e) Use of an aircraft in air commerce before obtaining a certificate of compliance required under (a) of this section may be cause for suspension or revocation of the certificate.

CSHB 133(Fin)

(f) An air carrier, who before the effective date of this Act, obtained a certificate to operate from the Alaska Transportation Commission, is not required to obtain a certificate of compliance under (a) of this section until the date on which the insurance policy on each aircraft must be renewed."

Relatter remaining subsection accordingly

Page 3, lines 10 - 25:

Delete all material and insert:

"ARTICLE 6. MOTOR VEHICLE SAFETY INSPECTIONS. Sec. 42.30.300. MOTOR VEHICLE SAFETY INSPECTIONS. (a) A motor vehicle may not be operated in this state without a certificate of inspection. An owner of a motor vehicle shall renew a certificate of inspection at least once a year at an official inspection station under AS 42.30.320. An owner of a motor vehicle shall display a sticker of inspection visible from outside the vehicle in a location determined by the department.

(b) The commissioner of commerce and economic development may adopt regulations necessary to implement this section.

Sec. 42.30.310. EXEMPTIONS. A motor vehicle is exempt from the requirements of AS 42.30.300 if it is owned by the federal government.

Sec. 42.30.320. OFFICIAL INSPECTION STATIONS. (a) A person may not operate an inspection station without a permit from the department. The department shall approve an application for permit to operate an inspection station if

(1) the department determines the inspection station has proper equipment and competent personnel; and

(2) a certified vehicle inspector under AS 42.30.330 is employed at the inspection station.

(b) After the department approves an application for a permit to operate an official inspection station under (a) of this section, it shall provide the applicant with a permit, certificates of inspection, and inspection stickers.

(c) Upon receipt of a permit from the department under (b) of this section, the operator of an official inspection station shall post the permit in a conspicuous place at the location designated by the department.

(d) The department may enter the premises of the operator of an official inspection station at any time to inspect the work of the certified vehicle inspectors under AS 42.30.330 or to determine if the operator continues to meet the requirements of this section.

CSHB 113(Fin)

Nays: 2 Marrou, Martin  
Excused: 2 Pearce, Pettyjohn  
Absent: 0

And so, CSHB 113(Fin) passed the House.

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause. There being no objection, it was so ordered.

Representative Clocksin moved and asked unanimous consent that the Finance Committee letter of intent (page 639) be adopted. There being no objection, it was so ordered.

Representative Martin gave notice of reconsideration of his vote on CSHB 113(Fin).

HB 168

HOUSE BILL NO. 168 (construction contractors; effective date) was read the second time with the Labor & Commerce Committee report (page 433) and the Finance Committee report (page 662)

Representative Clocksin moved and asked unanimous consent that COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 168 (Labor & Commerce) (same title) be adopted in lieu of the original bill. There being no objection, it was so ordered.

CSHB 168(L&C)

Amendment No. 1 by Marrou:

Page 2, lines 2 - 3:

Delete "Advertising and contracts shall also include the contractor's registration number"

Representative Marrou moved and asked unanimous consent that Amendment No. 1 be adopted.

Representative Clocksin object d.

CSHB 168(L&C)

The question being: "Shall Amendment No. 1 be adopted?"  
The roll was taken with the following result:

CSHB 168(L&C) AM1

Yeas: 2 Marrou, Thompson

Nays: 35 Adams, Binkley, Boucher, Cato,  
Clocksin, Collins, Cotten, Davis,  
Frank, Fuller, Furnace, Goll,  
Gruenberg, Grussendorf, Hanley,  
Herrmann, Hurley, Jenkins,  
Koponen, Larson, Martin,  
Miller, M.M., Miller, M.W., Navarre,  
Phillips, Pignalberi, Pourchot,  
Rieger, Ringstad, Shultz, Sund,  
Szymanski, Taylor, Uehling,  
Wallis

Excused: 2 Pearce, Pettyjohn

Absent: 1 Duncan

And so, Amendment No. 1 was not adopted.

Amendment No. 2 by Marrou:

Page 2, line 12:

Delete "\$10,000" and reinsert "\$5,000"

Representative Marrou moved and asked unanimous consent  
that Amendment No. 2 be adopted.

Representative M.M. Miller objected.

The question being: "Shall Amendment No. 2 be adopted?"  
The roll was taken with the following result:

CSHB 168(L&C) AM2

Yeas: 2 Furnace, Marrou

Nays: 34 Adams, Binkley, Boucher, Cato,  
Clocksin, Collins, Cotten, Frank,  
Fuller, Goll, Gruenberg,  
Grussendorf, Hanley, Herrmann,  
Hurley, Jenkins, Koponen, Larson,  
Martin, Miller, M.M., Miller, M.W.,  
Navarre, Phillips, Pignalberi,  
Pourchot, Rieger, Ringstad,  
Shultz, Sund, Szymanski, Taylor,  
Thompson, Uehling, Wallis

# SENATE JOURNAL

## ALASKA STATE LEGISLATURE

FOURTEENTH LEGISLATURE - FIRST SESSION

JUNEAU, ALASKA

TUESDAY

March 26, 1985

Seventy-second Day

Pursuant to adjournment, the Senate was called to order by President Bennett at 11:07 a.m.

The roll showed eighteen members present. Senators Ray and Sturgulewski were excused from a call of the Senate.

The prayer was offered by the Chaplain, Father Finn of St. Paul Catholic Church. Senator Josephson moved and asked unanimous consent that the prayer be spread. Without objection, it was so ordered.

"Oh Lord, through Whom and in Whom we live  
and have our being... we thank You for the  
beauty of this day in this, the most beautiful  
of states. Remind us of what it means to be  
Christian and responsible in our time.

'In the home, it is kindness;  
In the business, it is honesty;  
In society, it is courtesy;  
In work and deliberation, it is fairness;  
Toward the unfortunate, it is sympathy;  
Toward the weak, it is help;  
Toward the wicked, it is resistance;  
Toward the strong, it is trust;  
Toward the penitent, it is forgiveness;  
Toward the successful, it is congratulation;  
And toward God, it is reverence and obedience.'  
(Anonymous)

Amen"

Senator Halford moved and asked unanimous consent that the journal for the seventy-first legislative day be approved as certified by the Secretary. Without objection, it was so ordered.

## MESSAGES FROM THE HOUSE

Message of March 25 was read, stating the House passed:

## FIRST READING AND REFERENCE OF HOUSE RESOLUTIONS

HJR 23

HOUSE JOINT RESOLUTION NO. 23 by Representative Martin,

Relating to U.S. Customs Service offices on  
the West Coast,

was read the first time and referred to the Labor and Commerce  
Committee.

## FIRST READING AND REFERENCE OF HOUSE BILLS

HB 133

CS FOR HOUSE BILL NO. 133 (FIN) am by the Finance Committee,  
entitled:

"An Act relating to transportation safety and  
financial responsibility; and providing for an  
effective date."

was read the first time and referred to the Transportation  
Committee and the Finance Committee.

HB 168

CS FOR HOUSE BILL NO. 168 (L&C) by the Labor and Commerce  
Committee, entitled:

"An Act relating to construction contractors; and  
providing for an effective date."

was read the first time and referred to the Labor and Commerce  
Committee, the Judiciary Committee and the Finance Committee.

HB 208

HOUSE BILL NO. 208 by Representatives Cato and Grussendorf by  
request, entitled:

"An Act authorizing salmon classics."

was read the first time and referred to the Finance Committee.

CSHB 50(Fin)

(D) if a joint venture, is composed entirely of venturers that qualify under this paragraph:"

Re-number remaining section accordingly.

Representative Phillips moved and asked unanimous consent that Amendment No. 2 be adopted.

Representative Sund objected.

Representative Phillips moved and asked unanimous consent that he be allowed to withdraw Amendment No. 2.

Representative Furnace objected and withdrew his objection. There being no further objection, Amendment No. 2 was withdrawn.

Amendment No. 3 by Phillips:

Page 1, line 23:

Change "may" to "shall"

Representative Phillips moved and asked unanimous consent that Amendment No. 3 be adopted.

Representative Szymanski objected.

The question being: "Shall Amendment No. 3 be adopted?"  
The roll was taken with the following result:

CSHB 50(FIN) AM3

|          |    |   |
|----------|----|---|
| Yeas:    | 5  | Furnace, Jenkins, Martin,<br>Phillips, Thompson   |
| Nays:    | 34 | Adams, Binkley, Boucher, Cato,<br>Clocksin, Collins, Cotton, Davis,<br>Duncan, Frank, Fuller, Goll,<br>Gruenberg, Grussendorf, Hanley,<br>Herrmann, Hurley, Koponen, Larson,<br>Marrou, Miller, M.M., Miller, M.W.,<br>Navarre, Pearce, Pettyjohn,<br>Pignalberi, Pourchot, Rieger,<br>Ringstad, Shultz, Sund, Szymanski,<br>Taylor, Wallis |
| Excused: | 1  | Uehling   |
| Absent:  | 0  |   |

CSHB 50(Fin)

And so, Amendment No. 3 was not adopted.

Representative Clocksin moved and asked unanimous consent that CSHB 50(Fin) be considered engrossed, advanced to third reading and placed on final passage.

Representative Furnace objected.

The Speaker placed a call of the House on CSHB 50(Fin) and stated that the call had been satisfied.

Representative Furnace withdrew his objection and CSHB 50(Fin) was advanced to third reading.

CSHB 50(Fin) was read the third time.

The question being: "Shall CSHB 50(Fin) pass the House?"  
The roll was taken with the following result:

CSHB 50(FIN)

|          |    |  |
|----------|----|--|
| Yeas:    | 33 | Adams, Binkley, Boucher, Cato,<br>Clocksin, Collins, Cotten, Davis,<br>Duncan, Frank, Fuller, Goll,<br>Gruenberg, Grussendorf, Herrmann,<br>Hurley, Koponen, Larson,<br>Miller, M.M., Miller, M.W., Navarre,<br>Pearce, Phillips, Pignalberi,<br>Pourchot, Rieger, Ringstad,<br>Shultz, Sund, Szymanski, Taylor,<br>Thompson, Wallis |
| Nays:    | 6  | Furnace, Hanley, Jenkins, Marrou,<br>Martin, Pettyjohn   |
| Excused: | 1  | Uehling  |
| Absent:  | 0  |  |

And so, CSHB 50(Fin) passed the house and was referred to the Chief Clerk for engrossment.

HB 133

HOUSE BILL NO. 133 (providing authority for the Department of Public Safety to regulate safety of motor carrier and air carrier operations; effective date) was read the second time with the Transportation Committee report (page 391) and the Finance Committee report (page 639).

CSHB 253(C&RA)

## CSHB 253(C&amp;RA)

Yeas: 39 Adams, Binkley, Boucher, Cato,  
Clocksin, Collins, Cotten, Davis,  
Duncan, Frank, Fuller, Furnace,  
Goll, Gruenberg, Grussendorf,  
Hanley, Herrmann, Hurley, Jenkins,  
Koponen, Larson, Marrou, Martin,  
Miller, M.M., Miller, M.W., Navarre,  
Pearce, Pettyjohn, Phillips,  
Pignalberi, Pourchot, Rieger,  
Ringstad, Shultz, Sund, Szymanski,  
Taylor, Thompson, Wallis

Nays: 0

Excused: 1 Uehling

Absent: 0

And so, CSHB 253(C&RA) passed the House.

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause. There being no objection, it was so ordered.

CSHB 253(C&RA) was referred to the Chief Clerk for engrossment.

SECOND READING OF SENATE BILLSCSSB 101(Jud)am

COMMITTEE SUBSTITUTE FOR SENATE BILL NO. 101 (Judiciary) amended (relating to character investigation and fingerprinting of applicants to the Alaska Bar Association; and amending Rule 3, section 2 and Rule 5, section 1(b) of the Rules of the Alaska Bar Association) was read the second time with the Judiciary Committee report (page 637).

Representative Clocksin moved and asked unanimous consent that CSSB 101(Jud)am be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

CSSB 101(Jud)am was read the third time.

HB 133

Representative Clocksin moved and asked unanimous consent that HB 133 be removed from today's calendar and placed on the March 22, 1985, calendar in second reading.

Representative Furnace objected and withdrew his objection.

Representative Martin objected.

Representative Clocksin rose to a point of order stating the debate was not on the motion.

The Speaker ruled the point was well taken.

Representative Martin withdrew his objection, and HB 133 will appear on the March 22, 1985, calendar.

HB 253

HOUSE BILL NO. 253 (allowing municipalities to exempt land from property taxes and from special assessments for fire protection service and fire protection facilities; effective date) was read the second time with the Community & Regional Affairs Committee report (page 622).

Representative Clocksin moved and asked unanimous consent that COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 253 (Community & Regional Affairs) (same title) be adopted in lieu of the original bill. There being no objection, it was so ordered.

CSHB 253(C&RA)

Representative Clocksin moved and asked unanimous consent that CSHB 253(C&RA) be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

CSHB 253(C&RA) was read the third time.

The question being: "Shall CSHB 253(C&RA) pass the House?" The roll was taken with the following result:

HB 185

The Health, Education & Social Services Committee has considered HOUSE BILL NO. 185 (relating to student loans, effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 1 (Loans) (page 504) and reports it back as follows: Kaponen and Gruenberg (Co-Chairs), Hurley, Taylor and Thompson recommend do pass; Pettyjohn has no recommendation.

HB 185 was referred to the Finance Committee.

HE 223

The Transportation Committee has considered HOUSE BILL NO. 223 (relating to designation of the Dillingham to Aleknagik road) and reports it back as follows: Cato (Chairman), Saultz, Herrmann, Marrou, Davis, Furnace and Pignalberi recommend do pass. A zero fiscal note was attached.

HB 223 was referred to the Finance Committee.

HB 239

The State Affairs Committee has considered HOUSE BILL NO. 239 (relating to the longevity bonus program; effective date) and reports it back as follows: Hurley (Chairman), Boucher and Cato recommend do pass; M.M. Miller and Navarre signed "Do Pass with Amendments; Jenkins and Collins signed "with amendments". A zero fiscal note with analysis was attached.

HB 239 was referred to the Finance Committee.

The zero fiscal note with analysis appears in House Journal Supplement No. 32.

REPORTS OF SPECIAL COMMITTEESHB 4

The House Special Committee on State Loans has considered HOUSE BILL NO. 4 (relating to debt of the state, its agencies, and municipalities; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 4 (Loans) (same title) and reports it back as follows: Sord (Chairman), Uehling and Fuller recommend do pass; Cotten has no recommendation. A fiscal note was attached.

HB 4 was referred to the Finance Committee.

The fiscal note appears in House Journal Supplement No.

HB 133

The Finance Committee has considered HOUSE BILL NO. 133 (providing authority for the Department of Public Safety to regulate safety of motor carrier and air carrier operations; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 133 (Finance):

"An Act relating to transportation safety and financial responsibility; and providing for an effective date."

and reports it back as follows: Adams (Chairman), Duncan, Ringstad, Binkley, Larson, Pourchot, Frank, Rieger and Szymanski recommend do pass; Uehling has no recommendation. A zero fiscal note with analysis and a letter of intent were attached.

HB 133 appears on today's calendar.

The zero fiscal note with analysis appears in House Journal Supplement No. 32.

The letter of intent, signed by the Chairman, appears below:

HOUSE FINANCE COMMITTEE  
LETTER OF INTENT  
For  
CSHB 133 (Finance)

"It is the intent of the Legislature that a study be undertaken by legislative staff to determine:

- 1) what federal safety regulations are applicable to Alaska intrastate air commerce, and which, if any, ought to be incorporated into the State's certification of compliance program;
- 2) if the hazardous flying conditions in Alaska warrant additional safety training for pilots as a condition of state certification of compliance; and
- 3) the effects of phase out or elimination of the federal essential air service program on the reliability of air service to Alaska communities."

HB 155

A zero fiscal note with analysis was received from the Labor & Commerce Committee to accompany HOUSE BILL NO. 155 (establishment of horizontal property regimes for manufactured housing; effective date) which was reported out of committee with a committee substitute (relating to notice requirements on the closure of mobile home parks and permitting the establishment of horizontal property regimes for mobile homes; effective date) (page 621). The fiscal note has been transmitted to the next committee of referral, the Judiciary Committee, and appears in House Journal Supplement No. 32.

CSHB 133(Fin)am

CSHB 133(Fin)am was referred to the Chief Clerk for engrossment.

HB 297

Representative Hurley added her name as co-sponsor to HOUSE BILL NO. 297 (review panels for children in foster care; and amending the Rules of Children's Procedure).

HB 317

Representative Pignalberi added his name as co-sponsor to HOUSE BILL NO. 317 (practice of social work and establishing the Board of Social Worker Examiners; effective date).

ENGROSSMENTCSHB 133(Fin)am

CSHB 133(Fin)am was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration.

HB 208

HB 208 was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration.

HJR 23

Reconsideration of the following was not taken up on this legislative day. It was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration:

HJR 23  
U.S. Customs Service offices on the West  
Coast

CSHB 168(L&C)

Reconsideration of the following was not taken up on this legislative day. It was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration:

CSHB 168(L&C)  
Construction contractors; effective date

CSHB 133(Fin,am

## JSnB 133(FIN)AM EFD

Yeas: 27 Adams, Binkley, Boucher, Cato,  
Clocksin, Cotten, Davis, Duncan,  
Fuller, Goll, Gruenberg,  
Grussendorf, Hurley, Koponen,  
Larson, Miller, M.M., Miller, M.W.,  
Navarre, Phillips, Pignalberi,  
Pourchot, Ringstad, Sund,  
Szymanski, Taylor, Thompson,  
Wallis

Nays: 10 Frank, Furnace, Hanley, Herrmann,  
Jenkins, Marrou, Martin,  
Pettyjohn, Rieger, Uehling

Excused: 2 Collins, Pearce

Absent: 1 Shultz

Szymanski changed from "nay" to "yea".

And so, the effective date clause was adopted.

Representative Clocksin moved and asked unanimous consent that the Finance Committee letter of intent (page 677) be adopted.

Representative Martin objected.

The question being: "Shall the Finance Committee letter of intent be adopted?" The roll was taken with the following result:

## CSHB 133(FIN)AM FIN INTENT

Yeas: 29 Adams, Binkley, Boucher, Cato,  
Clocksin, Cotten, Davis, Duncan,  
Fuller, Goll, Gruenberg,  
Grussendorf, Herrmann, Hurley,  
Jenkins, Larson, Miller, M.M.,  
Miller, M.W., Navarre, Phillips,  
Pignalberi, Pourchot, Rieger,  
Ringstad, Sund, Szymanski, Taylor,  
Thompson, Wallis

Nays: 7 Frank, Furnace, Hanley, Marrou,  
Martin, Pettyjohn, Uehling

Excused: 2 Collins, Pearce

Absent: 2 Koponen, Shultz

And so, the Finance Committee's letter of intent was adopted.

CSHB 133(Fin)

Nays: 17 Adams, Boucher, Cato, Davis,  
Duncan, Frank, Fuller,  
Grussendorf, Herrmann, Larson,  
Marrou, Pettyjohn, Shultz,  
Szymanski, Taylor, Uehling,  
Wallis

Excused: 2 Collins, Pearce

Absent: 0

And so, Amendment No. 7 was adopted.

CSHB 133(Fin)am

The question to be reconsidered: "Shall CSHB 133(Fin)am pass the House?" The roll was taken with the following result:

CSHB 133(FIN)am

Yeas: 34 Adams, Binkley, Boucher, Cato,  
Clocksin, Cotten, Davis, Duncan,  
Frank, Fuller, Goll, Gruenberg,  
Grussendorf, Hanley, Herrmann,  
Hurley, Jenkins, Koponen, Larson,  
Miller, M.M., Miller, M.W., Navarre,  
Phillips, Signalberi, Pourchot,  
Rieger, Ringstad, Shultz, Sund,  
Szymanski, Taylor, Thompson,  
Uehling, Wallis

Nays: 4 Furnace, Marrou, Martin,  
Pettyjohn.

Excused: 2 Collins, Pearce

Absent: 0

And so, CSHB 133(Fin)am passed the House on reconsideration.

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause.

Representative Pettyjohn objected.

The question being: "Shall the effective date clause be adopted? The roll was taken with the following result:

CSHB 133(Fin)THIRD READING OF HOUSE BILLS

CSHB 133(Fin) was read the third time.

Representative Gruenberg moved that CSHB 133(Fin) be returned to second reading for the purpose of specific amendment No. 7.

Amendment No. 7 by Gruenberg, Navarre, Martin and Furnace:

Page 1, line 23:

Delete "\$100,000" and insert "\$200,000".

The question being: "Shall CSHB 133(Fin) be returned to second reading for the purpose of specific Amendment No. 7?" The roll was taken with the following result:

CSHB 133(FIN) MOTION

|          |    |   |
|----------|----|---|
| Yeas:    | 26 | Binkley, Clocksin, Cotten, Davis, Duncan, Furnace, Goll, Gruenberg, Hanley, Hurley, Jenkins, Koponen, Larson, Martin, Miller, M.M., Miller, M.W., Navarre, Pettyjohn, Phillips, Pignalberi, Pourchot, Rieger, Ringstad, Sund, Thompson, Uehling |
| Nays:    | 12 | Adams, Boucher, Cato, Frank, Fuller, Grussendorf, Herrmann, Marrou, Shultz, Szymanski, Taylor, Wallis   |
| Excused: | 2  | Collins, Pearce   |
| Absent:  | 0  |   |

And so, the motion passed.

Representative Gruenberg moved that amendment No. 7 be adopted.

The question being: "Shall Amendment No. 7 be adopted?" The roll was taken with the following result:

CSHB 133(FIN) AM7

|       |    |  |
|-------|----|--|
| Yeas: | 21 | Binkley, Clocksin, Cotten, Furnace, Goll, Gruenberg, Hanley, Hurley, Jenkins, Koponen, Martin, Miller, M.M., Miller, M.W., Navarre, Phillips, Pignalberi, Pourchot, Rieger, Ringstad, Sund, Thompson |
|-------|----|--|

SPECIAL ORDERS

Representative Koponen moved and asked unanimous consent that the House approve the Citation Honoring Barbara Staley. There being no objection, it was so ordered and the citation was referred to the Chief Clerk for transmittal to the Senate.

UNFINISHED BUSINESS

Representative Clocksin moved and asked unanimous consent that the following member be excused from a call of the House:

Representative Koponen - after session  
April 4, through plane time April 8,  
1985.

There being no objection, it was so ordered.

HB 273

The Speaker waived the Judiciary Committee referral on HOUSE BILL NO. 273 (Extralateral rights of federal lode mining claims) at the request of the Chairman.

HB 273 was taken from Judiciary Committee and sent to the Rules Committee for placement on the calendar.

HB 130

Representative Koponen moved and asked unanimous consent that the referral of HOUSE BILL NO. 130 (educational employees' collective bargaining agreements; effective date) to the Health, Education & Social Services Committee be waived and the bill be sent directly to the Finance Committee.

Representative Martin objected.

Representative Koponen moved and asked unanimous consent to withdraw his motion. There being no objection, the motion was withdrawn.

CSHB 133(Fin)

Representative Gruenberg brought up the reconsideration of COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 133 (Finance) (relating to transportation safety and financial responsibility; effective date).

HB 208

Representative Clocksin moved and asked unanimous consent that HB 208 be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

HB 208 was read the third time.

The question being: "Shall HB 208 pass the House?" The roll was taken with the following result:

## HB 208

|          |    |  |
|----------|----|--|
| Yeas:    | 36 | Adams, Binkley, Boucher, Cato, Clocksin, Cotten, Davis, Duncan, Frank, Fuller, Furnace, Goll, Gruenberg, Grussendorf, Hanley, Herrmann, Hurley, Jenkins, Koponen, Larson, Marrou, Miller, M.M., Miller, M.W., Navarre, Pettyjohn, Pignalberi, Pourchot, Rieger, Ringstad, Shultz, Sund, Szymanski, Taylor, Thompson, Uehling, Wallis |
| Nays:    | 2  | Martin, Phillips   |
| Excused: | 2  | Collins, Pearce  |
| Absent:  | 0  |  |

And so, HB 208 passed the House and was referred to the Chief Clerk for engrossment.

LEGISLATIVE CITATIONS

Representative Clocksin moved and asked unanimous consent that the House approved the citations on the calendar. There being no objection, the House approved the following citations:

Honoring - Beverly Chapman

Honoring - Ruth Briggs, Alaskan Mother of the Year

The citations were referred to the Chief Clerk for enrollment.

Representative Koponen moved and asked unanimous consent that the following citation Honoring Barbara Stanley be taken up as a Special Order of Business at this time. There being no objection, it was so ordered.

Original sponsor: Rules/Governor

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR HOUSE BILL NO. 133 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to transportation safety and finan-  
7 cial responsibility; and providing for an effective  
8 date."

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

10 \* Section 1. AS 42.30.200 is amended to read:

11 Sec. 42.30.200. FINANCIAL RESPONSIBILITY. (a) A person who  
12 carries passengers or freight for hire intrastate or a person who  
13 carries freight in a motor vehicle for commercial purposes shall  
14 procure and maintain security in the following amounts:

15 (1) \$200,000 for property damage in a single occurrence;

16 (2) \$500,000 for bodily injury or death in a single occur-  
17 rence if a person operates a motor vehicle; and

18 (3) \$300,000 per seat for bodily injury or death in a  
19 single occurrence if a person operates an aircraft [AN AMOUNT DE-  
20 TERMINED BY THE DEPARTMENT OF PUBLIC SAFETY AS NECESSARY FOR THE  
21 REASONABLE PROTECTION OF THE PUBLIC AGAINST DAMAGES OR INJURY CAUSED  
22 BY THE PERSON].

23 (b) Evidence of security required under (a) of this section  
24 shall be filed with the department and must be

25 (1) a policy or certificate of insurance issued by an  
26 insurer acceptable to the department; [OR]

27 (2) a bond of a surety company licensed to write surety  
28 bonds in the state; [OR]

29 (3) evidence accepted by the department, showing ability to

1 self-insure; or

2 (4) other security approved by the department.

3 (c) The department may authorize department personnel [ENFORCE-  
4 MENT OFFICERS] to enforce this section and may adopt [procedural] regu-  
5 lations necessary to implement this section.

6 \* Sec. 2. AS 42.30.200 is amended by adding new subsections to read:

7 (d) A policy of insurance submitted as proof of financial  
8 responsibility under AS 42.30.225(a)(1), a surety bond, or other form  
9 of security may not be cancelled on less than 30 days' written notice  
10 to the department. This requirement must be clearly stated in the  
11 policy or endorsement. The 30-day notice period is measured from the  
12 date on which the department receives notice.

13 (e) A person who knowingly violates (a) of this section is  
14 guilty of a class B misdemeanor and is punishable by a fine of not  
15 less than \$500 or more than \$1,000.

16 (f) This section applies only to a person who carries passengers  
17 or freight for hire in a motor vehicle weighing 10,000 pounds or more,  
18 or a propeller or jet-powered aircraft.

19 \* Sec. 3. AS 42.30 is amended by adding new sections to read:

20 Sec. 42.30.225. CERTIFICATION OF COMPLIANCE OF AIR CARRIERS.

21 (a) A person may not engage in air commerce without obtaining a  
22 certificate of compliance from the department. The department shall  
23 issue a certificate of compliance upon application and presentation of

24 (1) proof of financial responsibility required under  
25 AS 42.30.200;

26 (2) proof of compliance with Federal Aviation Administra-  
27 tion requirements, and, where applicable, federal certification for  
28 scheduled airline service.

29 (b) A person who receives a certificate of compliance under (a)

1 of this section shall renew the certificate annually.

2 (c) Each aircraft owned or leased by a person subject to the  
3 provisions of this section must have a certificate of compliance  
4 issued by the department before the aircraft is used in air commerce.  
5 The certificate is valid for a period of 12 months following the date  
6 of certification. The certificate must be displayed on the aircraft  
7 so that it is visible to boarding passengers.

8 (d) A federally-certificated interstate air carrier that pro-  
9 vides intrastate service between points in the state on an interstate  
10 or foreign route, and who uses, for that intrastate service, aircraft  
11 based primarily outside the state, must also obtain a certificate of  
12 compliance for each aircraft used in intrastate service.

13 (e) Use of an aircraft in air commerce before obtaining a cer-  
14 tificate of compliance required under (a) of this section may be cause  
15 for suspension or revocation of the certificate.

16 (f) An air carrier, who before the effective date of this Act,  
17 obtained a certificate to operate from the Alaska Transportation  
18 Commission, is not required to obtain a certificate of compliance  
19 under (a) of this section until the date on which the insurance policy  
20 on each aircraft must be renewed.

21 (g) The department may authorize department personnel to enforce  
22 this section and may adopt procedural regulations necessary to imple-  
23 ment this section.

24 ARTICLE 6. MOTOR VEHICLE SAFETY INSPECTIONS.

25 Sec. 42.30.300. MOTOR VEHICLE SAFETY INSPECTIONS. (a) A motor  
26 vehicle may not be operated in this state without a certificate of  
27 inspection. An owner of a motor vehicle shall renew a certificate of  
28 inspection at least once a year at an official inspection station  
29 under AS 42.30.320. An owner of a motor vehicle shall display a

1 sticker of inspection visible from outside the vehicle in a location  
2 determined by the department.

3 (b) The commissioner of commerce and economic development may  
4 adopt procedural regulations necessary to implement this section.

5 Sec. 42.30.310. EXEMPTIONS. A motor vehicle is exempt from the  
6 requirements of AS 42.30.300 if it is owned by the government of the  
7 United States of America.

8 Sec. 42.30.320. OFFICIAL INSPECTION STATIONS. (a) A person may  
9 not operate an inspection station without a permit from the depart-  
10 ment. The department shall approve an application for permit to  
11 operate an inspection station if

12 (1) the department determines the inspection station has  
13 proper equipment and competent personnel; and

14 (2) a certified vehicle inspector under AS 42.30.330 is  
15 employed at the inspection station.

16 (b) After the department approves an application for permit to  
17 operate an official inspection station under (a) of this section, it  
18 shall provide the applicant with a permit, certificates of inspection,  
19 and inspection stickers.

20 (c) Upon receipt of a permit from the department under (b) of  
21 this section, the operator of an official inspection station shall  
22 post the permit in a conspicuous place at the location designated by  
23 the department.

24 (d) The department may enter the premises of the operator of an  
25 official inspection station at any time to inspect the work of the  
26 certified vehicle inspectors under AS 42.30.330 or to determine if the  
27 operator continues to meet the requirements of this section.

28 (e) The department shall suspend or revoke a permit of an opera-  
29 tor of an official inspection station if the operator fails to meet

1 the requirements of this section.

2 (f) Upon notice of suspension or revocation of a permit under  
3 (e) of this section, the operator of an official inspection station  
4 shall immediately terminate all inspection activities, and on demand  
5 by the department, return the permit and all certificates of inspec-  
6 tion. The department shall issue a receipt for all unused certifi-  
7 cates of inspection.

8 (g) If a permit is suspended or revoked under (e) of this sec-  
9 tion, the department shall give an operator of an official inspection  
10 station a hearing, upon written request filed with the department  
11 within 10 days after suspension or revocation.

12 (h) A permit to operate an official inspection station may not  
13 be assigned, transferred, or used at a location other than the lo-  
14 cation designated by the department.

15 Sec. 42.30.330. CERTIFICATION OF VEHICLE INSPECTORS. (a) A  
16 person may not conduct a motor vehicle inspection at an official  
17 inspection station under AS 42.30.320 unless certified as a vehicle  
18 inspector by the department.

19 (b) The department may suspend the certification issued to a  
20 vehicle inspector under (a) of this section if the vehicle inspector  
21 improperly conducted inspections or failed to comply with a provision  
22 of this section or regulations adopted under it.

23 (c) If a certificate is denied or suspended under (b) of this  
24 section the department shall give a vehicle inspector a hearing upon  
25 written request filed with the commissioner within 10 days after  
26 denial or suspension.

27 Sec. 42.30.340. ISSUANCE OF CERTIFICATE OF INSPECTION. (a) A  
28 person operating an official inspection station shall issue a certifi-  
29 cate of inspection to the owner of a motor vehicle after determining

1 the motor vehicle is in a safe and mechanically sound condition.

2 (b) A person operating an official inspection station shall keep  
3 a record of each inspection performed at the station and the depart-  
4 ment may audit the records of an official inspection station at any  
5 time.

6 Sec. 42.30.350. FALSELY REPRESENTING TO BE AN OFFICIAL STATION.

7 (a) A person may not represent a place as an official inspection  
8 station unless the station is operating under a valid permit issued by  
9 the department under AS 42.30.320.

10 (b) A person may not issue a certificate of inspection unless  
11 holding a valid permit under AS 42.30.320.

12 Sec. 42.30.360. COUNTERFEIT CERTIFICATES OF INSPECTION. (a) A  
13 person may not make, issue, or knowingly use an imitation or counter-  
14 feit of an official certificate of inspection.

15 (b) A person may not knowingly display or issue a certificate  
16 of inspection on a motor vehicle unless the motor vehicle has met the  
17 requirements of AS 42.30.340.

18 Sec. 42.30.370. VIOLATION A MISDEMEANOR. A person who knowingly  
19 violates a provision of AS 42.30.300 - 42.30.360 is guilty of a class  
20 B misdemeanor.

21 Sec. 42.30.380. DEFINITIONS. In AS 42.30.200 - 42.30.380,

22 (1) "air carrier" means a person undertaking to engage in  
23 air commerce, whether directly or indirectly, or by lease, contract,  
24 or any other arrangement, and whether over regular or irregular  
25 routes;

26 (2) "air commerce" means carriage by aircraft of persons or  
27 freight, for compensation or hire, in intrastate commerce, including  
28 the carriage by aircraft of persons or freight that move partly by  
29 aircraft and partly by other forms of transportation;

1                   (3) "aircraft" means a device used or designed for flight  
2 in the air;

3                   (4) "department" means the Department of Commerce and  
4 Economic Development;

5                   (5) "freight" means all commodities, articles, and cargo,  
6 of whatever nature or value, excluding garbage and trash;

7                   (6) "motor vehicle" means a truck of more than 10,000  
8 pounds unladen gross vehicle weight used upon a public highway.

9       \* Sec. 4. Notwithstanding the amendment to AS 42.30.200(a)(3) made by  
10 sec. 1 of this Act, until July 1, 1985, a person to whom AS 42.30.200  
11 applies need only maintain security in the amount of \$100,000 per seat for  
12 bodily injury or death in a single occurrence if a person operates an  
13 aircraft.

14       \* Sec. 5. AS 44.33.020 is amended by adding a new paragraph to read:

15                   (27) implement the financial responsibility requirements for  
16 motor vehicles and air carriers under AS 42.30.200 and 43.30.225.

17       \* Sec. 6. This Act takes effect immediately in accordance with AS 01.-  
18 10.070(c).

*file  
from R. Stoops*

The bill does the following:

1. Sets commercial aircraft liability insurance at the same rates previously required by A.T.C. and allows the Dep't of Commerce to increase the insurance levels by regulation if deemed necessary.

2. Sets up simple certification procedure in Dep't of Commerce to assure that commercial air carriers have insurance and have met federal safety requirements.

Benefits

1. Gives certainty to air carriers in aftermath of ATC initiative. Now governed by emergency regs. adopted without public involvement and which will expire in 120 days.

2. Simplifies the bureaucracy for air carriers by allowing them to do business with one department rather than two. Other Dep't of Commerce functions include business loans and regulation of corporations. Public Safety has no functions relating to air carriers at the present. Aircraft inspection is a federal responsibility.

Letter of Intent

1. Interim study which can be done by legislative staff and House Research Agency, will provide useful information back to the next sessions regarding reliability of air service to rural Alaska and air safety. The abolishment of A.T.C. eliminated safety requirements as well as economic regulation for air charter operations. If air travel becomes less safe in the future, perhaps we need stricter safety requirements.

Moen  
3/7/85 ✓

Original sponsor: Rules/Governor

*file*

1 IN THE HOUSE

BY THE FINANCE COMMITTEE

2 CS FOR HOUSE BILL NO. 133 (Finance)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to transportation safety and finan-  
7 cial responsibility; and providing for an effective  
8 date."

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

10 \* Section 1. AS 42.30.200(a) is amended to read:

11 (a) Except as provided in AS 42.30.300 - 42.30.310, a [A] person  
12 who carries passengers or freight for hire intrastate shall procure  
13 and maintain security in an amount determined by the Department of  
14 Public Safety as necessary for the reasonable protection of the public  
15 against damages or injury caused by the person.

16 \* Sec. 2. AS 42.30 is amended by adding new sections to read:

17 Sec. 42.30.300. AIR CARRIER FINANCIAL RESPONSIBILITY. (a) A  
18 person who uses an aircraft in air commerce shall procure and maintain  
19 security in an amount determined by the department as necessary for  
20 the reasonable protection of the public against damages or injury  
21 caused by the person, except that the amount determined by the  
22 department may not be less than

23 (1) \$100,000 per seat for bodily injury or death in a  
24 single occurrence; and

25 (2) \$25,000 for property damage in a single occurrence.

26 (b) Evidence of security required under (a) of this section must  
27 be

28 (1) a policy or certificate of insurance issued by an  
29 insurer acceptable to the department;

1 (2) a bond of a surety company licensed to write surety  
2 bonds in the state;

3 (3) evidence accepted by the department, showing ability to  
4 self-insure; or

5 (4) other security approved by the department.

6 (c) The department may authorize department personnel to enforce  
7 this section and may adopt regulations necessary to implement this  
8 section.

9 (d) A policy of insurance, a surety bond, or other form of  
10 security submitted as proof of financial responsibility under AS 42.-  
11 30.310(a)(1) may not be cancelled on less than 30 days' written notice  
12 to the department. This requirement must be clearly stated in the  
13 policy, endorsement, or bond agreement. The 30-day notice period is  
14 measured from the date on which the department receives notice.

15 (e) A person who violates (a) of this section is guilty of a  
16 class A misdemeanor and is punishable by a fine of not less than  
17 \$1,000 or more than \$5,000.

18 (f) The department shall charge and collect fees necessary to  
19 implement this section.

20 Sec. 42.30.310. CERTIFICATION OF COMPLIANCE. (a) A person may  
21 not use an aircraft in air commerce before obtaining a certificate of  
22 compliance for that aircraft. The department shall issue a certifi-  
23 cate of compliance upon application and presentation of

24 (1) proof of financial responsibility required under  
25 AS 42.30.300;

26 (2) proof of compliance with Federal Aviation Administra-  
27 tion requirements, and, where applicable, federal certification for  
28 scheduled airline service.

29 (b) A person who receives a certificate of compliance under (a)

1 of this section shall renew the certificate annually.

2 (c) Each aircraft owned or leased by a person subject to the  
3 provisions of this section must have a certificate of compliance  
4 issued by the department before the aircraft is used in air commerce.  
5 The certificate is valid for a period of 12 months following the date  
6 of certification.

7 (d) The department may authorize department personnel to enforce  
8 this section and may adopt regulations necessary to implement this  
9 section.

10 Sec. 42.30.390. DEFINITIONS. In AS 42.30.200 - 42.30.390,

11 (1) "air commerce" means carriage by aircraft of persons or  
12 freight, for compensation or hire, in intrastate commerce, including  
13 the carriage by aircraft of persons or freight that move partly by  
14 aircraft and partly by other forms of transportation;

15 (2) "aircraft" means a propeller or jet-powered device used  
16 or designed for flight in the air;

17 (3) "department" means the Department of Commerce and  
18 Economic Development;

19 (4) "freight" means all commodities, articles, and cargo of  
20 whatever nature or value, excluding garbage and trash.

21 \* Sec. 3. AS 44.33.020 is amended by adding a new paragraph to read:

22 (27) implement the financial responsibility requirements for  
23 air carriers under AS 42.30.200 - 42.30.390.

24 \* Sec. 4. This Act takes effect immediately in accordance with AS 01.-  
25 10.070(c).

SENATE  
JOURNAL SUPPLEMENT

4/9/85

STATE OF ALASKA

No. 29

FISCAL NOTE

SCS  
CSHB  
133  
(TRSP)

REQUEST

FISCAL DETAIL

bill/resolution No.: SCS/CSHB 133 Agency Affected: Commerce & Econ. Dev.  
 Title: An Act . . . to regulate safety of motor carriers . . . Program Category Affected: \_\_\_\_\_  
Public Safety  
 Sponsor: Rules Committee BAU, Program or Subprogram(s) Affected: \_\_\_\_\_  
 Requestor: Governor Division of Measurement Standards  
 Date of Request: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                        | FY 85        | FY 86        | FY 87 | FY 88 | FY 89 | FY 90 |
|------------------------|--------------|--------------|-------|-------|-------|-------|
| <b>OPERATING</b>       |              |              |       |       |       |       |
| 100 PERSONAL SERVICES  | 128.5        | 338.5        |       |       |       |       |
| 200 TRAVEL             | 10.0         | 30.0         |       |       |       |       |
| 300 CONTRACTUAL        | 55.0         | 40.8         |       |       |       |       |
| 400 SUPPLIES           | 2.5          | 3.5          |       |       |       |       |
| 500 EQUIPMENT          | 15.0         | 8.0          |       |       |       |       |
| 600 LAND & STRUCTURES  |              |              |       |       |       |       |
| 700 GRANTS, CLAIMS     |              |              |       |       |       |       |
| 800 MISCELLANEOUS      |              |              |       |       |       |       |
| <b>TOTAL OPERATING</b> | <b>211.0</b> | <b>420.8</b> |       |       |       |       |
| <b>CAPITAL</b>         |              |              |       |       |       |       |
| <b>REVENUE</b>         |              |              |       |       |       |       |

FINDING: (Thousands of Dollars)

|               |              |              |  |  |  |  |
|---------------|--------------|--------------|--|--|--|--|
| GENERAL FUNDS | 211.0        | 420.8        |  |  |  |  |
| FEDERAL FUNDS |              |              |  |  |  |  |
| OTHER         |              |              |  |  |  |  |
| <b>TOTAL</b>  | <b>211.0</b> | <b>420.8</b> |  |  |  |  |

POSITIONS:

|           |   |   |  |  |  |  |
|-----------|---|---|--|--|--|--|
| FULL-TIME | 7 | 7 |  |  |  |  |
| PART-TIME |   |   |  |  |  |  |
| TEMPORARY |   |   |  |  |  |  |

ANALYSIS:

Prepared By: Joseph L. Swanson, Director Phone: 345-7750  
 Division: Measurement Standards Date: \_\_\_\_\_  
 Approved by Commissioner: Loren H. Lounsbury Date: 4/9/85  
 Agency: Commerce and Economic Development



HCR 14

The State Affairs Committee considered HOUSE CONCURRENT RESOLUTION NO. 14 (seventeenth annual Girls' State at the Fairbanks University of Alaska campus) and recommended do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators DeVries, Ray, Kelly and Vic Fischer.

HOUSE CONCURRENT RESOLUTION NO. 14 was referred to the Rules Committee.

HB 133

The Transportation Committee considered CS FOR HOUSE BILL NO. 133 (FIN) am (transportation safety and financial responsibility; efd) and recommended it be replaced with

## SENATE CS FOR CS FOR HOUSE BILL NO. 133 (TRSP)

with a majority do pass. The report was signed by Senator Coghill, Chairman and concurred in by Senators Paul Fischer and Josephson. Senator Abood signed "do pass if air and truck bills are separated". Senator Faiks signed "no recommendation".

Fiscal note from Department of Commerce and Economic Development appears in Supplement No. 29.

CS FOR HOUSE BILL NO. 133 (FIN) am was referred to the Finance Committee.

SB 169

The Rules Committee considered SENATE BILL NO. 169 (limiting the exemption of permanent fund dividends from orders for the collection of debt) and a majority of the committee recommended calendar April 9. The report was signed by Senator Kelly, Chairman and concurred in by Senators Bennett, Coghill and Faiks.

SENATE BILL NO. 169 appears on the calendar.

The report was signed by Senator Sturgulewski, Chairman and concurred in by Senators Fahrenkamp, Coghill, Eliason, Vic Fischer, Halford and Zharoff.

SB 69

The Community and Regional Affairs Committee considered SENATE BILL NO. 69 (licensing and regulation of the sale and distribution of alcoholic beverages; efd) and recommended it be replaced with

CS FOR SENATE BILL NO. 69 (CSRA)

with a majority do pass. The report was signed by Senator DeVries, Chairman and concurred in by Senators Coghill, Vic Fischer and Sturgulewski.

SENATE BILL NO. 69 was referred to the Judiciary Committee.

SB 208

The Health, Education and Social Services Committee considered SENATE BILL NO. 208 (formation of federal transfer regional educational attendance areas in certain villages; efd) and recommended it be replaced with

CS FOR SENATE BILL NO. 208 (HESS), entitled:

"An Act relating to the formation of regional educational attendance areas in certain villages; and providing for an effective date."

Senator Fahrenkamp, Chairman, signed "do pass". Senators DeVries, Paul Fischer and Josephson signed "do not pass". Senator Sturgulewski signed "do not pass unless amended".

SENATE BILL NO. 208 was referred to the Finance Committee.

HCR 13

The State Affairs Committee considered HOUSE CONCURRENT RESOLUTION NO. 13 (nineteenth annual Boys' State at Camp Carroll) and recommended do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators DeVries, Ray, Kelly and Vic Fischer.

HOUSE CONCURRENT RESOLUTION NO. 13 was referred to the Rules Committee.

## STANDING COMMITTEE REPORTS

March 5, 1985

Dear Mr. President:

Pursuant to your instructions, and in accordance with AS 39.-05.080, the Senate State Affairs Committee had under consideration the Governor's appointments of Doris Volzke and Sandra Hennicks to the State Commission on Human Rights; and Burke Riley to the Alaska Public Offices Commission.

The committee has considered the nomination and now returns the names to the Senate for consideration of the full body in joint session. This does not necessarily indicate an intention to vote for or against the individuals named at the time of joint session on confirmation.

The report was signed by Senator Abood, Chairman and concurred in by Senators DeVries, Kelly and Ray.

"March 4, 1985

Dear Mr. President:

The Senate Committee on Health, Education and Social Services has considered the following Governor's appointees to the State Board of Education and has no stated objection to their appointment. This does not, however, indicate an individual committee member's intent to vote for or against any appointment at the time of confirmation.

Board of Education

Barney Gottstein, Anchorage, 1/31/90

Don Gray, Fairbanks, 1/31/90

Janie P. Leask, Anchorage, 1/31/89"

The report was signed by Senator Fahrenkamp, Chairman and concurred in by Senators Sturgulewski, DeVries and Josephson.

SB 39

The Transportation Committee considered SENATE BILL NO. 39 (special appropriation to the Department of Transportation and Public Facilities for various construction projects in the Totchaket resource area; efd) with a majority do pass. The report was signed by Senator Coghill, Chairman and concurred in by Senators Abood and Paul Fischer. Senators Josephson and Faiks signed "no recommendation".

SENATE BILL NO. 39 was referred to the Finance Committee.

The Secretary announced receipt of the following notice dated February 22 from Commissioner Robison, Department of Labor, and posted March 4:

**"NOTICE OF PROPOSED CHANGES IN THE  
REGULATION OF THE ALASKA DEPARTMENT OF LABOR**

Notice is given that the Alaska Department of Labor, under authority vested by AS 18.60.020, proposes to amend regulations in Title 8 of the Alaska Administrative Code dealing with occupational safety and health standards which are adopted by reference. The Department of Labor also proposes to adopt, amend, and repeal safety and health standards in Subchapter 01, General Safety Code, dealing with powered platforms, man-lifts, and vehicle-mounted work platforms, hydrogen, materials handling and storage, machinery and machine guarding, welding cutting and brazing, walking and working surfaces, and guarding of portable powered tools; Subchapter 03, Electrical Code, dealing with definitions for electrolytic cells; and Subchapter 04, Occupational Health and Environmental Control Code, dealing with permissible exposure levels for ethylene oxide, transfer of records, computation of employee noise exposure, and instructions for measuring the sound levels and tolerances connected with the acoustic calibration of audiometers, to implement AS 18.60.010..."

The Secretary announced receipt of the following memorandum on March 4:

**"TO:** Bill Sheffield, Governor                      **DATE:** February 28, 1985  
Ben Grussendorf, Speaker  
Don Bennett, President

**FROM:** Robert C. Rucker, Chairman  
Keith H. Miller, Commissioner  
H.D. Scougal, Commissioner  
Alaska Transportation Commission

Please be advised that pursuant to the passage of Initiative No. 83.02 November 6, 1984, the Alaska Air Commerce Act, AS 02.05, the Alaska Transportation Commission Act, AS 42.07, and the Alaska Motor Freight Carriers Act, AS 42.10, and all regulations promulgated thereunder, are abolished and of no further force or effect.

Therefore, effective at midnight, February 28, 1985, all existing State motor freight vehicle regulations, weight fee requirements, commercial vehicle, and aircraft insurance requirements, aircraft registration fees, vehicle identification and hazardous material placarding, truck driver qualifications, and safe operation requirements and restrictions, and similar public interest regulations and enforcement functions of the Alaska Transportation Commission will cease to exist."

RED DOG STUDY DELAYED: Work on a \$267,000 state contract to study options for Red Dog Mine financing will be delayed due to a conflict of interest within the company awarded the contract, SRI International of Menlo Park, CA. Recently it was realized that A Olaf Wolff, proposed project director, receives monthly payments as a retiree of Cominco, the Red Dog development company. SRI has replaced Wolff; this delay will cost at least a month in production of a draft financing plan.

FERRY STRIKE TENTATIVELY AVOIDED: Tentative agreement on a new three-year contract has been reached between the Alaska Marine Highway System and members of the Inland Boatmen's Union of the Pacific. An April 1st strike deadline had been set by the union which had been working without contract since August 17th.

CHINA AIR DIRECT TO ANCHORAGE: The US Dept. of Transportation granted an exemption to China Air Lines for passenger service between Anchorage and Taipei, Taiwan. Senator Murkowski, who helped secure the ruling, believes that this first non-stop flight between Anchorage, and Taipei "will prove valuable as Alaska expands its business and tourism ties with Taiwan." The new, twice-weekly flights are scheduled to begin April 28.

PILOTS DROP SUIT AGAINST WIEN: The Air Line Pilots Association has tentatively agreed to drop a \$40 million breach-of-contract suit against Wien Airlines. In the settlement, Wien owner James Flood will donate \$1 million in cash and provide some very cheap lease and rental rates to help start the airline running again. This is the only plan of five, competing for court approval in a 5-month old federal bankruptcy proceeding, which would resolve the \$40 million pilot's suit.

AK AIRLINES ATTENDANTS APPROVE NEW CONTRACT: A new three-year contract was narrowly approved by Alaska Airline's 500 flight attendants. The contract calls for a 40% pay reduction for new employees. Airline representatives are now meeting with members of the striking International Association of Machinists and Aerospace workers. Generally involved in the wage negotiations are pay reductions for 'new employees,' which would permit Alaska Airlines, although presently profitable, to keep long-term wage parity with competing carriers (in financial trouble) which have been able to obtain labor wage/benefit concessions.

<sup>HB 133</sup>  
CARRIER INSURANCE RATES: The House recently passed a bill restoring mandatory insurance for carriers. State liability statutes were abolished with the dissolution of the Alaska Transportation Commission (ATC) last November by the Libertarian sponsored initiative. The new measure requires that air carriers must carry insurance worth at least \$100,000 per passenger.

## The Alaska Economic Report

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# Far East Gas Market (from page one)

Japanese utilities are reportedly uncomfortable with the Sakhalin option because it depends on the Soviet Union, although the government likes the Sakhalin precisely because it forges Japan/Soviet trade ties. Thailand is pushing its project aggressively, but Japan already gets most of its LNG from Southeast Asia and energy planners are concerned over dependence on this regional source.

## Encouragement For Coal

There were some encouraging words for coal prospects. Japan will continue its build-up of coal-fired electrical generation as an oil alternative, Dr. Toichi said. Continental U.S. coal imports will be unlikely due to their lengthy rail hauls to western coastal ports, putting these sources at about a \$10 disadvantage with Australian and South African coals. However, Alaska's geographic position and tidewater coals may hold some market possibilities.

## Continue Diversification

In general, Japan will continue seeking diversified sources for long-range energy imports despite the current glut of oil and the unlikelihood of any kind of cut-off in the near future. Dr. Toichi said that although price-sensitivity is important once again in Japanese energy planning, the experience of the 1970s oil price shocks is remembered and both the security and diversity of source remain a consideration.

## Crude Demand 'Flat'

Dr. Toichi predicted Japan's crude oil imports will remain essentially 'flat' (at 1983 levels) over the next decade. The sources of oil supply, however, will probably shift. Japan now gets 66% of its oil from the Middle East, compared to 29% for Europe and 4% for the U.S. The remainder of Japanese oil comes largely from Indonesia. Planners hope to further diversify these sources will oil from China and Mexico. Japan has reportedly decreased its overall energy dependency from 78% (1973) to 60% (1983) and hopes to achieve 50% by 1995.

The cost of energy adjustment has been a wrenching experience for Japan's energy intensive industries. It is interesting to note that Japan's aluminum industry dropped by 1.1 million tons last year.

The overall energy demand in Japan is expected to increase with much of the gap being filled by coal and nuclear energy. Nuclear at this point is viewed as the most cost-effective, with coal generation being second. Nuclear power is pegged at 13 yen/kilowatt hour, coal at 14 yen/kwh, and oil/LNG at 17 yen/kwh. However, a sharp drop in oil prices would lower oil and LNG costs, Dr. Toichi said. Japan's nuclear plants also presently have about 30% spare capacity.

## The Big Picture

Dr. Toichi shares western views that OPEC will face increasing difficulties in maintaining crude prices through the next decade. OPEC refineries directly servicing the spot markets will also complicate the climate. Despite policies of diversification Japan is under pressure to simply import cheap products.

However, with the government policy diversification remains a goal for Japan. Dr. Toichi said Japanese planners are concerned about being 'too dependent' on one region --in the LNG case that region is Southeast Asia, which could in the future become a 'Middle East.' Planners see a growing 'politization' of the LNG issue in this region.

## Fitting in Alaska

Viewing Dr. Toichi's statements, trying to fit Alaska LNG into Japanese markets has some positive and negative aspects. First, the Japanese market window that may be available in the 1990s is likely 'too small' to support the cost/volume of an Alaskan North Slope/tidewater LNG gas system. This then would mean a complex project based on Japanese, Korean, and Taiwanese 1990s market increments. Alaska gas may also have price problems, but be bolstered by political/diversification values of Far East consideration.

# House OKs bill on liability rates for air carriers

3/25-  
HB 133  
Daily NEWS

By BRUCE SCANDLING  
The Associated Press

JUNEAU — House lawmakers passed a bill Friday that would set up liability insurance rates for in-state air carriers, re-establishing regulations scrapped when voters abolished the Alaska Transportation Commission in November.

But most of a vigorous debate sparked by the measure centered on what the bill doesn't include.

Several Republicans — who comprise the House minority — complained that the bill doesn't contain any insurance or inspection regulations for Alaska's trucking industry.

Those regulations also were dumped when the ATC was abolished, but the House Transportation Committee worked for weeks this session to re-establish inspection and insurance guidelines for truckers.

House leaders scrapped that part of the bill at a House Finance Committee meeting earlier in the week, an action that drew an angry response Friday from Rep. Walt Furnace, R-Anchorage.

"It has simply taken all that language out," Furnace said. "In two days we have wiped out all that hard work."

He called the action a "mis-carriage of justice."

House leaders, however, said they pulled language regarding the trucking industry because it will be tackled later this session in a Senate bill working its way toward the House.

"One of the things we're trying to do is separate these (air and truck) carriers," said Rep. Al Adams, D-Kotzebue and chairman of the House Finance Committee. "The

See Page B-3, INSURANCE

## Insurance

Continued from Page B-1

truckers will be dealt with later (in the Senate bill)."

Friday's vote sets minimum liability insurance rates for air taxi services and small airlines conducting business only within Alaska.

The bill does not address safety inspections, since those are required of all air carriers by the Federal Aviation Administration.

In-state air carriers must supply liability insurance worth at least \$100,000 for every passenger on board, according to the measure. That's the same rate set by the ATC before it was abolished.

Rep. John Sund, D-Ketchikan, tried — and failed — to amend the bill by raising minimum liability rates to \$300,000 per seat. He said increased coverage would better protect accident victims, and their families.

"Most of the time, you're talking about death, not just injury," said Sund, who acknowledged he owns a small percentage of a Ketchikan air taxi service.

"If you can't afford the difference (between \$100,000 and \$300,000 rates), you shouldn't be flying," Sund said.

Several lawmakers said the higher insurance requirement would protect consumers from "fly-by-night" air-charter owners.

Adams, however, said higher rates would simply be passed along to consumers, especially in rural Alaska where residents fly frequently with small airlines and charter companies.

Friday's floor debate was underscored by a series of amendments unsuccessfully promoted by Rep. Andre Marrou, a Homer Libertarian who was one of the co-sponsors of the ballot initiative that abolished the ATC.

# Air taxis eye safety, insurance concerns

2/26

HB 133

By KIRK McALLISTER

The Juneau Empire

Alaska has the highest number of airplane accidents and deaths of any state in the country, and with the deregulation of the transportation industry to take effect Friday, steps must be taken to ensure passenger safety, a house committee was told Monday.

Bob Jacobsen, vice president of the Alaska Air Carriers Association, which represents about 90 percent of full-time carriers in the state, told House Finance Committee that the state needs to establish a minimum insurance level for air carriers.

Deregulation goes into effect

March 1," Jacobsen said. "We need insurance standards to protect both the public and the industry."

The Alaska Transportation Commission, which formerly regulated air and surface transportation in the state, was abolished in November by Alaska voters.

The House panel was hearing testimony on a bill (HB-133) that transfers some of the insurance, safety and inspection functions of the ATC to the Department of Commerce and Economic Development and Department of Public Safety.

Jacobsen recommended that \$300,000 be adopted as a minimum

coverage for the state's 240 air carriers.

Jacobsen, who is also president of Wings of Alaska, called for a study on the effects of deregulation on the air carrier industry in the state to determine what safety requirements should be addressed by the Legislature next session.

Through the Alaska Aviation Safety Foundation, the industry is teaching pilots about the special difficulties of flying in the 49th state, he said.

Air carriers aren't the only ones concerned about the March 1 termination of the ATC.

T.J. Thrasher, executive director of

the Alaska Truckers Association, supported the air carriers' position, saying her industry also needs to know what its insurance minimums will be.

Thrasher said she also supported a mandatory vehicle safety inspection program but said the insurance and safety issues should be separated so a decision on the insurance amounts could be made by Friday.

Rep. Andre Marrou, L-Homer, a prime sponsor of the deregulation petition, told the committee that deregulation of transportation is working in Arizona and Florida and that the bill would add unnecessary bureaucracy and cost to the state.

# Sheffield lists bills he wants approved

By JOHN LINDBERG  
Daily News reporter

JUNEAU — Gov. Bill Sheffield told legislative leaders this week which bills he wants them to pass before their May 13 mandatory adjournment.

They included bills dealing with subsistence hunting and fishing, the permanent fund, child abuse, employment and the longevity bonus program. Reaction of House and Senate leaders to those and a list of 43 other bills the governor has identified as his priorities for legislation this session has so far been low key.

"Some of them need more study," said Sen. Jan Faiks, R-Anchorage. The most obvious example, she said, is a bill introduced by the governor that would re-establish subsistence priority hunting and fishing laws in Alaska.

Senate President Don Bennett has said his majority organization will not deal

with the politically sensitive subsistence issue this session. It is too complicated to be handled before adjournment, according to Bennett, R-Fairbanks.

But Sheffield and some of his allies in the House contend that a recent court rejection of state rules for allotment of fish and game will seriously curtail sportfishing in Southcentral Alaska this year. House advocates of a bill that would establish new rules and restrict subsistence hunting and fishing rights to rural Alaskans are trying to find 21 votes in the 40-member House to pass the bill this session.

"We're in the process right now of checking a vote count" on subsistence, said House Speaker Ben Grussendorf, D-Sitka.

The Senate has also been the prime opponent of another of Sheffield's priority bills this session, the authorization

of \$500 million more in deposits to the \$6 billion permanent fund. The governor wants authorization to order new deposits to the state savings account as funds become available.

Grussendorf suggested that the bill is likely to pass the House. It will definitely be moved to the House floor for a vote, he said, a signal that proponents are confident they have secured the necessary 21 votes.

Another permanent fund bill in the House that Sheffield put on his priority list would deposit \$400 million in interest earnings from the permanent fund back into the principle of the fund. The earnings are now in the fund's so-called undistributed income account.

Sheffield identified several bills as critical for passage this session. One would extend the life of the Council on Domestic Violence and Sex-

ual Assault for four more years. Another authorizes the sale of \$86 million in revenues for renovation of international airports and provides bond authorization for financing a road and port for the Red Dog zinc mine near Kotzebue.

Other bills included on the governor's priority list sent to legislators this week would:

- Strengthen laws to prosecute suspected child abusers.
- Strengthen laws that would force employers to hire Alaskans before non-residents on state-financed projects.
- Give the Department of Public Safety authority to refuse to register a motor vehicle if it does not meet standards of state or local emission control programs.
- Establish an Anchorage Coastal Wildlife Refuge in an area extending from Potter Marsh north to Point Woronzof.

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FILE

# State lawmakers warned to write new laws

**By BRUCE SCANDLING**  
The Associated Press

**JUNEAU** — State lawmakers were told Tuesday that federal authorities could be required to take over management of fish and wildlife in Alaska if new subsistence laws aren't written soon.

Some legislators, however, said the warning carries no teeth and shouldn't be seriously considered as debate of Gov. Bill Sheffield's subsistence bill continues.

A recent Alaska Supreme Court decision that struck

## Legislature

down state rules regulating fish and game allotments may cause violations of federal law, said Bill Horn, deputy undersecretary of the Interior Department.

The so-called Madison case — handed down Feb. 22 — appears to violate federal management laws set forth in the Alaska National Interest Lands Conservation Act of 1980, Horn said.

His comments came in an

April 18 letter to Rep. Peter Goll, D-Haines.

A copy of the letter was provided to The Associated Press Tuesday.

Goll, chairman of the House Special Committee on Fisheries, wrote the Interior Department April 1, asking if the Madison ruling puts Alaska in violation of ANILCA.

"Our preliminary review of the Madison decision indicates that it put the state in a position of non-compliance," Horn wrote. "The decision appears to require that, under

Alaska law, the subsistence preference be extended to urban residents — an extension barred by (federal law)."

Basically, the Madison ruling said state fish and game managers had too strictly interpreted a subsistence law crafted by the Alaska Legislature in 1981.

All residents of Alaska — urban and rural alike — should be granted subsistence hunting and fishing rights, the court ruled.

Provisions of ANILCA, however, say the state can

## new bills

The Associated Press

**JUNEAU** — Here is a list of bills and resolutions introduced Tuesday, the 100th day of the First session of the 14th Alaska Legislature.

**HOUSE:**

- HCR31: Proposes an amendment to the Uniform Rules of the Alaska Legislature that would include the pledge of allegiance as a

## Panel to study legislative pay

By DEAN FOSDICK

The Associated Press

**JUNEAU** — A measure that would set up a legislative committee to look at pay and benefits for lawmakers was sent to the House on Tuesday, putting to rest — at least in the Senate — any

ate and three from the House to examine during the interim legislative salaries, per diem and allowances.

The committee would be "directed to take the approach taken by the state regarding salaries with the approach taken by other

JOHN BIR



# Bill sets carrier insurance rates

by Bruce Scandling  
Associated Press

3/25  
TIMES

Juneau — House lawmakers passed a bill Friday that would set up liability insurance rates for in-state air carriers, re-establishing regulations scrapped when voters abolished the Alaska Transportation Commission in November.

But most of a vigorous debate sparked by the measure centered on what the bill doesn't include.

Several Republicans — who comprise the House minority — complained that the bill doesn't contain any insurance or inspection regulations for Alaska's trucking industry.

Those regulations were also dumped when the ATC was abolished, but the House Transportation Committee worked for weeks this session to re-establish inspection and insurance guidelines for truckers.

House leaders scrapped that part of the bill at a House Finance Committee meeting earlier in the week, an action that drew an angry response Friday from Rep. Walt Furnace, R-Anchorage.

"It has simply taken all that language out," Furnace said. "In two days we have wiped out all that hard work."

He called the action a "miscarriage of justice."

House leaders, however, said they pulled language regarding the trucking industry because it will be tackled later in his session in a Senate bill working its way toward the house.

"One of the things we're trying to do is separate these (air and truck) carriers," said Rep. Al Adams, D-Kotzebue and chairman of the House Fi-

nance Committee. "The truckers will be dealt with later (the Senate bill)."

Friday's vote sets minimum liability insurance rates for a taxi services and small airlines conducting business on within Alaska.

The bill does not address safety inspections, since those are required of all air carriers by the Federal Aviation Administration.

In-state air carriers must supply liability insurance worth at least \$100,000 for every passenger on board, according to the measure. That's the same rate set by the ATC before it was abolished.

Rep. John Sund, D-Ketchikan, tried — and failed — to amend the bill by raising minimum liability rates to \$300,000 per seat. He said increased coverage would better protect accident victims, and their families.

"Most of the time, you're talking about death, not just injury," said Sund, who acknowledged he owns a small percentage of a Ketchikan air taxi service.

"If you can't afford the difference (between \$100,000 and \$300,000 rates), you shouldn't be flying," Sund said.

Several lawmakers said the higher insurance requirement would protect consumers from "fly-by-night" air-charter owners.

Adams, however, said higher rates would simply be passed along to consumers, especially in rural Alaska where residents fly frequently with small airlines and charter companies.

And that must involve some regulation and inspection, they said.

3/26 FEX HB 133

## Bill doubles minimum air insurance

JUNEAU (AP)—Small airlines and air-taxi services flying in Alaska would have to provide liability insurance of at least \$200,000 per passenger, under a measure passed by House lawmakers Monday.

The bill, if it becomes law, would double the current insurance requirement of \$100,000.

Monday's action amends a bill that passed the House last week, but was brought up for reconsideration by Rep. Max Gruenberg, D-Anchorage.

He said lawmakers—by doubling

the insurance requirement—would families of air-crash victims a chance to recover more money from the air carrier's insurance company.

"Usually, the insurance is the only source of money to compensate the victim's family," Gruenberg said.

The measure applies only to small air carriers who do not fly regular schedules monitored by the Federal Aviation Administration.

The scheduled air carriers are required by federal law to provide a

minimum of \$300,000 in liability insurance for each passenger.

Small air-taxi services in rural Alaska are expected to be most affected by the bill, and some bush lawmakers said the measure will force those businesses to raise fares in order to provide more substantial coverage.

Rep. John Sund, a Ketchikan Democrat who owns a small percentage of an air-taxi service, said his firm provides insurance coverage much higher than the \$100,000 minimum.

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# Airline...

Continued from Page 1

Friday's tabulation of strike votes, even through the airline reportedly has asked the union to resume talks.

Beside the machinists the airline's 546 flight attendants also have reached an impasse in contract talks with the airline. The flight attendants, however, are at least a month away from a possible strike.

John Gallant, master executive council chairman for the Association of Flight Attendants, said this morning from Seattle that contract talks be-

tween the airline and his bargaining unit started last August and broke down last October, the date when the old contract was open to change. Since the sides have been in talks with a federal mediator.

Gallant said he would expect that if wage and working condition differences can't be ironed out in one or two more sessions, that the union would declare the 30-day "cooling-off" period — the next to last step before a strike would be possible.

"We're always hopeful a strike won't be necessary. There is nothing in our demands that should prompt the company to take us out. Still it's not clear what's going to happen," Gallant said.

One Juneau airline employee, who asked not be identified, this morning said workers are currently pretty optimistic a strike will be avoided and that some settlement will be worked out over the weekend.

The last Alaska Airline strike was a 26-day strike by flight attendants in October 1976.

Officials of the airline in Seattle, Anchorage and Juneau this morning were unavailable for comment.

Alaska Airlines currently has four southbound and three northbound flights a day from Juneau. Western Airlines, currently unaffected by contract talks, has just one northbound flight to Fairbanks and one southbound flight to Seattle daily at present.

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