

TRUCKING OVERVIEW

STATE OF ALASKA
THE LEGISLATURE

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POUCHY - STATE CAPITOL
JUNEAU, ALASKA 99811
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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

House Transportation 2/1/90

TRUCKING ISSUES AND REQUIREMENTS

1. COMMERCIAL MOTOR VEHICLE SAFETY INSPECTION PROGRAM:

- FEDERAL REQUIREMENT
- FY 90 RECEIVED \$50,000 FEDERAL FUNDS TO DEVELOP.
- FEBRUARY 1990 ADDITIONAL \$175,000 IN FEDERAL FUNDS WILL BE RECEIVED TO IMPLEMENT THE PROGRAM
 - purchase equipment
 - 4 positions (civil positions within state troopers)
- FY 91 ELIGIBLE FOR \$225,000 in FEDERAL FUNDS TO CONTINUE THIS PROGRAM.

2. COMMERCIAL DRIVER'S LICENSE PROGRAM

- FEDERAL REQUIREMENT
- PROGRAM MUST BE FULLY IMPLEMENTED BY 1992
- SCHEDULED START UP DATE JANUARY 1991
- \$100,000/ YEAR IN FEDERAL FUNDING IS AVAILABLE.
3 GRANTS OF \$75,000 EACH ARE ALSO AVAILABLE.
- DEPT. OF MOTOR VEHICLES HAS REQUESTED \$500,000
IN SB 137 TO FUND THIS PROGRAM

BY 1992, ALL STATES WILL BE REQUIRED TO HAVE A COMMERCIAL DRIVER LICENSE PROGRAM IN PLACE THIS PROGRAM WILL REQUIRE DRIVERS OF COMMERCIAL VEHICLES TO COMPLETE A WRITTEN EXAMINATION AND UNDERTAKE TWO COMMERCIAL VEHICLE ROAD TESTS. THE TOTAL TIME REQUIRED TO COMPLETE THESE REQUIREMENTS IS APPROXIMATELY 6 HOURS.

3. LIFT AXLE REGULATIONS

- THE INDUSTRY HAS BEEN WORKING CLOSELY WITH DOT AND COMMERCE TO ADOPT REGULATIONS FOR THE USE OF LIFT AXLES.
THE ATTACHED DRAFT PROPOSED REGULATIONS REFLECT THE OUTCOME OF THESE EFFORTS
THE SIGNIFICANT CHANGES IN THE PROPOSED REGS ARE:
 - ELIMINATION OF FIXED AXLE
 - RAISE GROSS BRIDGE FORMULA 3,000 LBS
 - CONTINUE TO ALLOW LIFT AXLE ON TRAILERS PROVIDING THE CONTROLS ARE OUTSIDE THE CAB
 - WEIGHT ALLOWANCE PER AXLE GROUP IS UNCHANGED

4. LONG DOUBLES/TRIPLE TRAILER USE

- CURRENTLY, LONG DOUBLES ARE PERMITTED ON:
 - PARKS HIGHWAY NORTH OF ANCHORAGE
 - SOUTH OF ANCHORAGE ON THE RICHARDSON
 - KLONDIKE HIGHWAY
- IN 1986, AN EXPERIMENTAL PROJECT ALLOWED YEAR ROUND USE OF LONG DOUBLES ON THE KENAI ROAD, (FROM ANCHORAGE TP KENAI). THIS USE WAS ON A PERMIT BASIS.
- NEW REGS PROPOSE LIMITING THIS USE TO SUMMER ONLY
- INDUSTRY WANTS TO CONTINUE CURRENT USE
- PUBLIC SAFETY, DOT, AND MANY COMMUNITIES ALONG THIS ROUTE WISH TO SEE DOUBLES ELIMINATED COMPLETELY.

ENFORCEMENT

- ENFORCEMENT OF OVERWEIGHT/OVERSIZE AND LIFT AXLE REGULATIONS CONTINUES TO BE A PROBLEM.
- INSUFFICIENT FUNDING HAS LED TO CLOSURE OF WEIGH STATIONS THROUGHOUT THE STATE
- CUTS IN STATE TROOPER POSITIONS HAS REDUCED OVERSIGHT/ENFORCEMENT OF THESE REGULATIONS.

POINTS OF INTEREST

ALASKA IS THE LEAST EXPENSIVE STATE IN THE NATION IN TERMS OF TAXES IMPOSED ON COMMERCIAL VEHICLES. A RECENT SURVEY SHOWS THAT COMMERCIAL USERS IN ALASKA PAY APPROXIMATELY \$2,000 PER VEHICLE/PER YEAR IN STATE USER FEES. THESE CHARGES INCLUDE MOTOR FUEL TAX, REGISTRATION AND LICENSE FEES ETC. FEES (TAXES) IMPOSED BY OTHER STATES RANGE FROM A LOW OF \$2,000 (ALASKA) TO A HIGH OF \$12,000 PER VEHICLE.

ALASKA IS ALSO THE MOST LIBERAL STATE IN TERMS OF SIZE AND WEIGHT RESTRICTIONS. MOST STATES IMPOSE A MAXIMUM WEIGHT LIMIT OF BETWEEN 90 -105,000 LBS/VEHICLE. BECAUSE OF THE UTILIZATION OF THE LIFT AXLE, ALASKA HAS NO RESTRICTION.

In the following proposed changes to regulations in 17 AAC 25, brackets and underlining are used. Language which is enclosed in brackets in an existing regulation will be deleted. Language which is underlined in an existing regulation is new language which will be added. When the proposed regulation is entirely new or when the existing regulation is repealed and readopted, neither brackets nor underlining are used.

proposed regs

DRAFT

1-17-90

Register ,1990 TRANSPORTATION AND PUBLIC FACILITIES 17 AAC 25.
17 AAC 25.

17 AAC 25.030(c) is amended to read:

(c) Except on the specifically designated highways listed in 17 AAC 25.105, or the highways designated in 17 AAC 25.106(a), 17 AAC 25.107(b) and 17 AAC 25.108(b), no semitrailer may exceed an overall length of 45 feet, and no combination of truck tractor and semitrailer, including load, may exceed a length of 70 feet, including front and rear bumpers.

17 AAC 25.030(f) is amended to read:

(f) On the specially designated highways listed in 17 AAC 25.105, no semitrailer in a truck tractor-semitrailer combination may exceed a length of 48 feet unless a permit is issued under 3 AAC 35 allowing its use and its length does not exceed 53 feet.

17 AAC 25.030(h) is amended to read:

(h) Any combination of three or more cargo-carrying units is prohibited, except between Anchorage and Fairbanks as provided in 17 AAC 25.106. For purposes of this subsection, "cargo-carrying unit" means truck, semitrailer, or trailer.

(i) A vehicle combination in excess of 75 feet in overall length that is traveling on a specially designated highway listed in 17 AAC 25.105, traveling between Anchorage and Fairbanks under

17 AAC 25.106, or traveling on a highway designated in 17.AAC 25.107(b) or 17 AAC 25.108(b), shall display an "oversized" warning sign as prescribed by 3 AAC 35.120(b). (Eff. 6/25/69, Register 30; am 9/3/72, Register 43; am 11/16/83, Register 88; am 9/1/84, Register 91; am 1/18/86, Register 97; am 9/19/86, Register 99; am ___/___/___, Register _____)

Authority: AS 19.05.020
AS 19.05.040
AS 19.10.060
AS 44.62.030

17 AAC 25.032 is adopted to read:

17 AAC 25.032. WEIGHT DISTRIBUTION COMBINATION VEHICLES. (a) In double trailer, double semitrailer, or semitrailer-trailer combinations at least 50 percent, but not more than 70 percent, of the weight of the load shall be carried on the power unit and the first trailer or semitrailer, and not less than 30 percent of the weight of the load carried on the rear most trailer or semitrailer.

(b) In triple trailer or semitrailer combinations, or any three vehicle combinations of trailers and semitrailers, at least 40 percent of the weight of the load shall be carried on the power unit and the first trailer or semitrailer, and the remaining weight of the load shall be distributed evenly between the following two

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trailers or semitrailers. (Eff. ___/___/___, Register _____)

Authority: AS 19.05.020

AS 19.05.040

AS 19.10.060

AS 44.63.030

17 AAC 25.035. REASONABLE ACCESS. Vehicles operating under the provisions of 17 AAC 25.030(f) and (g) may move to or from the specially designated highways listed in 17 AAC 25.105 to reach or return from terminals and facilities for food, fuel, or rest. When moving to or from the specially designated highways, vehicles shall use the most direct interconnecting truck route whenever possible. Vehicles moving to or from the specially designated highways under this section shall not move further than [25] 5 miles from these highways. All movement within organized municipalities and boroughs is subject to local ordinances. (Eff. 9/1/84, Register 91; am ___/___/___, Register _____)

Authority: AS 19.05.020

AS 19.05.040

AS 19.10.060

17 AAC 25.060(a) is amended to read as follows:

17 AAC 25.060. ALLOWABLE GROSS WEIGHTS. (a) The gross weight of

any vehicle or combination of vehicles may not exceed any of the limits provided in this section. The most restrictive limitation of the following shall determine the maximum allowable weight of every vehicle or vehicle combination.

(1)(A) The maximum gross vehicle weight for a vehicle with lift axles in the drive axle group may not exceed that weight as determined from the following formula:

$$W=500 \left[\frac{LN + 12N + 36}{N-1} \right]$$

where

W = The maximum gross vehicle weight to the nearest 500 pounds

L = The distance in feet between extreme axles, and

N = The number of axles.

(B) The maximum gross vehicle weight for a vehicle with no lift axles in the drive axle group may not exceed that weight as determined according to the following formula:

$$W=500 \left[\frac{LN + 12N + 36}{N-1} \right] + 3000$$

where

W = The maximum gross vehicle weight to the nearest 500 pounds

L = The distance in feet between extreme axles, and

N = The number of axles.

17 AAC 25.060(a)(3) is amended to read:

(3) The weight on any tire located on a steering axle may not exceed 600 pounds per inch of tire width based upon the manufacturer rating of tire width, while, [T]the weight on any tire located on any other axle may not exceed 550 pounds per inch of tire width based upon the manufacturers rating of tire width. (Eff. 6/25/69, Register 30; am 9/3/72, Register 43; am 9/3/74, Register 51; am 11/19/84, Register 92; am 1/18/86, Register 97; am 9/10/86, Register 100; am 4/28/87, Register 102; am 11/29/87, Register 104; am ___/___/___, Register _____)

Authority: AS 19.05.020
AS 19.05.040
AS 19.10.060
AS 44.42.020
AS 44.42.030

17 AAC 25.063(b) is repealed and readopted to read: (b) Lift axles may be used on the state highway system, but

(1) after December 31, 1992, lift axles are prohibited in drive axle groups;

(2) the gross vehicle weight for a vehicle equipped with lift axles in the drive axle group shall be calculated under the provisions of 17 AAC 25.060(a)(1)(A), but for vehicles first placed in service after June 30, 1990, as evidenced by vehicle registration in Alaska, or any vehicle after December 31, 1992, the lift axles in the drive axle group may not be included in the number of axles when making the calculation;

(3) the gross vehicle weight for vehicles with no lift axles in the drive axle group shall be calculated under the provisions of 17 AAC 25.060(a)(1)(B); and

(4) no vehicle first placed in service after June 30, 1990, as evidenced by vehicle registration in Alaska, may be equipped with lift axles in the drive axle group.

17 AAC 25.063(c)(3) is amended to read as follows:

(3) a three-axle (tridem) group,

(A) if all axles are fixed, the group may carry 42,000 pounds;

(B) if one axle is liftable, the two fixed axles may carry [34,000] 38,000 pounds, with the lift axle carrying any additional weight, up to a maximum of 42,000 pounds for the tridem group.

17 AAC 25.063(c)(4) is amended to read as follows:

(4) a four-axle group,

(A) if all axles are fixed, the group may carry 50,000 pounds;

(B) if three axles are fixed and one axle is liftable, the fixed tridem axle group may carry 42,000 pounds, with the lift axle carrying any additional weight, up to a maximum weight of 50,000 pounds for the four-axle group;

(C) if two axles are fixed and the other two axles are liftable, the two fixed axles may carry [34,000] 38,000 pounds, with any additional weight, up to a 50,000 pound maximum for the four-axle group, being evenly split between the two lift axles.

17 AAC 25.063(d) is amended to read:

(d) [Except as provided in (i) of this section, after December 31, 1989,] Controls for lift axles shall be located at the following locations on the vehicle or combination of vehicles:

(1) except as provided in this subsection, controls for lift axles on trucks, truck tractors, and semitrailers which control the positioning of the lift axles or which regulate the weight placed on the lift axle in the down position shall be located outside the driver's compartment and not within reach of the driver while the vehicle is in motion; [and]

(2) the up and down position controls for lift axles on trucks and truck tractors may be located in the driver's compartment if the control is only used to raise the lift axles to increase traction on drive axles in the axle group during icy road conditions or when executing a turn from one road to another, a turn into a terminal, or a turn to load or unload goods, if the turn is 45 degrees or more on roads which have a radius of less than 150 feet[.] ; and

(3) the up and down position controls for lift axles on vehicles hauling gravel or asphaltic material may be located in the driver's compartment.

17 AAC 25.063(e) is amended to read as follows:

(e) All outside tires on lift axles shall be painted in a visible cross pattern, in a color different than the patterns and colors used on the other tires of the vehicle, as shown in the typical truck tire marking diagram in this subsection. [After June 30, 1988, a] A vehicle that is an enclosed load carrier and that has lift axles, must also display diamond-shaped reflective chartreuse-green placards. The placards must measure 10 3/4 inches on each side and must have non-reflective, black, 1/2 inch high letters spelling "LIFT AXLE" set below a non-reflective black "L," as shown in the typical lift axles placard diagram in this

subsection. The placards shall be displayed on the lower rear area on both sides of the cab of the power unit, as shown on the typical placard placement diagram in this subsection when the weight of the vehicle and its load require any of the vehicle's lift axles to be used to comply with this section. When the weight of the vehicle and its load do not require any of the vehicle's lift axles to be used to comply with this section, the face of the placard shall be concealed.

17 AAC 25.063(g) is amended to read:

(g) Belly axles may be used on a semitrailer on the state highway system. [Except as provided in (i) of this section]. [After] December 31, 19[89] [a] 92 all belly axles must be self steering, and all belly axles on semitrailers first placed in service after June 30, 1990, as evidenced by vehicle registration in Alaska, shall be self steering at the time the semitrailer is placed in service.

17 AAC 25.063(i) is repealed. (Eff. 11/29/87, Register 104; am ___/___/___, Register _____)

Authority: AS 19.05.020
AS 19.05.040
AS 19.10.060

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AS 44.42.020

AS 44.42.030

17 AAC 25.105(4) is adopted to read:

(4) Alaska Route 1 (AK-1) from the Palmer-Wasilla Highway Junction to the Wishbone Hill Coal Haul Access Road after November 30, 1991. (Eff. 9/1/84, Register 91; am ___/___/___, Register _____)

Authority: AS 19.05.020

AS 19.10.060

17 AAC 25.106 is adopted to read:

17 AAC 25.106. THREE LOAD CARRYING UNITS. (a) Vehicle combinations with three trailers, three semitrailers or combinations of trailers and semitrailers may operate from April 16 to October 15 of each year between Anchorage and Fairbanks under a permit issued under 3 AAC 35 on the following routes:

(1) Alaska Route 1 (AK-1) from Anchorage (Potter Weigh Station) to Palmer (Palmer-Wasilla Highway Junction) and

(2) Alaska Route 3 (AK-3) from its junction with AK-1 to Fairbanks (Gaffney Road Junction).

(b) Individual units in three load carry unit combinations may not exceed a length of 28 feet. The length of the power unit

and the three load carrying units may not exceed 114 feet, measured from the front bumper of the power unit to the rear bumper of the last load carrying unit.

(c) Net engine horse power of the power unit may not be less than 400 horse power.

(d) The gross vehicle weight of vehicles operating under this section shall be calculated under the provisions of 17 AAC 25.060(a)(1)(B).

(e) No supplemental axles may be used on vehicles operating under this section.

(f) Vehicle operations under this section are only from terminal to terminal and the provisions of 17 AAC 25.035 do not apply.

(g) The commissioner may, in the exercise of his discretion, prohibit or limit the operations of vehicles subject to this section under 17 AAC 25.100. (Eff. ___/___/___, Register ___)

Authority: AS 19.05.020

AS 19.05.030

AS 19.10.060

AS 44.42.020

AS 44.42.030

17 AAC 25.107(b)(1) is repealed effective July 1, 1990. (Eff.

Register ,1990 TRANSPORTATION AND PUBLIC FACILITIES 17 AAC 25.
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___/___/___, Register _____)

17 AAC 25.107(b)(3) is repealed effective July 1, 1990. (Eff.

___/___/___, Register _____)

17 AAC 25.108 is adopted to read:

17 AAC 25.108. OVERLENGTH PERMITS ON THE KENAI PENINSULA. (a)

After June 30, 1990, for the purpose of 17 AAC 25, overlength permits may be issued for operations between April 16 and October 15, in accordance with 3 AAC 35, on the routes listed in (b) of this section, for

(1) a single semitrailer or trailer up to 48 feet in length in a truck tractor semitrailer or trailer combination; and

(2) a truck tractor, semitrailer or trailer combination in which the individual semitrailers or trailers do not exceed 48 feet in length and the measurement from the front of the first semitrailer to the rear of the second semitrailer or trailer does not exceed 90 feet in length; and

(3) a truck trailer or truck semitrailer combination in which the trailer or semitrailer does not exceed 48 feet in length and the distance between the front of the truck to the rear of the trailer or semitrailer does not exceed 90 feet in length.

(b) The routes referred to in (a) of this section are

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(1) Alaska Route 1 (AK-1) from Homer (Ferry Terminal) to Anchorage (Potter Weigh Station) and

(2) Alaska Route 9 (AK-9) from Seward (Ferry Terminal) to its junction with AK-1. (Eff. ___/___/___, Register ___)

Authority: AS 19.05.020

AS 19.05.040

AS 19.10.060

AS 44.42.020

AS 44.42.030

17 AAC 25.110(22) is amended to read:

(22) "booster axle" means a truck axle that is designed to shift a portion of the vehicle weight to the steering axle [and is positioned at least 10 feet from the nearest truck axle] or is located behind the rear most axle group on a vehicle.

17 AAC 110(25) is adopted to read:

(25) "net engine horse power" means the brake horse power of the engine operating with all its normal accessories, that is available at the clutch or its equivalent. (Eff. 6/25/69, Register 30; am 9/3/72, Register 43; am 6/19/81, Register 78; am 11/16/83, Register 88; am 9/1/84, Register 91; am 1/18/86, Register 97; am 11/29/87, Register 104; am ___/___/___, Register ___)

Register ,1990 TRANSPORTATION AND PUBLIC FACILITIES 17 AAC 25.
17 AAC 25.

Authority: AS 19.05.020
AS 19.05.040
AS 19.10.060
AS 44.42.020
AS 44.42.030

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

P.O. BOX Z
JUNEAU, ALASKA 99811-2500
PHONE: (907) 485-3900
Fax (907) 586-8365

January 9, 1990

Legislators and Interested Parties:

The attached document provides notice that the Department of Transportation and Public Facilities proposes to adopt, amend, and repeal regulations in Title 17 of the Alaska Administrative Code regarding the operations of wheeled vehicles on the state highway system.

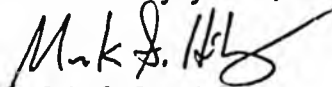
The effect of these proposals would be to:

- repeal the lift axle permit requirement,
- prohibit lift axles in the drive axle group after a specified date,
- allow for operation of longer trailers on specified routes,
- permit triple trailer combinations on certain routes,
- regulate load weights on trailers,
- amend the current tire weight allowance on steering axles,
- clarify weight allowances for fixed tandem axles in multi-axle groups,
- specify controls for lift axles,
- extend the specially designated highway length on the Glenn Highway (AK-1) after a specified date,
- revise some definitions, and
- curtail operation of winter-time long-double trailer combinations on the Kenai Peninsula.

As shown in the notice, public hearings will be conducted in Anchorage and Fairbanks for all proposed revisions, and in Palmer for comments relative to proposed changes for 17AAC15.105 only. Also, copies of the proposed regulations may be requested by writing to Bruce R. Freitag at the address shown above. Further, written statements or arguments relevant to the department's proposed

action may be presented at the appropriate public hearings or by submitting them to Bruce R. Freitag at the above address.

Sincerely yours,



Mark S. Hickey
Commissioner

cc: Catherine McHugh, Legislative Liaison
Administration Regulation Review Committee
Legislation Affairs Agency
Senate Transportation Committee
House Transportation Committee

NOTICE OF PROPOSED CHANGES IN THE REGULATION
OF THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Notice is given that the Department of Transportation and Public Facilities, under the authority of AS 19.05.020 and 44.42.030, proposes to adopt, amend, and repeal regulations in Title 17 of the Alaska Administrative Code, dealing with the operations of vehicles operating on the state highway system, to implement AS 19.10.060, as follows:

17 AAC 25.030(f) is proposed to be amended to allow use by permit of semitrailers in truck-tractor semitrailer combinations longer than 48 feet in length but not more than 53 feet in length on specially designated routes in 17 AAC 25.105.

17 AAC 25.030(h) is proposed to be amended to allow the operation of combinations of vehicles with three cargo carrying units between Anchorage and Fairbanks under the provisions of 17 AAC 25.106.

17 aac 25.032 is proposed for adoption to require, at least 50 percent but not more than 70 percent of the load carried on double trailer or semitrailer-trailer combinations be carried on the first trailer, and at least 40 percent but not more than 60 percent of the load on triple trailer combinations be carried on the first trailer with the remainder of the load split evenly between the remaining two trailers.

17 AAC 25.035 is proposed to be amended to reduce the right of reasonable access to five miles.

17 AAC 25.060(a)(1) is proposed to be amended to provide for two gross vehicle weight formulas; one for vehicles with lift axles in the drive axle groups and a second for vehicles without lift axles in the drive axle groups.

17 AAC 25.060(a)(3) is proposed for amendment to allow a maximum tire loading of 600 pounds per inch of the width on steering axles on trucks and truck-tractors, but the maximum weight allowed on the tires on other axles or axle groups remain unchanged.

17 AAC 25.063(b) is proposed for amendment to eliminate the requirement for a permit for lift axles, to prohibit lift axles on drive axle groups after December 31, 1992, and to allow a 3,000 pound increase in allowable gross vehicle weight if lift axles are not present on trucks or truck-tractors.

17 AAC 25.063(c)(3)(B) and (4)(C) are proposed for amendment to allow tandem fixed axles in 3 and 4 axle groups with lift axles to carry 38,000 pounds of gross vehicle weight instead of the 34,000 pounds gross vehicle weight presently allowed by the department under current regulations.

17 AAC 25.063(d)(3) is proposed for adoption to allow the up down controls for lift axles on vehicles hauling gravel or asphaltic materials to be in the driver's compartment.

17 AAC 25.063(e) is proposed for amendment to require the face of lift axle placards be concealed when the lift axle is not required for legal operations.

17 AAC 25.063(g) is proposed to be amended to allow the use of non-steering belly axles until December 31, 1992 and to require belly axles on vehicles first placed in service after July 1, 1990 be self steering.

17 AAC 25.105(4) is proposed for adoption to add Alaska Route 1 (AK1) from the Palmer-Wasilla Highway Junction to the Wishbone Hill Coal Haul Access Road as a specially designated route effective December 1, 1991.

17 AAC 25.106 is proposed for adoption to allow the use of three cargo carrying units between Anchorage and Fairbanks, setting equipment standards, and conditions and times of the year when they can be used.

17 AAC 25.107(b) is proposed for amendment by the repeal of subsections (1) and (3).

17 AAC 25.108 is proposed for adoption to limit the use by permits of combinations of vehicles (long doubles) to the period April 16 to October 15 on the Kenai Peninsula after July 1, 1990.

17 AAC 25.110(22) defining the term "booster axle" is proposed for amendment to apply the term to vehicles in addition to trucks.

17 AAC 25.110(25) is proposed for adoption to define the term "rated horsepower."

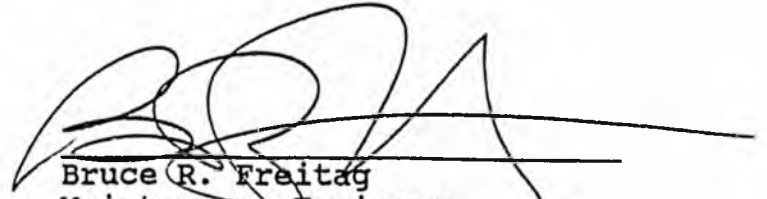
Notice is also given that any person interested may present oral or written statements or arguments relevant to the proposed action at public hearings as indicated herein.

1. Conference Room
2301 Peger Road
Fairbanks, Alaska,
at 2:00 p.m. on January 23, 1990 (to receive comments on all proposed changes).
2. Conference Room, Aviation Building
4111 Aviation Avenue
Anchorage, Alaska,
at 2:00 p.m. on January 25, 1990 (to receive comments on all proposed changes).
3. Borough Assembly Chambers
350 Dahlia Street
Palmer, Alaska
at 2:00 p.m. on January 24, 1990 (limited to receiving comments on the amendments proposed to 17 AAC 25.105).

The hearings will be held from 2:00 p.m. until 5:00 p.m. In addition, written statements or arguments may be sent to Bruce R. Freitag, Department of Transportation and Public Facilities, P.O. Box 2, Juneau, Alaska 99811, to be received not later than February 9, 1990. This action is not expected to require an

increase appropriation. Copies of the proposed regulations may be requested by writing to Bruce R. Freitag, Department of Transportation and Public Facilities, P.O. Box Z, Juneau, Alaska 99811.

DATED: January 5, 1990



Bruce R. Freitag
Maintenance Engineer
Department of Transportation
and Public Facilities

MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities
Engineering and Operations Standards

TO: Major J. Terry McConnaughey
Chief of Uniformed Services
Division of Alaska State Troopers
Department of Public Safety

DATE: January 2, 1990

FILE NO:

TELEPHONE NO: 465-2951

FAX NUMBER: 586-8365

FROM: Jeffery C. Ottesen, Director
Engineering & Operations Standards

SUBJECT: Truck Regulations

The following information applies to various requests our department has received for the operation of certain long single trailers and/or long truck/trailer combinations on state highways. We request the Department of Public Safety's concurrence for the specific items below:

1. Triple Trailer Combinations: Allow only on the Glenn Highway/Parks Highway from specific Anchorage freight terminals to specific Fairbanks freight terminals by normal oversize/overweight permit only during the summer months between April 16 and October 15. Further restrictions would include engine horsepower, driver experience, maximum individual trailer lengths of 28 feet, an overall maximum combination length of 114 feet, no lift axles in any axle group, and specific days of travel.

This regulation could be added to our currently proposed regulation revision for lift axles.

2. 53-foot Trailers: Allow up to 53-foot long trailers to operate by oversize permit on any route that presently is able to accommodate long double combination trailers, however use of any trailer longer than 48 feet would not be allowed in a double trailer combination. Again, no lift axles would be allowed with their use.

Again this item could be incorporated in our currently proposed regulation revisions for lift axles.

3. Kenai Peninsula Long Double Trailer Combinations: Operation of truck tractor/double trailer combinations (with up to 90' of total trailer and tongue length) are currently permitted on the Seward and Sterling Highways south of Anchorage on a year-round basis. Due to safety concerns of highway and enforcement officials, the department intends to revise the time frame for

long double trailer combinations on these highways to the period between April 16 and October 15 after July 1, 1990.

This regulation change can be incorporated into current regulation revisions being proposed for lift axles.

4. The logging operations on Prince of Wales Island are currently under discussion between our Southeast Region, your department, DCED, and the logging industry. I feel we should soon have industry agreement on regulation language to incorporate the Thorne Bay Road from Control Lake to Thorne Bay into an Industrial Use Highway designation. The industry, thru many discussions with our departments, now understands how they obtain oversize/overweight permits for certain "off-road" equipment and what vehicles need registration thru DMV.

I believe the above changes will on balance, be an improvement for both industry and enforcement agencies and will still preserve the integrity of our highway system and motorist safety. However, some of these items may be expected to generate some industry resistance. I would appreciate your written and oral testimony at one of the public hearings scheduled for late January on these changes.

As Bruce Freitag has previously discussed with you, our proposed lift axle regulations include dropping the lift axle permit requirements; a three-year phase out (by January 1, 1993) of all lift axles in the drive group; allowing an additional 3,000 pounds to the gross vehicle "formula" (chart) weight (as long as no axle group or tire weight is exceeded) for vehicle combinations with more than four axles when the drive group lift axles are removed; no recognition for legal weight allowance of axles added behind the last fixed axle group of a truck or trailer except on Specialty Vehicles; increasing the steering axle tire weight to 600 pounds per inch of tire width; revising the lift axle control locations such that drive group lift axles may only have an "UP-DOWN" control on the cab, while all other lift axle controls must be outside the cab and near the lift axle assembly; changing the Reasonable Access distance to five miles from twenty-five miles; and allow a three-year phase-in of steerable belly axles.

We would like to strengthen our placarding requirements for enclosed load carriers such that placards are only displayed when lift axle use is required for the load being moved. However, since the trucking industry has questioned how much this device is used for enforcement purposes, we are seeking your comments and suggestions if we should pursue this issue or drop the placarding requirement in its entirety.

We also plan to ban the use of vehicles with lift axles for hauling construction materials from any state construction or maintenance project and hope to encourage this requirement for all local government public works projects.

The regulations may also prescribe that a trip allowance of only a 1,000 pound tolerance will be allowed at state enforcement scales for any axle group weight or for the gross vehicle weight.

We will continue to work with all three agencies in our development of new or revised regulations. Thanks for your continued support. I will send you a copy of our written proposal next week. We intend to conduct public hearings in Anchorage and Fairbanks during the fourth week in January. Do not hesitate to contact me or Bruce Freitag if additional information is required.

Attachment

cc: Bruce R. Freitag, Maintenance Engineer, Engineering & Operations Standards
Karl F. Mielke, Chief, Bridge Design, Engineering & Operations Standards
Aves Thompson, Chief, Weights & Measures and Weigh Stations, DCED

STATE OF ALASKA

DEPARTMENT OF PUBLIC SAFETY

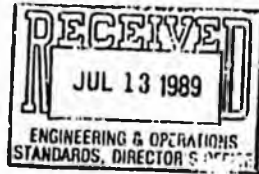
DIVISION OF STATE TROOPERS

STEVE COWPER, GOVERNOR

Arthur English
Commissioner
5700 E. TUOOD ROAD
ANCHORAGE, ALASKA 99507

July 10, 1989

Jeffery C. Ottesen, Director
Engineering and Operations Standards
Department of Transportation & Public Facilities
P.O. Box 7
Juneau, Alaska 99811-2500



Dear Mr. Ottesen:

This is in reference to your Truck-trailer size limits and routing, letter dated June 16, 1989. I have reviewed the various pieces of information provided to you from the Alaska Air National Guard for a 52 foot, 12 Ton Semi-trailer, the Alaska Loggers Association requesting 110 to 115 foot truck and trailer combinations totaling 9 axles, Sam Little's request for a 53 foot cargo trailer, Consolidated Freightways request to pull triple trailers on the Parks Highway for two round trips during any given week. Usually one round trip will occur during the period of Saturday, Sunday, Monday and the other during the period of Tuesday, Wednesday.

The Alaska State Troopers are in total agreement with the Department of Transportation and Public Facilities to deny all of the requests listed above. We support David L. Bunnell, Director of Public Works, City of Soldotna in his assessment of the highways; "due to the narrow road widths that are common in Alaska, as well as the generally poor condition that the roads are in, the motoring public has a real hard time safely passing over length vehicles. I refer mainly to the road from Portage south to either Seward or Homer."

It is unimaginable to think that the motoring public would accept triple trailers being pulled on the Parks Highway between Anchorage and Fairbanks and return over a weekend of Saturday, Sunday Monday as well and on Tuesday and Wednesday as indicated by Consolidated Freightways. We have the same problem on the Parks Highway that we have with the Seward Highway, the majority of people are timid and do not like to pass long loads as described in a triple trailer combination. When you combine doubles, triples, motor homes, motor homes towing boats and motors there is a real no passing situation that will cause a very serious and dangerous congestion of traffic behind the first tractor trailer combination.

Another problem is created by the fact there are a very limited number of pull outs on our older highways to allow a over length combination to pull off and allow the traffic to pass as indicated in the regulations.

Jeffery C. Ottesen
Page 2
July 10, 1989

As we have discussed many times at various meetings we continue to have a problem with our older pavements as they were not engineered to with stand continual use of over size loads.

Even though Consolidated Freightways indicates that their tractors are substantially powered using the Caterpillar 3406 Diesel Engine there are many trucks out on the road who are underpowered who will attempt to pull over length tractor trailer combinations simply because everybody else is doing it. It has been my experience early on in the doubles program that numerous tractors were having trouble getting up the Thompson Pass Hill coming out of Valdez simply because they were under powered.

The Alaska Loggers Association may feel that Prince of Wales Island is still remote and does not need to conform to the Highway Standards set out by the State of Alaska, they need to recognize that these roads are becoming more and more traveled due to the increased Ferry Terminal traffic. The motoring public on Prince of Wales Island deserves the same consideration as if they were driving on the Parks and Glenn Highways.

Thank you very much for allowing the Department of Public Safety the opportunity to review these requests. We will continue to review if requested by DOT/PF and provide commentary on each.

Sincerely,

T. McConnaughey
Major Terry McConnaughey
Chief, Uniformed Services
Alaska State Troopers

cc: Arthur A. English, Commissioner, Department of Public Safety
Colonel Robert E. Jent, Director, Alaska State Troopers

MEMORANDUM

State of Alaska

TO: Major Terry McConnaughey
Chief of Uniform Services
Alaska State Troopers

DATE: December 15, 1989

FILE NO:

TELEPHONE NO:

FROM: Lt. George Pollitt *G*
Commander
"C" Detachment

SUBJECT: Semi-doubles on the
Kenai Peninsula

MVA statistics for the past two (2) years indicate only one MVA involving semi-doubles.

I polled all "C" Detachment supervisors and their consensus of opinion is there are few MVA's involving doubles, however, they scare and traumatize regular vehicle traffic to the degree we consider them hazards on our highways.

Any restriction placed upon their use on the Kenai would be supported by "C" Detachment.

It is felt the Seward Highway between Turnagain Pass through Hope cutoff to just north of Summit Lake and the Cooper Landing area are especially worthy of restriction semi-doubles.

*Jan
Fax to the [unclear] original
Today & mail
G
12-18*

Groups debate triple trailers

Safety concerns surface

By MIKE PETROVSKY
Times Writer

ANCHORAGE
TIMES 1/26/90

A public hearing on proposed regulations to liberalize the state's policy concerning the length and number of trailers pulled by a single truck sparked concerns over safety by the state police, truckers, the Teamsters Union and citizens.

But the proposal submitted by the Alaska Department of Transportation and Public Facilities Thursday was supported by some large trucking firms.

"Why not pull all the trucks off the road and give (the business) to the railroad and the airlines?" asked Jim Doyle of Weaver Brothers Inc. He defended the proposal which would allow truckers to haul more goods on a single trip.

"The truckers know (a trucking firm owner) wouldn't put a truck on the road if he didn't think it was safe," Doyle said.

"Bull," said a group of truckers almost in unison after Doyle made the statement.

The proposal would permit triple trailers on George Parks Highway between Anchorage and Fairbanks. It would also limit the use of double trailers on the Kenai Peninsula on the Seward Highway from Anchorage to Seward and on the Sterling Highway from Anchorage to Homer from April 16 to Oct. 15. Currently haulers can use double trailers all year round on those routes.

State Trooper Brad Brown said his department was studying what hazards exist with the double and triple trailers.

He said although it seems the larger rigs are involved in a low percentage of accidents, the troopers questioned whether passing zones were long enough to allow a vehicle to pass the trucks.

Brown said in the case of the longer triple rigs, which could measure more than 75 feet under the proposal, a car travelling at 55 miles per hour would need a distance of 2,300 feet to 2,400 feet to successfully pass the truck.

See Debate, page C-4

Debate: Long rigs may need trial period

Continued from page C-1

Brown said the trooper study on the larger rigs had yet to be completed adding that the troopers have not made an official recommendation concerning the double and triple trailers.

Ivan Pallack, a trucker with Lynden Transport Inc, who was opposed to the proposal, suggested a trial period be established where the trucks would be required to display signs explaining they are experimental vehicles and that motorists should call an 800 number displayed on the sign if they have a problem with the truck.

Bruce Freitag, maintenance and operations standards engineer with the transportation department, said Pallack's and other comments made at the meeting will be considered by his department. He said that anyone wishing to comment in writing may do so before Feb. 9. He said the department should make a decision on the proposal within a week and half after the deadline for public comment.

Bob Thornton business manager for the Teamsters Union Local 859, who said he and his union opposed the larger rigs for safety reasons, questioned the ADOTPF decision to make the proposal.

Thornton requested the transportation department put on record correspondence it had with the Alaska Trucking Associa-

tion before coming up with the proposal.

ATA is an organization representing the trucking firms some of which are in favor of the proposal. Thornton, like the majority truckers attending the meeting, questioned the safety of the double and triple trailers.

"The troopers say there have been no serious accidents involving (double trailers)," he said. "I don't understand why we have to have fatalities to stop something."

Thornton said that though the double trailers permitted now make their destinations at about the same time as the normal regular tractor trailers, he said drivers do so by traveling above the 55 mile per hour speed limit to make up time lost on on hills when they average between 15 and 20 miles per hour. He said by doing so they also tie up traffic.

Ted French, a trucker with Sea-Land Freight Service Inc., questioned the safety of the triple rigs on Alaska roads.

"Triples are legal in places like Idaho, Nevada and Oregon," he said, "but their roads are a lot better than ours."

Don Hill, a trucker who has hauled double trailers along the Seward and Sterling highways, told of his experiences with cars trying to pass his rig almost getting involved in head-on collisions.

"What hair hasn't turned gray has fallen out," he said.

Richard Whitbeck with Mammoth of Alaska Inc., proposed ADOTPF look into a

one season probation period for the double trailers. He suggested the trial period last from March 16 until Sept. 15. He said permitting the larger rigs to take the road a month earlier would allow trucking firms to take advantage of hauling for the fish processing industry before breakup.

Whitbeck said by ending the trial period in September the state could prevent the possibility of the larger rigs being on the road during early winter storms especially when traveling near the Fairbanks area.

Whitbeck said his firm was opposed to the triple trailers.

Ben Rule, who has been a trucker in Alaska since 1957, said he couldn't think of any reason why triple trailers were needed in Alaska. He said he doubted whether any money saved by the trucking firms in using the larger rigs would transfer to the consumer in the form of lower prices on store shelves.

Tim McDonald representing the Turnagain Community Council said his group opposed continuing to allow the double trailers on the Seward Highway for safety reasons.

He said during the summer rainy season the larger trucks have a tendency to splash large amounts of water onto the windshields of other vehicles causing those vehicles to slow down or stop until the driver could turn on the windshield wipers and see the road.

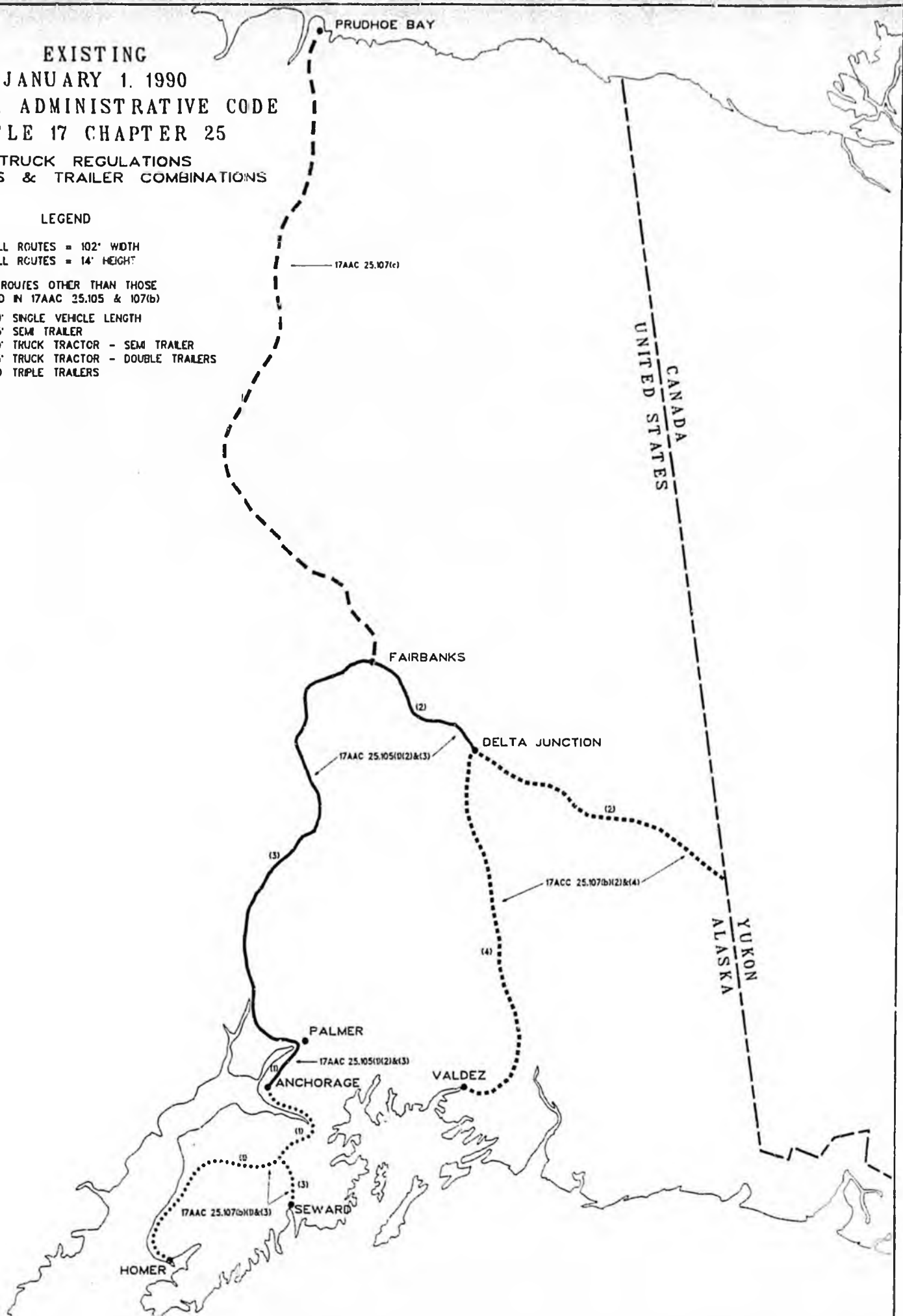
EXISTING
 JANUARY 1, 1990
 ALASKA ADMINISTRATIVE CODE
 TITLE 17 CHAPTER 25
 TRUCK REGULATIONS
 TRAILERS & TRAILER COMBINATIONS

LEGEND

ALL ROUTES = 102' WIDTH
 ALL ROUTES = 14' HEIGHT

ALL ROUTES OTHER THAN THOSE
 NOTED IN 17AAC 25.105 & 107(b)

- 40' SINGLE VEHICLE LENGTH
- 45' SEMI TRAILER
- 70' TRUCK TRACTOR - SEMI TRAILER
- 75' TRUCK TRACTOR - DOUBLE TRAILERS
- NO TRIPLE TRAILERS



PROPOSED
 APRIL 1, 1990
 ALASKA ADMINISTRATIVE CODE
 TITLE 17 CHAPTER 25
 TRUCK REGULATIONS
 TRAILERS & TRAILER COMBINATIONS

LEGEND

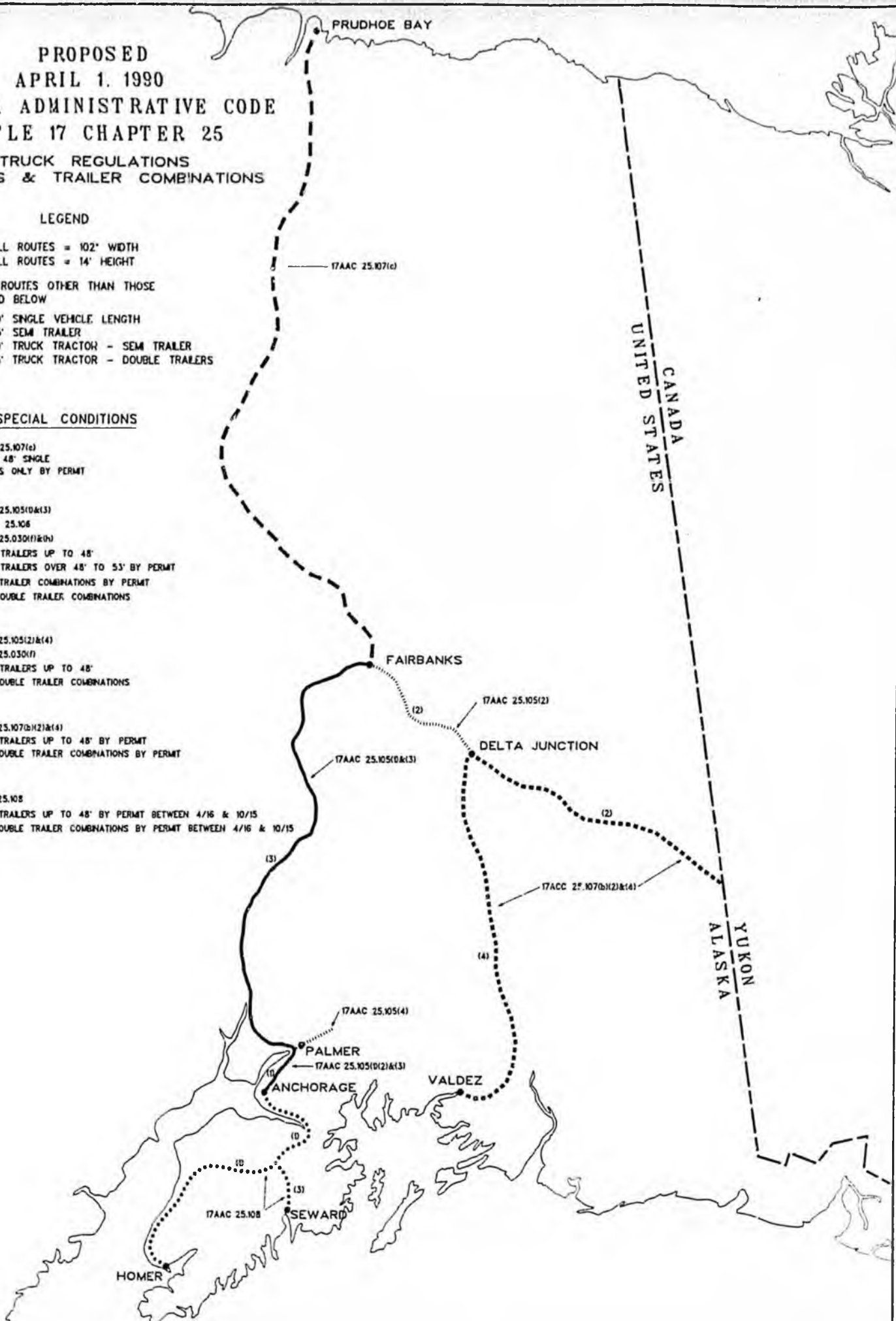
ALL ROUTES = 102' WIDTH
 ALL ROUTES = 14' HEIGHT

ALL ROUTES OTHER THAN THOSE NOTED BELOW

40' SINGLE VEHICLE LENGTH
 45' SEMI TRAILER
 70' TRUCK TRACTOR - SEMI TRAILER
 75' TRUCK TRACTOR - DOUBLE TRAILERS

SPECIAL CONDITIONS

- 17AAC 25.107(c)
 UP TO 48' SINGLE TRAILERS ONLY BY PERMIT
- 17AAC 25.105(1)&(3)
 17AAC 25.106
 17AAC 25.030(1)&(3)
 SINGLE TRAILERS UP TO 48'
 SINGLE TRAILERS OVER 48' TO 53' BY PERMIT
 TRIPLE TRAILER COMBINATIONS BY PERMIT
 LONG DOUBLE TRAILER COMBINATIONS
- 17AAC 25.105(2)&(4)
 17AAC 25.030(1)
 SINGLE TRAILERS UP TO 48'
 LONG DOUBLE TRAILER COMBINATIONS
- 17AAC 25.107(2)&(4)
 SINGLE TRAILERS UP TO 48' BY PERMIT
 LONG DOUBLE TRAILER COMBINATIONS BY PERMIT
- 17AAC 25.108
 SINGLE TRAILERS UP TO 48' BY PERMIT BETWEEN 4/16 & 10/15
 LONG DOUBLE TRAILER COMBINATIONS BY PERMIT BETWEEN 4/16 & 10/15



January 22, 1990

Department of Transportation and Public Facilities:

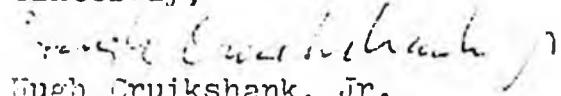
Dear Sirs:

The Turnagain Arm Community Council, composed of the residents and property owners of Indian, Bird Creek and Rainbow, strongly opposes the issuance, in winter, of permits allowing trucking companies to use long-double trailer combinations.

We oppose these winter permits because we feel that double trailers constitute a dangerous potential for disaster to the traveling public, a menace to which none of us should be subjected. Driving the Seward Highway during the vagaries of winter weather - untracked fresh-fallen snow, black ice, sleet, rain on frozen roads - can be a harrowing experience. But to allow these behemoth vehicles on a relatively narrow highway, made even more so along Turnagain Arm last year by the addition of thousands of feet of new guard rails that effectively restrict a driver's room to maneuver out of potential danger, is not a risk we feel we should be compelled to accept.

Please vote against the issuance of these winter permits.

Sincerely,


Hugh Cruikshank, Jr.
President
Turnagain Arm Community
Council

DIVISION OF MOTOR VEHICLES

COMMERCIAL DRIVER LICENSE PROGRAM

IMPLEMENTATION PLAN

INTRODUCTION

Congress passed the Commercial Motor Vehicle Safety Act of 1986 (the Act) to achieve some important highway safety objectives through uniform national standards for drivers of commercial vehicles. These federal standards help guarantee commercial driver professionalism by insuring that commercial drivers are properly trained and physically qualified to operate the vehicles they drive. The U. S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), issued the Commercial Driver Testing and Licensing Standards in July 1988.

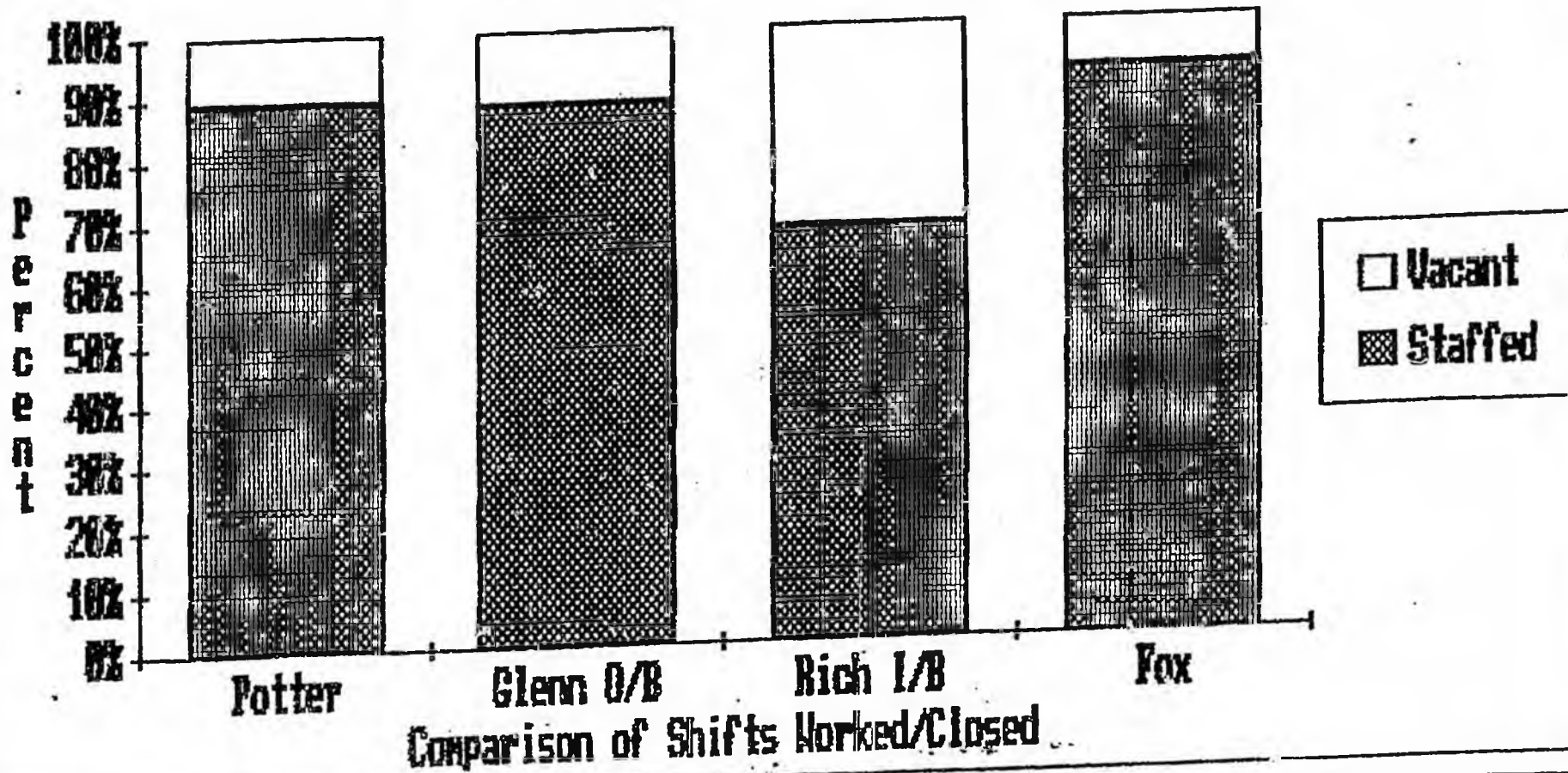
Nationwide accident statistics involving commercial vehicles had reached proportions of such magnitude that Congress and the USDOT were prompted to take this action. While data in Alaska are not as dramatic and are difficult to collect, accidents involving commercial vehicles still do occur, and the State is well advised to learn from the sad experiences of our neighbors in the Lower '48. Alaska heretofore was one of 19 states that did not issue a classified commercial driver's license.

By April 1, 1992, every commercial driver is required to have a state-issued Commercial Driver's License (CDL) that meets the minimum federal standards. Drivers will be tested and licensed according to the class of vehicle they will drive. These classes include trucks over 26,000 pounds, vehicles designed to carry 16 or more passengers including the driver, and all vehicles carrying hazardous materials that require placarding under federal regulations.

The USDOT ruled to allow exemptions from CDL requirements for drivers of emergency vehicles, military personnel driving military vehicles, and operators of farm vehicles if they are transporting agricultural products or machinery or supplies to or from the farm and drive no further than 150 miles from home. The USDOT further issued a skills test grandfather ruling for experienced drivers who could certify a good driving record for the two years prior to their application for a CDL.

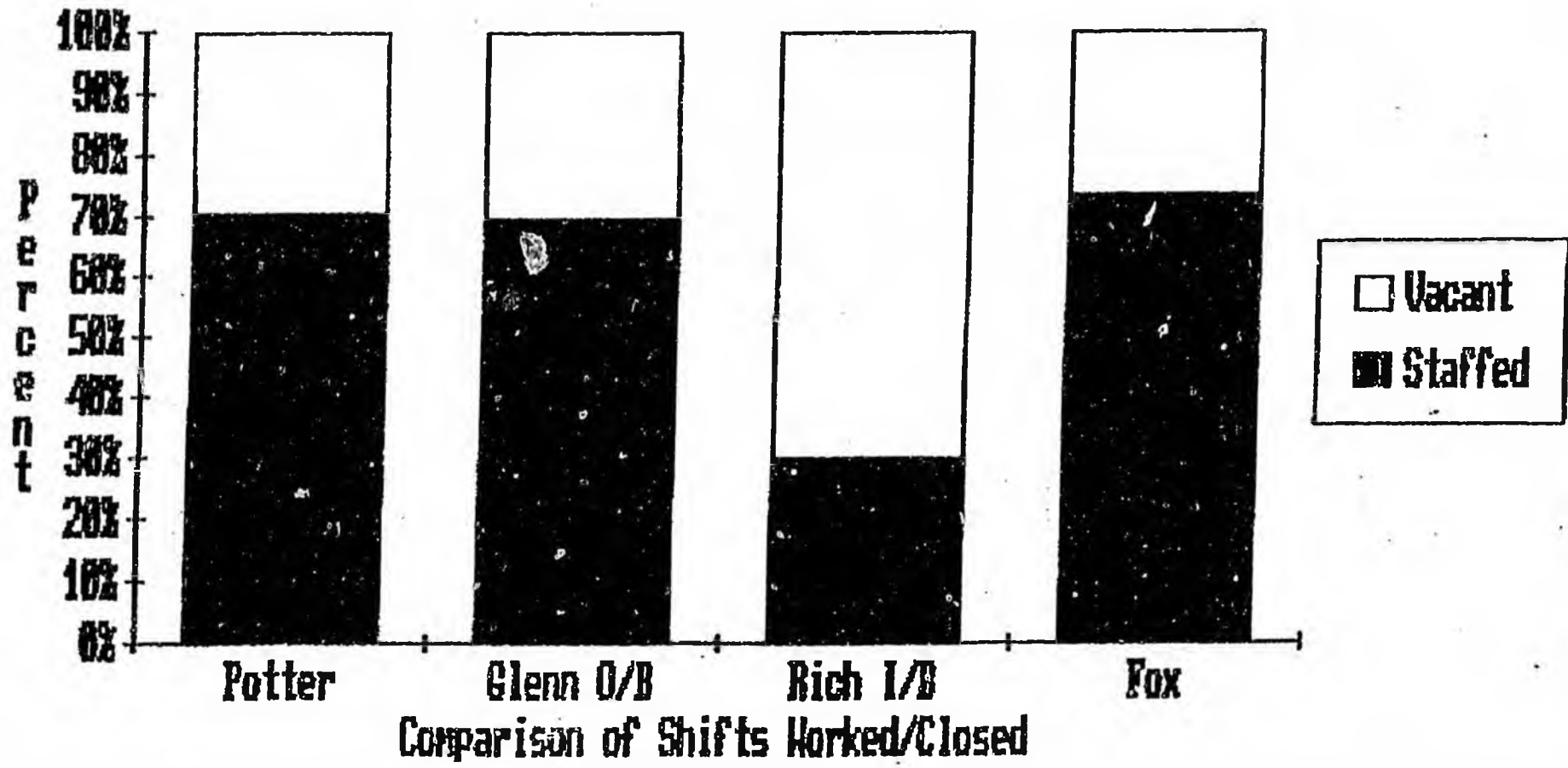
The decision to acknowledge these exemptions was left to the individual states, and Alaska has adopted them. In addition, Alaska requested the USDOT to allow waivers from the skills test, the method of administering the knowledge test, and from the photo requirement on the license document for drivers in remote areas. This would apply to drivers on roads not connected to the main highway system or not connected to roads with an average daily traffic volume of 499 or greater. While drivers in these areas would be required to pass the knowledge test, this test could be administered by U. S. mail under the waiver. The FHWA granted the waiver in August 1989.

Division of Measurement Standards Weigh Station Staffing Proposed FY-91



Comparison of Shifts Worked/Closed

Division of Measurement Standards Kzigh Station Staffing FY-89



JAN 30 '90 15:34 DOC AHG PERMITS (987 345 2641)

P. 2

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters) **Weigh Station Hours of Operation**

AGENCY CONTACT/PHONE NUMBER: **Aves D. Thompson/345-7750**

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

This increment will expand the hours of operation for the Glenn and Potter weigh stations in Anchorage, the inbound Richardson and Fox weigh stations in Fairbanks, and the Valdez weigh station.

The Alaska trucking industry has expressed strong support for expanded hours of operation for these facilities to offer protection from improperly loaded or overloaded commercial vehicles on the highways.

Although this increment will not insure 24 hours per day, 7 days per week operation for all the weigh stations, it will provide nearly 24 hour coverage at the Fox, Glenn, Potter and inbound Richardson weigh stations to insure that the major portion of the commercial truck traffic passing these facilities will be weighed.

There is concern that since these weigh stations are frequently closed because of inadequate staffing, the traveling public and the highway system are not receiving the protection that they are entitled to and that there is no assurance of equity in competition between commercial carriers because of the ease with which illegal loads may travel the highways.

The increased staffing will insure a more appropriate level of protection of the State's investment in its highway system and will allow greater flexibility in adjusting the hours of operation of the weigh stations in response to varying traffic patterns.

CODE	EXPENDITURE BY OBJECT	AGENCY REQ.	GOV'S REQ.
100	Personal Services	222.7	
200	Travel		
300	Contractual Services	5.0	
400	Supplies	1.5	
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
TOTAL			
I-A Transfer (NOW-ADD)			
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	229.2	
1005	GF/Program Receipts		
1007	I-A Receipts		
POSITION INFORMATION	PFT	6.0	
	PPT		
	Non Permanent Staff Months	72	
<input type="checkbox"/> Enhance Existing Service <input checked="" type="checkbox"/> Compared to FY 90		<input type="checkbox"/> Formula Program <input type="checkbox"/> New Facility Oper.	
<input type="checkbox"/> New Service Compared to FY 90 <input checked="" type="checkbox"/> Continuation of FY 90 Service Level			
IMPACT FROM CAPITAL PROJECT (NAME)			
Chapter _____ SLA _____ Page/Line _____			

C5 INCREMENT/DECREMENT REQUEST
 Agency Priority _____ of _____

AGENCY Commerce and Economic Development
 DRU Division of Measurement Standards
 COMPONENT _____
 PROJECT _____

FY 91
 Page 1 of 2
 Revised Date: _____

The fiscal benefit of the weigh station program is evident from research conducted by the Department of Transportation and Public Facilities (DOT). For instance, according to DOT engineering studies, a legally loaded five axle truck causes approximately \$986.00 in pavement damage in a single trip along the Parks Highway from Anchorage to Fairbanks. If the same truck weighs just 4,000 pounds more, the damage increases to \$1,256.00 per trip. Approximately 56,000 trucks travel from Anchorage to Fairbanks each year. If only 2% of these trucks are over 4,000 pounds overweight, the cost in deterioration to the Parks Highway from this route alone amounts to more than \$300,000.00 per year. National surveys show that about 20% of the trucks on the nations highways are overweight.

The increment includes the following personnel distribution:

<u>NO.</u>	<u>JOB CLASS</u>	<u>RANGE</u>	<u>LOCATION</u>	<u>SALARY COST</u>
2	WSO I	12B	Anchorage	70,634.43
3	WSO I	12B	Fairbanks	110,871.00
1	WSO I	12B	Valdez	41,197.84
				<u>222,703.27</u>

The charts that follow depict the FY89 levels of coverage and the proposed FY91 staffing.

C5

ADDITIONAL
EXPLANATION
FORM

AGENCY Commerce and Economic Development

BRU Division of Measurement Standards

COMPONENT _____

FY 91

Page 2 of 2
Revised _____

THE SAFETY INSPECTION OF COMMERCIAL VEHICLES IN ALASKA:
DRIVER, EQUIPMENT AND HAZARDOUS MATERIALS-
A PROGRAM OVERVIEW

This safety inspection program covers commercial vehicles that are rated to carry more than 10,000 pounds, buses designed to carry more than 15 passengers and any vehicle carrying hazardous materials that requires placarding. The purpose of this program is to reduce accidents, injuries and fatalities involving heavy trucks and passenger-carrying vehicles, and to ensure the safe transport of hazardous materials.

This roadside inspection program has three components of inspecting activity and has a statewide impact on commercial vehicle safety. The program encompasses the cooperative efforts of State and local enforcement agencies.

The Comprehensive Inspection Program

The Base Inspections component provides roadside safety inspections at the strategic commercial traffic hub of three State weigh stations: Glenn Outbound, Glenn Inbound and Potter. These facilities weigh 60-70% of the heavy trucks weighed in Alaska. When trucks pass inspections, inspection decals will be affixed which are valid for 90 days unless later visual inspection of the truck indicates a safety problem.

The Extended Inspections Component gives the program a statewide perspective. Teams of State inspectors will travel to the most active weigh stations throughout the State on a random basis to carry out inspection activity. All eleven weigh stations will be considered for safety inspection activity.

The Local Inspections Component provides discretionary funds, on a limited basis, when available, to local police departments to carry out commercial vehicle safety inspections on a fixed-cost basis. This focuses a concentration of effort in high population areas on enforcement of commercial vehicle safety regulations and extends the statewide nature of the inspection program.

Program Staffing

The Highway Safety Planning Agency, Department of Public Safety is the Lead Agency and administrative arm of the program, with a program coordinator meeting the federal and State support requirements. Alaska State Troopers (AST), with a staff of a Trooper Field Supervisor, a documents processor, and four civilian commercial vehicle inspectors, has the responsibility of enforcement in this three-part safety inspection program.

Furthermore, the MCSAP inspection program requires participating states to record official inspections into a national computerized data bank and 13 AAC 06.050 requires a procedure that will track citations. Cancellation is allowed when equipment is placed in compliance before the court date. This will be administered by program staff.

SUMMARY: Alaska Commercial Vehicle safety Inspection Plan

The primary inspection activity (Base and Extended) will be carried out by a staff of four State civilian inspectors, strategically placed and specifically trained to do commercial vehicle safety inspections and hazardous materials inspections. In teams, they will travel to other weigh stations throughout the State and schedule a limited number of education oriented safety reviews of motor carrier safety programs. This will increase the effectiveness of self inspection activities.

The local programs will be staffed and supervised by local enforcement officers, and monitored by MCSAP through the inspection reports. The self inspecting activity will be industry wide

The first two components, the Base Inspections Component and the Extended Inspections Component, depend on meeting requirements for a basic MCSAP grant. The Local Inspections Component is funded when the State meets the qualifications for the basic grant and a supplemental enforcement plan is approved. This inspection activity is empowered to the degree to which the MCSAP program is available to verify industry safety equipment programs.

Each component of this three-part commercial vehicle safety inspection plan has merit in its own right, but together they have a greater impact than they would as separate activities. Cooperatively, they have an interrelated and powerful impact, all four working together to create safer highways in the State of Alaska.

ALERTS #: 6-14-89-02-00
 COMP SER #: 827

STATE OF ALASKA
 OFFICE OF MANAGEMENT & BUDGET
 DIVISION OF BUDGET REVIEW

DATE: 12/29/89
 TIME: 10:41:16
 PROG: CDBTAIL

FY '91 DRAFT OPERATING BUDGET (DEC. 15, 1989 RELEASE)

AGENCY: DEPARTMENT OF PUBLIC SAFETY
 COMPONENT: COMMERCIAL VEHICLE SAFETY

BUDGET REQUEST UNIT: HIGHWAY SAFETY PLANNING AGENCY

***** COMPARISON OF AGENCY SUBMISSION TO GOVERNOR'S RECOMMENDATION *****

DESCRIPTION	REF NUM	TRANS TYPE	PROPOSED BY	----- AGENCY SUBMISSION -----			----- GOVERNOR'S RECOMMENDATION -----						
				PFT	PPT	TOTAL	GEN FUND	OTH FUNDS	PFT	PPT	TOTAL	GEN FUND	OTH FUNDS
FY '90 LEGISLATIVE CONFERENCE COMMITTEE				1.0	0.0	62.1	12.1	50.0	1.0	0.0	62.1	12.1	50.0
Increase Commercial Vehicle Inspection Program	4007	INC	AGENCY	4.0	1.0	219.2	44.2	175.0	4.0	1.0	219.2	44.2	175.0
*** COMPONENT TOTALS ***				5.0	1.0	281.3	56.3	225.0	5.0	1.0	281.3	56.3	225.0

***** DERIVATION OF GOVERNOR'S FY '91 RECOMMENDATION, BY IMPACT AND LINE ITEM *****

DESCRIPTION	REF NUM	PERSONAL SERVICES	TRAVEL	CONTRACTUAL			LAND/ BUILDINGS	GRANTS/ CLAIMS	MISC.	TOTALS
				SERVICES	COMMODITIES	EQUIPMENT				
FY '89 ACTUAL EXPENDITURES (NON-ADD)		53.5	4.1	3.4	1.4	0.0	0.0	0.0	62.4	
FY '90 LEGISLATIVE CONFERENCE COMMITTEE		54.1	5.3	2.4	0.3	0.0	0.0	0.0	62.1	
Increase Commercial Vehicle Inspection Program	4007	176.1	12.0	18.0	3.8	9.3	0.0	0.0	219.2	
*** COMPONENT TOTALS ***		230.2	17.3	20.4	4.1	9.3	0.0	0.0	281.3	

***** NEW POSITIONS INCLUDED IN GOVERNOR'S RECOMMENDATION (excluding non-permanent positions) *****

CLASS TITLE	LOCATION	TYP	PCN	TOTAL COST	PERS SVCS FUNDING		POSITION JUSTIFICATION (ABBREVIATED)
INSPECTOR PS	ANCHORAGE	F	N038	Pers. Svcs. 45.9 Travel 2.0 Contractual 1.0	1002 Fed Rcpts 36.7	1003 G/F Match 9.2	Currently, Alaska does not have an active commercial vehicle inspection program. Although the department operates scalehouses statewide to regulate the size and weight of

06188

CLASS TITLE	LOCATION	TYP	PCN	TOTAL COST	PERS SVCS FUNDING			POSITION JUSTIFICATION (ABBREVIATED)
				Commodities 0.7 Pos'n Cost 49.6				commercial vehicles, there is no provision for the inspection of these vehicles to ensure compliance with safety regulations.
INSPECTOR PS	ANCHORAGE	F	N039	Pers. Svcs. 40.5 Travel 2.0 Contractual 1.0 Commodities 0.7 Pos'n Cost 44.2	1002	Fed Rcpts 32.4		Currently, Alaska does not have an active commercial vehicle inspection program. Although the department operates scalehouses statewide to regulate the size and weight of commercial vehicles, there is no provision for the inspection of these vehicles to ensure compliance with safety regulations.
					1003	G/F Match 8.1		
INSPECTOR PS	ANCHORAGE	F	N040	Pers. Svcs. 36.3 Travel 2.0 Contractual 1.0 Commodities 0.7 Pos'n Cost 40.0	1002	Fed Rcpts 29.0		Currently, Alaska does not have an active commercial vehicle inspection program. Although the department operates scalehouses statewide to regulate the size and weight of commercial vehicles, there is no provision for the inspection of these vehicles to ensure compliance with safety regulations.
					1003	G/F Match 7.3		
INSPECTOR PS	ANCHORAGE	F	N041	Pers. Svcs. 36.3 Travel 2.0 Contractual 1.0 Commodities 0.7 Pos'n Cost 40.0	1002	Fed Rcpts 29.0		Currently, Alaska does not have an active commercial vehicle inspection program. Although the department operates scalehouses statewide to regulate the size and weight of commercial vehicles, there is no provision for the inspection of these vehicles to ensure compliance with safety regulations.
					1003	G/F Match 7.3		
DOCUMENTS PROCESSOR II	ANCHORAGE	P	N042	Pers. Svcs. 14.0 Commodities 1.0 Pos'n Cost 15.0	1002	Fed Rcpts 11.2		Currently, Alaska does not have an active commercial vehicle inspection program.
					1003	G/F Match 2.8		

00189

TRUCKING IN THE STATES - 1989 UPDATE

Data as published in "Transport Topics" (10/30/89) is an update of trucking information by state. Sources vary, but are noted where known. The Commercial Drivers Licensing program (CDL) is nationally required to be implemented by April 1, 1992. The "Total User Fees" is based upon a FHWA typical truck which travels 60,000 miles and consumes 14,035 gallons of diesel fuel in 12 months. Most of the information can be considered current year figures.

STATE	VEHICLE COST DATA-1988/ATA & HUF*				SAFETY DATA-1988/MCS/AAMVA/FHWA*					HIGHWAY FUNDING DATA-1988/DOT*				SOURCES
	REGISTRATION WEIGHT	FUEL TAX \$ PER GAL	3RD STRUCTURE TAXES	TOTAL USER FEES	CDL TESTING STARTS	ROADSIDE INSPECTIONS 1988	HAZMAT INSPECTIONS	OUT OF SERVICE VEHICLES	OUT OF SERVICE DRIVERS	(Million)				
										ROADS AND BRIDGES	MANT.	ADMN.	LAW ENFORCEMENT	
ALASKA	240	08.0c		1,363	Jan-91	3,055	44	424	47	\$148.5	\$105.4	\$25.8	\$6.6	ATA - American Trucking Association
HAWAII	490	11.0c		2,034	Jan-90	1,647	71	768	5	\$84.7	\$11.7	\$17.2	\$1.4	HUF - Highway Users Federation
GEORGIA	708	11.5c		2,322	Oct-89	24,351	6,105	16,661	4,254	\$680.8	\$188.3	\$66.7	\$67.6	MCS - Motor Carrier Safety Assistance Program
FLORIDA	987	09.7c		2,348	Jul-90	36,151	1,017	22,101	4,823	\$1,800.0	\$177.6	\$80.6	\$101.4	AAMVA - American Association of Motor Vehicle Administrators
CALIFORNIA	\$1,183	09.0c		2,448	Jan-89	25,649	2,898	15,238	1,241	\$1,200.0	\$4,229.3	\$192.0	\$511.0	FHWA - Federal Highway Administration
DELAWARE	430	18.0c		2,678	Apr-89	3,940	335	1,653	450	\$109.8	\$32.4	\$20.7	\$32.5	DOT - U.S. Department of Transportation
NEW HAMPSHIRE	737	14.0c		2,702	Aug-89	4,652	286	1,698	1,006	\$74.8	\$75.0	\$5.2	\$17.6	
NEW JERSEY	858	13.5c		2,754	Jan-90	22,716	5,535	10,545	1,514	\$884.6	\$231.8	\$138.0	\$143.1	
ALABAMA	900	14.0c		2,785	Oct-90	17,230	943	5,123	1,613	\$34.9	\$50.0	\$36.6	\$39.0	
MASSACHUSETTS	\$1,230	11.0c		2,774	Apr-91	15,508	1,572	5,268	935	\$300.0	\$141.2	\$119.0	\$100.4	
OKLAHOMA	\$600	13.0c		2,822	Jan-90	3,350	456	783	237	\$267.3	\$106.3	\$54.9	\$42.8	
TEXAS	\$650	15.0c		2,980	Apr-90					\$1,900.0	\$496.8	\$241.5	\$111.9	
SOUTH CAROLINA	\$810	16.0c		3,058	Apr-90	6,098	393	3,787	474	\$282.9	\$135.2	\$29.3	\$36.8	
LOUISIANA	\$970	16.0c		3,216	Jan-90	11,058	6,178	6,677	1,788	\$466.5	\$62.6	\$32.7	\$85.2	
D.C.	700	18.0c		3,230	Sep-90									
RHODE ISLAND	440	20.0c		3,247	Mar-90	4,909	372	2,594	685	\$132.7	\$24.1	\$8.0	\$9.7	
MISSOURI	\$1,728	11.0c		3,272	Jul-90	41,055	1,882	21,271	4,193	\$311.3	\$190.7	\$77.0	\$70.2	
WYOMING	\$120	09.0c	02.4c	3,303	Jan-90					\$136.9	\$44.7	\$16.0	\$9.5	
NORTH DAKOTA	\$1,058	17.0c		3,442	Jul-89	6,224	625	1,869	500	\$74.4	\$30.3	\$9.5	\$6.9	
VIRGINIA	\$1,223	16.2c		3,497	Jan-90	11,710	714	5,006	1,681	\$847.0	\$154.0	\$59.9	\$81.2	
WEST VIRGINIA	\$736	20.4c		3,592	Nov-89	14,650	1,026	4,513	513	\$345.2	\$124.2	\$43.0	\$20.6	
PENNSYLVANIA	\$1,152	18.0c		3,678	Nov-89	44,561	2,620	18,989	5,510	\$1,400.0	\$597.5	\$83.3	\$185.3	
WASHINGTON	\$1,158	18.0c		3,684	Oct-89	53,626	1,846	15,254	1,505	\$456.2	\$152.2	\$58.0	\$77.0	
MAINE	\$888	17.0c		3,695	Jan-90	5,871	316	3,800	270	\$96.4	\$79.4	\$10.5	\$16.9	
KANSAS	\$1,351	17.0c		3,737	Jan-91	11,105	1,000	6,229	701	\$271.8	\$74.0	\$45.3	\$23.2	
TENNESSEE	\$1,351	17.0c		3,737	Jul-89	87,156	8,753	45,823	6,023	\$350.0	\$154.7	\$29.4	\$40.9	
UTAH	\$1,111	17.0c		3,838	Oct-89	9,312	660	4,849	364	\$111.7	\$47.6	\$19.0	\$25.7	
MARYLAND	\$1,111	16.5c		3,896	Sep-89	37,805	2,446	11,978	2,042	\$616.2	\$121.0	\$70.1	\$85.6	
NORTH CAROLINA	\$923	21.2c		3,908	Sep-90	63,962	1,859	20,444	2,854	\$473.8	\$335.7	\$59.0	\$118.3	
MICHIGAN	\$1,316	19.0c		3,983	Jan-90	54,182	3,413	19,141	1,872	\$475.5	\$167.3	\$74.9	\$127.4	
SOUTH DAKOTA	\$1,470	18.0c		3,996	Oct-89					\$84.9	\$31.5	\$17.4	\$14.6	
VERMONT	\$1,065	17.0c		4,051	Jul-90					\$50.0	\$27.4	\$11.0	\$12.2	
MISSISSIPPI	\$1,531	18.0c		4,057	Jan-90	8,411	13	2,470	691	\$229.1	\$41.8	\$15.9	\$31.0	
CONNECTICUT	\$1,391	20.0c		4,198	Jan-90	14,709	1,400	9,809	668	\$451.0	\$75.0	\$37.1	\$57.5	
INDIANA	\$1,380	21.0c		4,327	Jul-90	36,895	2,410	17,571	2,180	\$202.8	\$217.7	\$128.1	\$70.0	
NEBRASKA	\$1,281	22.0c		4,369	Sep-90	10,058	482	3,763	1,440	\$123.1	\$45.6	\$9.7	\$18.5	
MONTANA	\$1,731	20.0c		4,538	Oct-89	15,101	553	2,409	1,573	\$113.9	\$33.5	\$12.0	\$15.9	
MINNESOTA	\$1,783	20.0c		4,570	Jan-90	30,204	1,451	10,155	1,077	\$490.0	\$109.7	\$36.4	\$40.5	
WISCONSIN	\$1,750	20.8c		4,683	Jan-91	23,340	930	9,847	4,635	\$297.2	\$125.2	\$45.0	\$43.5	
ARKANSAS	\$1,044	12.5c	02.5c	4,796	Jan-90	28,152	2,359	10,545	2,085	\$241.3	\$106.1	\$12.7	\$26.0	
IOWA	\$1,705	22.5c		4,863	Jul-90	27,434	1,269	411	1,727	\$258.3	\$92.9	\$75.1	\$28.4	
OHIO	\$797	18.0c	02.0c	4,123	Jan-90	83,199	8,034	32,745	9,499	\$644.7	\$222.9	\$175.0	\$92.9	
NEW MEXICO	\$133	18.2c	03.2c	4,941	Sep-90	100	0	0	1	\$219.7	\$70.0	\$40.5	\$16.7	
ILLINOIS	\$2,212	24.5c		5,651	Apr-90	34,048	31,248	14,702	2,733	\$1,000.0	\$243.7	\$120.6	\$167.5	
NEW YORK	\$961	18.8c	03.3c	5,859	Jul-90	38,148	4,852	21,995	0	\$984.4	\$449.1	\$178.3	\$123.5	
KENTUCKY	\$1,280	12.0c	04.0c	6,064	Jan-91	46,961	3,311	23,253	786	\$461.0	\$138.9	\$58.5	\$36.0	
IDAHO	\$138	18.0c	04.5c	6,254	Apr-90	17,951	1,102	2,987	1,532	\$83.0	\$32.6	\$11.1	\$17.3	
NEVADA	\$498	20.0c	04.2c	6,705	Jan-90	6,988	1,006	3,103	588	\$110.2	\$28.3	\$6.9	\$13.7	
COLORADO	\$37	20.5c	06.0c	7,714	Jan-91	30,060	2,434	13,816	3,207	\$282.6	\$107.0	\$26.5	\$37.5	
OREGON	\$205	18.0c	11.3c	9,245	Jan-90	15,808	911	6,608	512	\$209.9	\$85.0	\$25.4	\$32.3	
ARIZONA	\$1,107	17.0c	08.0c	9,893	Jan-90	6,890	0	1,682	1,199	\$598.7	\$48.9	\$7.4	\$8.2	
AVERAGE	\$1,018	16.8c		\$4,111		24,128	2,541	10,200	1,808	\$438.3	\$219.6	\$6.9	\$63.7	
ALASKA	\$240	08.0c		\$1,363	Jan-91	3,055	44	424	47	\$148.5	\$105.4	\$25.8	\$6.6	

As of
12/10/89

TRUCKING IN THE STATES - 1990 UPDATE

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STATE	VEHICLE COST DATA-TOTALS A & HUF*				SAFETY DATA-TOTALS/MCS/AAMVA/FHWA*				HIGHWAY FUNDING DATA-TOTALS/DOY*				SOURCES		
	REGISTRATION/WEIGHT	FUEL TAX PER GAL	3RD STRUCTURE TAXES	TOTAL USER FEES	CDL TESTING STARTS	ROADSIDE INSPECTIONS 1989	HAZMAT INSPECTIONS	OUT OF SERVICE VEHICLES	OUT OF SERVICE DRIVERS	ROADS AND BRIDGES	MAINT.	ADML.		LAW ENFORCEMENT	
										(Million)					
ALABAMA	1,800	14.0¢		2,785	Oct-90	17,230	643	5,123	1,813	324.9	350.0	336.6	339.0	AIA - American Trucking Association	
ALASKA	240	08.0¢		1,383	Jan-91	3,056	44	424	47	148.5	108.4	25.8	58.6	HUF - Highway Users Federation	
ARIZONA	1,107	17.0¢	02.0¢	9,890	Jan-90	8,880	0	1,682	1,130	596.7	418.9	337.4	358.2	MCS - Motor Carrier Safety Assistance Program	
ARKANSAS	1,044	12.5¢	02.5¢	4,798	Jan-90	28,182	2,358	10,545	2,085	241.3	108.1	112.7	128.9	AAMVA - American Association of Motor Vehicle Administrators	
CALIFORNIA	1,183	09.0¢		2,448	Jan-89	25,649	2,808	15,238	1,241	\$1,200.0	\$4,229.3	\$192.0	\$511.0	FHWA - Federal Highway Administration	
COLORADO	337	20.5¢	08.0¢	7,714	Jan-91	30,090	2,434	13,816	3,207	328.8	107.0	126.5	137.5	DOT - U.S. Department of Transportation	
CONNECTICUT	\$1,391	20.0¢		4,198	Jan-90	14,709	1,400	9,809	668	\$451.0	\$75.0	\$37.1	\$57.9		
D.C.	708	18.0¢		3,235	Sep-90										
DELAWARE	420	18.0¢		2,878	Apr-90	3,940	336	1,663	450	\$109.8	\$32.4	\$20.7	\$32.3		
FLORIDA	987	09.7¢		2,348	Jul-90	38,181	1,017	27,101	4,823	\$1,800.0	\$177.6	180.8	\$101.4		
GEOORGIA	708	11.5¢		2,322	Oct-88	24,351	6,105	16,661	4,254	\$680.6	\$188.3	368.7	\$67.8		
HAWAII	490	11.0¢		2,034	Jan-90	1,647	71	788	5	\$64.7	13.7	\$17.2	\$1.4		
IDAHO	138	18.0¢	04.5¢	6,254	Apr-90	17,651	1,102	2,987	1,532	\$83.0	32.6	\$11.1	\$17.3		
ILLINOIS	\$2,212	24.5¢		5,851	Apr-90	34,048	31,248	14,702	2,733	\$1,000.0	\$243.7	\$120.8	\$187.5		
INDIANA	\$1,380	21.0¢		4,327	Jul-90	36,895	2,470	17,571	2,180	\$202.9	\$217.7	\$128.1	\$70.0		
IOWA	\$1,705	22.5¢		4,883	Jul-90	27,434	1,288	9,411	1,727	\$258.3	\$92.9	\$75.1	\$28.4		
KANSAS	\$1,351	17.0¢		3,237	Jan-91	11,105	1,000	8,229	701	\$271.8	\$74.0	\$45.3	\$23.2		
KENTUCKY	\$1,280	12.0¢	04.0¢	4,064	Jan-91	48,981	3,311	23,253	789	\$481.0	\$138.9	\$58.5	\$38.0		
LOUISIANA	\$870	18.0¢		3,218	Jan-90	11,059	8,178	8,877	1,788	\$488.5	\$62.8	\$32.7	\$85.2		
MAINE	\$888	20.0¢		3,695	Jan-90	5,871	316	3,800	270	\$98.4	\$79.4	\$10.5	\$18.9		
MARYLAND	\$1,300	16.5¢		3,896	Sep-89	37,605	2,446	11,976	2,042	\$618.2	\$121.0	\$70.1	\$85.6		
MASSACHUSETTS	\$1,230	11.0¢		2,774	Apr-91	15,508	1,572	5,268	905	\$300.0	\$141.2	\$119.0	\$100.4		
MICHIGAN	\$1,316	18.0¢		3,983	Jan-90	54,182	3,413	19,141	1,872	\$475.5	\$167.3	\$74.0	\$127.4		
MINNESOTA	\$1,783	20.0¢		4,570	Jan-90	30,204	1,451	10,155	1,077	\$490.0	\$109.7	\$36.4	\$48.5		
MISSISSIPPI	\$1,531	18.0¢		4,057	Jan-90	8,411	13	2,476	691	\$289.1	\$41.8	\$15.9	\$31.0		
MISSOURI	\$1,728	11.0¢		3,272	Jul-90	41,055	1,882	21,271	4,189	\$311.3	\$180.7	\$77.0	\$70.2		
MONTANA	\$1,731	20.0¢		4,538	Oct-89	15,101	583	2,408	1,573	\$113.9	\$33.5	\$20	\$15.9		
NEBRASKA	\$1,281	22.0¢		4,369	Sep-90	10,058	482	3,783	1,449	\$123.1	\$45.8	\$8.7	\$18.5		
NEVADA	408	20.0¢	04.2¢	6,705	Jan-90	6,986	1,008	3,103	598	\$110.2	\$28.3	\$26.9	\$13.7		
NEW HAMPSHIRE	\$737	14.0¢		2,702	Aug-89	4,852	256	1,898	1,068	\$74.8	\$75.0	\$25.2	\$17.6		
NEW JERSEY	\$859	13.5¢		2,754	Jan-90	22,718	5,535	10,545	1,514	\$884.6	\$231.8	\$130.0	\$143.1		
NEW MEXICO	\$133	18.2¢	03.2¢	\$4,941	Sep-90	100	0	40	1	\$218.7	\$70.0	\$40.5	\$16.7		
NEW YORK	\$961	16.8¢	03.3¢	\$5,859	Jul-90	38,148	4,852	21,895	0	\$698.4	\$48.1	\$178.3	\$123.5		
NORTH CAROLINA	\$833	21.2¢		\$3,908	Sep-90	63,982	1,858	20,444	2,854	\$473.8	\$35.7	\$59.0	\$118.3		
NORTH DAKOTA	\$1,056	17.0¢		\$3,442	Jul-88	8,224	825	1,969	500	\$74.4	\$30.3	\$9.5	\$8.9		
OHIO	797	18.0¢	02.0¢	\$4,923	Jan-90	93,193	8,034	32,945	9,499	\$644.7	\$222.8	\$175.0	\$92.9		
OKLAHOMA	997	13.0¢		\$2,822	Jan-90	3,350	458	783	237	\$267.3	\$106.3	\$54.9	\$42.6		
OREGON	205	18.0¢	11.3¢	\$9,245	Jan-90	15,808	911	6,808	512	\$209.8	\$85.0	\$25.4	\$32.3		
PENNSYLVANIA	\$1,152	18.0¢		\$3,878	Nov-89	44,581	2,820	18,989	5,510	\$1,400.0	\$587.5	\$83.3	\$185.3		
RHODE ISLAND	440	20.0¢		\$3,247	Mar-90	4,809	372	2,594	685	\$132.7	\$24.1	\$8.0	\$9.7		
SOUTH CAROLINA	\$810	18.0¢		\$3,058	Apr-90	8,008	393	3,787	474	\$282.9	\$135.2	\$29.3	\$38.8		
SOUTH DAKOTA	\$1,470	18.0¢		\$3,990	Oct-89					\$34.8	\$31.5	\$17.4	\$14.0		
TENNESSEE	\$1,351	17.0¢		\$3,737	Jul-88	87,158	8,753	45,823	8,023	\$355.0	\$154.7	\$29.4	\$40.9		
TEXAS	1,855	15.0¢		\$2,980	Apr-90					\$1,800.0	\$498.8	\$241.5	\$111.9		
UTAH	1,171	19.0¢		\$3,838	Oct-88	9,312	660	4,849	354	\$173.7	\$47.8	\$19.0	\$25.7		
VERMONT	1,085	17.0¢		\$4,051	Jul-90					\$50.0	\$27.4	\$11.0	\$12.2		
VIRGINIA	1,223	18.2¢		\$3,497	Jan-90	11,710	714	5,088	1,661	\$847.0	\$454.6	\$69.9	\$91.2		
WASHINGTON	1,158	18.0¢		\$3,884	Oct-89	53,628	1,648	18,254	1,505	\$486.2	\$152.2	\$8.0	\$77.0		
WEST VIRGINIA	\$736	20.4¢		\$3,682	Nov-88	14,850	1,028	4,513	513	\$345.2	\$124.2	\$43.0	\$20.8		
WISCONSIN	\$1,750	20.8¢		\$4,683	Jan-91	23,340	800	9,847	4,035	\$287.2	\$125.2	\$45.0	\$43.5		
WYOMING	\$120	09.0¢	02.4¢	\$3,303	Jan-90					\$138.9	\$44.7	\$16.0	\$3.5		
AVERAGE	\$1,018	18.8¢		\$4,111		24,128	2,541	10,200	1,808	\$499.3	\$219.0	\$69.9	\$63.7		
ALASKA	240	08.0¢		\$1,383		3,056	44	424	47	\$148.5	\$105.4	\$25.8	\$58.6		

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STATE	VEHICLE COST DATA-1988/ATA & HUP*				SAFETY DATA-1988/MCS/AAMVA/FHWA*					HIGHWAY FUNDING DATA-1988/DOT*				SOURCES
	REGISTRATION WEIGHT	FUEL TAX PER GAL	3RD STRUCTURE TAXES	TOTAL USER FEES	CDL TESTING STARTS	ROADSIDE INSPECTIONS 1988	HAZMAT INSPECTIONS	OUT OF SERVICE VEHICLES	OUT OF SERVICE DRIVERS	(Million)				
										ROADS AND BRIDGES	MAINT.	ADMIN.	LAW ENFORCEMENT	
ALASKA	\$240	08.0¢		1,363	Jan 81	3,055	44	424	47	\$148.5	\$105.4	\$25.8	\$6.6	ATA - American Trucking Association
HAWAII	\$400	11.0¢		2,034	Jan 80	1,647	71	781	5	\$64.7	\$15.7	\$17.2	\$1.4	FHUF - Highway Users Federation
CALIFORNIA	\$1,183	09.0¢		2,448	Jan 89	25,849	2,896	15,238	1,241	\$1,200.0	\$4,229.3	\$192.0	\$511.0	MCS - Motor Carrier Safety Assistance Program
DELAWARE	430	19.0¢		2,573	Apr 90	3,940	335	1,663	450	\$109.8	\$32.4	\$20.7	\$32.3	AAMVA - American Association of Motor Vehicle Administrators
OKLAHOMA	997	13.0¢		2,822	Jan 90	3,350	456	783	237	\$287.3	\$106.3	\$54.0	\$42.6	FHWA - Federal Highway Administration
TEXAS	855	15.0¢		2,980	Apr 90					\$1,900.0	\$498.8	\$241.5	\$111.8	DOT - U.S. Department of Transportation
WYOMING	120	09.0¢	02.4¢	3,300	Jan 90					\$138.9	\$44.7	\$18.0	\$9.5	
NORTH DAKOTA	1,058	17.0¢		3,442	Jul 89	8,224	825	1,860	500	\$74.4	\$30.3	\$9.5	\$8.9	
WASHINGTON	1,158	18.0¢		3,684	Oct 89	53,826	1,646	15,254	1,595	\$456.2	\$152.2	\$58.0	\$77.0	
UTAH	1,171	18.0¢		3,638	Oct 89	9,312	660	4,849	354	\$173.7	\$47.6	\$19.0	\$25.7	
SOUTH DAKOTA	1,470	18.0¢		3,986	Oct 89					\$84.9	\$31.5	\$17.4	\$14.6	
MONTANA	\$1,731	20.0¢		4,538	Oct 89	15,101	553	2,400	1,573	\$113.9	\$33.5	\$12.0	\$15.9	
NEW MEXICO	\$133	18.2¢	03.2¢	\$4,941	8pp-90	100	0	40	1	\$219.7	\$70.0	\$40.5	\$16.7	
IDAHO	136	18.0¢	04.5¢	\$6,264	Apr 90	17,951	1,102	2,967	1,532	\$83.0	\$32.6	\$11.1	\$17.3	
NEVADA	\$498	20.0¢	04.2¢	\$8,708	Jan 90	8,998	1,006	3,103	596	\$110.2	\$28.3	\$26.9	\$13.7	
COLORADO	\$37	20.5¢	06.0¢	17,714	Jan 91	30,080	2,434	13,816	3,207	\$282.6	\$107.0	\$26.5	\$75.5	
OREGON	\$205	18.0¢	11.3¢	\$9,245	Jan 90	15,808	911	6,606	512	\$209.9	\$85.0	\$25.4	\$23.3	
ARIZONA	\$1,107	17.0¢	08.0¢	\$9,893	Jan 90	6,880	0	1,882	1,136	\$596.7	\$46.9	\$37.4	\$58.2	
AVERAGE	1,723	15.8¢		\$4,547		13,314	849	4,766	866	\$348.1	\$316.5	\$67.3	\$57.4	
ALASKA	\$240	08.0¢		\$1,363	Jan 81	3,055	44	424	47	\$148.5	\$105.4	\$25.8	\$6.6	

Funding in FY 91 Gov's budget

Weigh stations -

↑ Funding

Increases \$229,300

this provides 6 new full time positions

3 Fairbanks

2 Anchorage

1 Valdez (5 days a week staffing)

Not funded

\$37,900 not funded for weights + measures inspector

Increment for 7 month seasonal position

request not funded \$119,000

Seasonals currently work approximately 3 months each year.

The \$119,000 request was to increase these seasonal positions to 7 months/year.

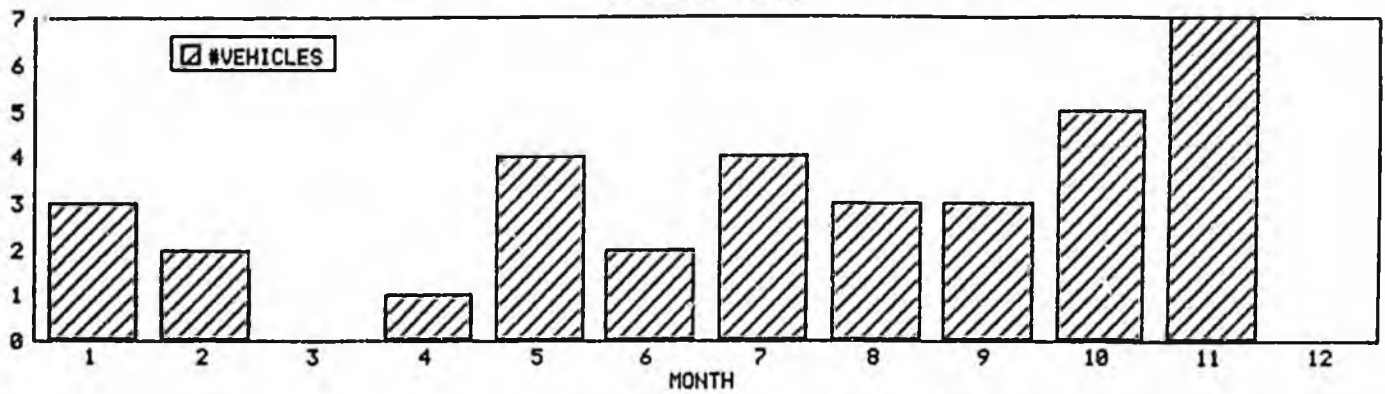
These seasonal positions are in addition to the 6 new positions funded in the Gov's budget

COMMERCIAL VEHICLE ACCIDENTS

Case#	#	Date	Time	Highway/Milepost	or	Intersection
8901271	1	01/04/89	20:00	PARK ;		132.
8903872	1	01/13/89	20:00	PARKS		115.
8904323	1	01/06/89	16:00	PALMER ALTERNA		16.1
8912973	1	02/22/89	6:20	GLENN		30.
8914419	1	02/28/89	10:30	PARKS		37.5
8928891	1	04/29/89	9:45	PARKS		70.
8932945	1	05/14/89	4:53	PARKS		37.2
8933192	1	05/15/89	11:30	PALMER WASILLA		4.
8933902	1	05/18/89	10:15	GLENN		34.
8937326	1	05/31/89	19:17	PARKS		38.
8937908	1	06/08/89	2:00	PARKS		122.
8939298	1	06/08/89	4:33	GLENN		64.
8950190	1	07/14/89	11:00	PARKS		42.
8951418	1	07/15/89	16:45	PARKS		41.
8951817	1	07/20/89	11:30	RICHARDSON		91.
8952720	1	07/24/89	9:45	PARKS		87.
8957146	1	08/03/89	20:50	GLENN		123.
8957247	1	08/07/89	14:07	BOGARD		6.7
8959212	1	08/11/89	17:30	RICHARDSON		101.
8964182	1	09/01/89	14:20	GLENN		35.2
8968160	1	09/15/89	16:30	PARKS		41.1
8968568	1	09/16/89	14:00	WASILLA FISHHO		1.9
8974333	1	10/09/89	13:41	PARKS		42.1
8976907	2	10/17/89	13:30	GLENN		117.
8978020	1	10/23/89	7:15	PARKS		53.
8978144	1	10/23/89	11:41	GLENN		77.9
8983662	3	11/14/89	21:30	PARKS		47.5
8984985	1	11/20/89	16:00		DANNYC WAY	MATANUSKA
8985148	1	11/21/89	12:57	GLENN		39.
8985605	1	11/27/89	10:00	RICHARDSON		20.
8985960	1	11/24/89	12:45	GLENN		35.2
TOTAL 34						

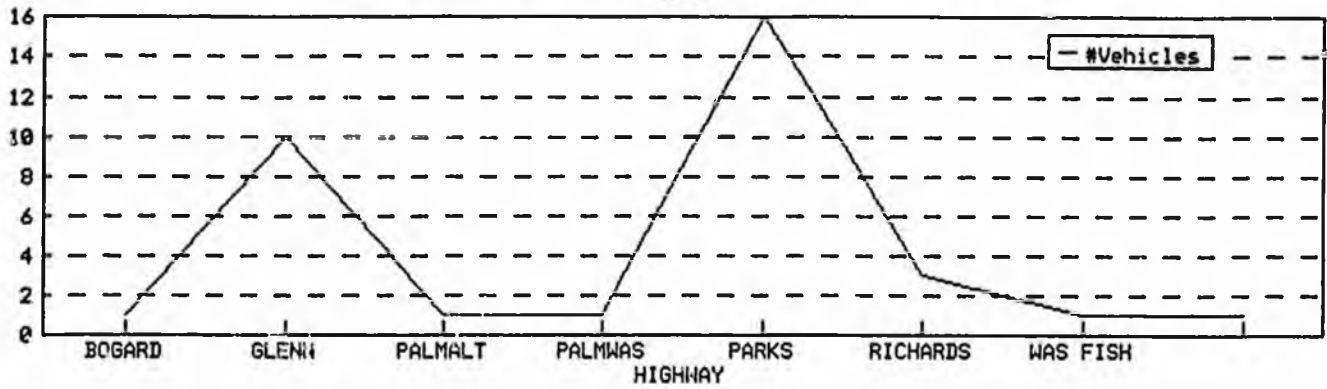
COMMERCIAL VEHICLE ACCIDENTS

BY MONTH - 1989



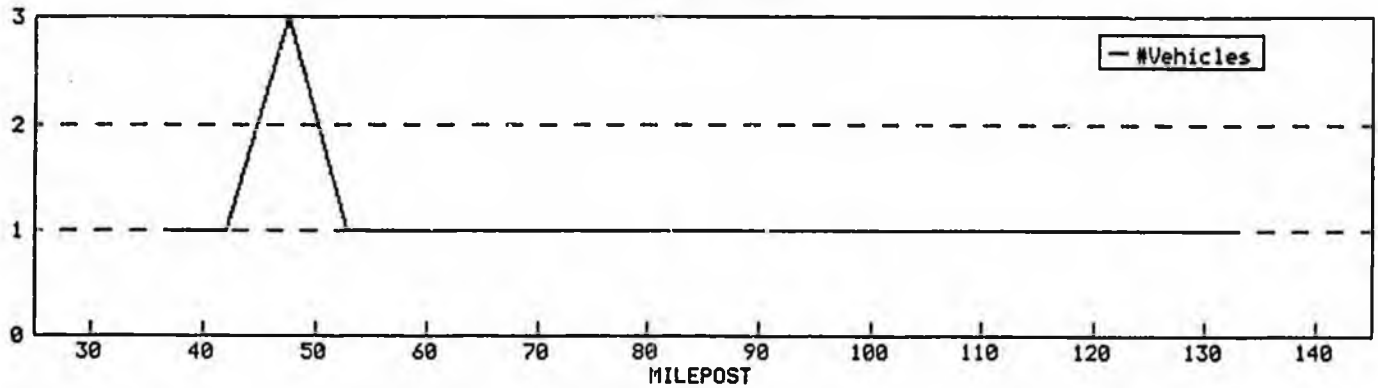
COMMERCIAL VEHICLE ACCIDENTS

1989



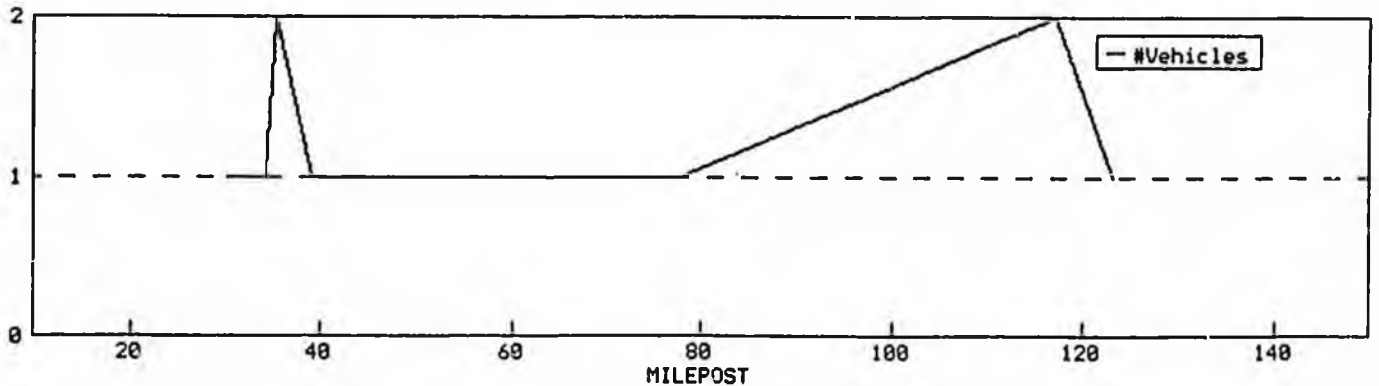
COMMERCIAL VEHICLE ACCIDENTS

PARKS HWY - 1989



COMMERCIAL VEHICLE ACCIDENTS

GLENN HWY - 1989



**CURRENT TRUCK SIZE AND WEIGHT REGULATIONS FOR VEHICLES IN REGULAR OPERATION
NATIONAL NETWORK AND OTHER DESIGNATED HIGHWAYS**

	ALASKA	ARIZONA	CALIFORNIA	COLORADO	HAWAII	IDAHO	MONTANA	NEVADA	NEW MEXICO	NORTH DAKOTA	OKLAHOMA	OREGON	SOUTH DAKOTA	TEXAS	UTAH	WASHINGTON	WYOMING	WASITO RECOMMENDATIONS
<u>Height</u>	14'	13'6"	14'	14'6"	13'6"	14'	14'	14'	13'6"	13'6"	14'	13'6"	13'6"	14'	14'	14'	14'	14'
<u>Width</u>	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"
<u>Single Unit Length</u>	40'	40'	40'	40'	40'	40'	40'	40'	40'	50'	45'	40'	45'	45'	45'	40'	60'	45'
<u>Truck-Trailer</u>																		
*Overall Length	75'	68'6"	65'	70'	65'	75'	75'	70'	65'	75'	70'	75'	80'	65'	65'	75'	85'	70'
<u>Tractor-Semitrailer</u>																		
*Overall Length	70'	65' ^b	65'	^c	60'	--	--	70' ^d	65' ^d	75' ^e	70'	60'	--	--	--	--	85'	65'
**Trailer Length	45'	51'	--	57'4"	--	48' ^k	53'	--	--	53'	53'	48'	55'	57'	48'	48'	60'	48'
King Pin Distance	--	--	40'	--	--	39' ^k	--	--	--	--	--	--	--	--	--	--	--	--
<u>Tractor-Semitrailer-Trailer (Doubles)</u>																		
*Overall Length	75'	--	75'	^f	65'	75' ^g	--	70' ^f	65' ^f	75' ^e	70'	75'	--	--	--	--	--	--
Combined Trailer Length	--	--	--	--	--	61'	--	--	--	--	--	--	81'6"	--	61'	60'	80'	61'
Individual Trailer Length	45'	28'6"	28'6"	28' ^c	--	--	28'6"	--	--	53'	29'	40'	45'	28'6"	--	48'	^h	--
<u>Weights/inch of Tire Width</u>																		
Steering Axle	550#	--	--	--	--	600#	600#	--	600#	550#	--	600#	600#	650#	600#	600#	750#	600#
Other Axles	550#	--	--	--	--	600#	600#	--	600#	550#	--	600#	600#	650#	600#	600#	600#	500#
<u>Axle Weights (In 1000 lbs.)</u>																		
Steering Axle	--	20	12.5	20	--	--	20	--	20	12.1	20	--	20	--	20	20	20	--
Single Axle	20	20	20	20	24	20	20	20	21.5	20	20	20	20	20	20	20	20	20
Tandem Axle	38	34	34	40	34	34	34	34	34.32	34	34	34	34	34	34	34	36	34
<u>Gross Weight (In 1000 lbs.)</u>	--	80	80	85	88	105.5	--	--	86.4	105.5	90	80	--	80	80	80	117	80
<u>Federal Bridge Formula?</u>	Yes	Yes	Yes	ⁱ	^j Modified	Yes	Yes	Yes	Yes	Yes	Yes	Modified	Yes	Yes	Yes	Yes	Yes	Yes

^a Does not apply to National Network Highways.
^{**} On National Network Highways Grandfather Rights.
 Apply which way be different than lengths shown here.

^a Highways with a surface width of 20' or more.
^b None unless the semitrailer exceeds 51'.
^c None unless the semitrailer exceeds 57'4".

^d None unless the semitrailer exceeds 48'.
^e Some highways are 88' and 110'.
^f None unless semitrailer or trailer exceeds 28'6".
^g None unless trailer combination length is exceeded.
^h 48' semitrailer, 40' trailer
ⁱ Formula: $W = 1000 \times (L+40)$.
^j Formula: $W = 900 \times (L+40)$.
^k On some restricted routes

MEMORANDUM

State of Alaska

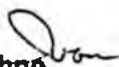
Department of Transportation and Public Facilities

TO: Earl Clark
Highway Safety Planning Agency
Department of Public Safety

DATE: September 7, 1989

FILE NO.:

TELEPHONE NO.: 465-2171

FROM: Ivan Frohne 
Operations Research Analyst
Plans, Programs and Budget

SUBJECT: 1988 Truck Accidents

The attached table gives Alaska heavy truck accidents by truck type, 1986-1988. Also tabulated are the number of injuries, fatalities, and total property damage, again by truck type.

Truck accidents increased by nearly 13% in 1988. However, almost all of the increase was in single-unit truck accidents--they were up more than 16%. Total property damage and the number of fatalities declined; the number of injuries increased only 2%.

About 5.0% of all Alaska traffic accidents were heavy truck accidents in 1986 and in 1987; this percentage rose to 5.6% in 1988. This relative increase is statistically significant: it (or a more extreme increase) would occur only about 1% of the time by chance if truck accidents were as likely to happen as accidents involving other vehicle types.

It may be that single-unit trucks logged more vehicle-miles in 1988 than in 1986 or 1987. At any rate, single-unit truck accidents are not becoming more serious: the number of fatalities declined from 4 to 3 to 1 (1986-1988), and the number of injuries per accident remained constant at 0.23 over the period.

cc: Ruth Ferris, Statistical Technician II, Plans, Programs and Budget
Bruce Freitag, Chief of Engineering and Operations Standards
Leo Lutchansky, Jr., Supervisor, C&I, Plans, Programs and Budget
Steve Moreno, Transportation Planner, FHWA

IF/cm

**Alaska Heavy Truck Accidents, Injuries, Deaths, and
Total Property Damage, 1986-1988**

	Accidents	Injuries	Fatalities	Property Damage
Single Unit Trucks				
1986	560	127	4	1,560,000
1987	534	122	3	1,356,000
1988	621	144	1	1,436,000
Tractor Trailers				
1986	169	57	6	1,423,000
1987	123	50	2	1,085,000
1988	124	31	2	734,000
Long Tractor Trailers				
1986	5	4	0	62,000
1987	1	0	0	13,000
1988	0	0	0	0
Long Combinations				
1986	3	0	0	100,000
1987	2	0	0	4,000
1988	0	0	0	0
All Heavy Trucks				
1986	737	188	10	3,145,000
1987	660	172	5	2,458,000
1988	745	175	3	2,170,000

Compiled September 1, 1989

**CURRENT TRUCK SIZE AND WEIGHT REGULATIONS FOR VEHICLES IN REGULAR OPERATION
NATIONAL NETWORK AND OTHER DESIGNATED HIGHWAYS**

	ALASKA	ARIZONA	CALIFORNIA	COLORADO	HAWAII	IDAHO	MONTANA	NEVADA	NEW MEXICO	NORTH DAKOTA	OKLAHOMA	OREGON	SOUTH DAKOTA	TEXAS	UTAH	WASHINGTON	WYOMING	WASHINGTON RECOMMENDATIONS
<u>Height</u>	14'	13'6"	14'	14'6"	13'6"	14'	14'	14'	13'6"	13'6"	14'	13'6"	13'6"	14'	14'	14'	14'	14'
<u>Width</u>	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"	8'6"
<u>Single Unit Length</u>	40'	40'	40'	40'	40'	40'	40'	40'	40'	50'	45'	40'	45'	45'	45'	40'	60'	45'
<u>Truck-Trailer</u> *Overall Length	75'	68'6"	65'	70'	65'	75'	75'	70'	65'	75'	70'	75'	80'	65'	65'	75'	85'	70'
<u>Tractor-Semitrailer</u> *Overall Length	70'	65' ^b	65'	^c	60'	--	--	70' ^d	65' ^d	75' ^e	70'	60'	--	--	--	--	85'	65'
**Trailer Length	45'	51'	--	57'4"	--	48' ^k	53'	--	--	53'	53'	60'	53'	57'	48'	48'	60'	48'
King Pin Distance	--	--	40'	--	--	39' ^k	--	--	--	--	--	--	--	--	--	--	--	--
<u>Tractor-Semitrailer-Trailer (Doubles)</u> *Overall Length	75'	--	75'	^f	65'	75' ^g	--	70' ^f	65' ^f	75' ^e	70'	75'	--	--	--	--	--	--
Combined Trailer Length	--	--	--	--	--	61'	--	--	--	--	--	--	81'6"	--	61'	60'	80'	61'
Individual Trailer Length	45'	28'6"	28'6"	28' ^c	--	--	28'6"	--	--	53'	29'	40'	45'	28'6"	--	48'	^h	--
<u>Weights/inch of Tire Width</u> Steering Axle	550#	--	--	--	--	600#	600#	--	600#	550#	--	600#	600#	650#	600#	600#	750#	600#
Other Axles	550#	--	--	--	--	600#	600#	--	600#	550#	--	600#	600#	650#	600#	600#	600#	500#
<u>Axle Weights (In 1000 lbs.)</u> Steering Axle	--	20	12.5	20	--	--	20	--	20	12.1	20	--	20	--	20	20	20	--
Single Axle	20	20	20	20	24	20	20	20	21.6	20	20	20	20	20	20	20	20	20
Tandem Axle	38	34	34	40	34	34	34	34	34.32	34	34	34	34	34	34	34	36	34
<u>Gross Weight (In 1000 lbs.)</u>	--	80	80	85	88	105.5	--	--	86.4	105.5	90	80	--	80	80	80	117	80
<u>Federal Bridge Formula?</u>	Yes	Yes	Yes	ⁱ	^j Modified	Yes	Yes	Yes	Yes	Yes	Modified	Yes	Yes	Yes	Yes	Yes	Yes	Yes

*Does not apply to National Network Highways.

**On National Network Highways Grandfather Rights.

Apply which may be different than lengths shown here.

a Highways with a surface width of 20' or more.

b None unless the semitrailer exceeds 51'.

c None unless the semitrailer exceeds 57'4".

d None unless the semitrailer exceeds 48'.

e Some highways are 88' and 110'.

f None unless semitrailer or trailer exceeds 28'6".

g None unless trailer combination length is exceeded.

h 48' semitrailer, 40' trailer

i Formula: $W = 1000 \times (L+40)$.

j Formula: $W = 900 \times (L+40)$.

k On some restricted routes



General Teamsters Local 959 State of Alaska

Affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America

ANCHORAGE, ALASKA 99510, P.O. BOX 102092 (907) 333-2311

JACK SLAMA (Secretary/Treasurer)

FAIRBANKS, ALASKA 99707, P.O. Box 70609, (907) 452-8221
JUNEAU, ALASKA 99801, 306 Willoughby, (907) 586-3225
KENAI, ALASKA 99611, P.O. Box 1549, (907) 283-4498

January 19, 1990

Representative Richard Foster
Co-Chairman
House Transportation Committee
Alaska State Legislature
P.O. Box V (MS3100)
Juneau, Alaska 99811

JAN 22
Wendy

Dear Representative Larson:

As Secretary Treasurer of Teamsters Local 959, I feel I have a unique perspective of the trucking industry. As you may know our Union has been in existence since 1903 and was formed specifically to cover workers in transportation.

With this perspective, I would like to offer you some thoughts and observations which I feel support inclusion of the \$229,703 General Fund budget item that would expand Weigh Station hours of operation to nearly 24 hours, 7 days a week.

This appropriation would allow proper staffing levels at the key weight stations in the State and thereby insure that weight and safety regulations are uniformly enforced.

The State has tremendous investment in our highways and overweight commercial vehicles cause considerable damage to our roads. As the Department of Transportation and Public Facilities reported the Anchorage to Fairbanks segment of the Parks Highway suffers more than \$300,000 per year in damages from overweight vehicles. As you can tell potential savings on this road alone would more than offset the cost of the budget item.

Aside from highway repair costs savings, expanding the hours of operation of weigh stations would also promote fair competition in the trucking industry. While most firms and individual operators in the State operate within current weight restrictions, there are those who deliberately operate overweight vehicles on a consistent basis. They are quite skilled figuring out when weigh stations will be closed and operate during those hours.


This puts the reputable firms and operators at a distinct disadvantage in competing for business. When this occurs, the reputable operator justifiably feels that he is being economically punished by adhering to the law.

Page 2
Representative Foster
January 19, 1990

Certainly the intention of the State Legislature in establishing weight regulations laws was that these laws be enforced. I submit that the inadequate staffing situation that currently exists precludes effective enforcement and would urge that the Legislature correct this problem by funding the six additional positions recommended by DOT.

Sincerely,

TEAMSTERS LOCAL 959



JACK SLAMA
Secretary-Treasurer

cc: Governor Cowper

EOJS.90\LEGIS06

*
* DELIVER TO: LIOCJOA
*

* ORIGINAL

* SENT: 01/02/90 TIME: 08:22
* FROM: LIOCINE
* SUBJECT: 90-01-191; BL; TRUCKING; 2-1
* PRINT DATE: 01/02/90 TIME: 08:22
*

TC NO: 90-01-191

DATE: FEB. 2, 1990
SPONSOR: HOUSE TRANSPORTATION
SUBJECT: TRUCKING ISSUES IN ALASKA
MODERATOR: INEZ WEBB
SITE: ANCHORAGE

SITES FOR TODAY'S TELECONFERENCE:

1. ANCHORAGE -- 7 (4 TO TESTIFY)
2. JUNEAU **CHAIRING SITE**
3. ~~KETCHIKAN -- 1 TO LISTEN~~

DeReg AJE
Chair DeReg
No rns-3
No Vehic MAN

EMAIL ADDRESS: LIOCINE
BACKUP NUMBER: 561-1199

 *
 * DELIVER TO: LIOCJOA
 *
 * ORIGINAL
 * SENT: 01/02/90 TIME: 08:19
 * FROM: LIOCINE
 * SUBJECT: 90-01-191; FL; TRUCKING; 2-1
 * PRINT DATE: 01/02/90 TIME: 08:20
 *

TNC NO: 90-01-191

DATE: FEB. 2, 1990
 SPONSOR: HOUSE TRANSPORTATION
 SUBJECT: TRUCKING ISSUES IN ALASKA
 MODERATOR: INEZ WEBB
 SITE: ANCHORAGE

PARTICIPANT LIST

 TO TESTIFY

- 1. DAVE HAUGEN, LYNDEN, INC. *No TAXes*
- 2. MIKE LADNER, SEALAND SERVICE *- Bd mbr AK TRK9 Need 3x AXLES*
- 3. DEMS BURGESS, AK TRUCKING ASSOC. *- Bd mbr Scales open All Time*
- 4. WILLIAM L. FRITSCH, AK TRUCKING ASSOC. *gen mbr Rich whtBuck is ceo 3 1/2 yrs 6 ADD ops in 90's*
- 5.
- 6.

 TO OBSERVE:

- 1. BILL JAMES, PACIFIC MOVERS
- 2. MARK ANDERSON, AK WEST EXPRESS
- 3.
- 4.

BACKUP NUMBER - 561-1199
 EMAIL ADDRESS - LIOCINE

* DELIVER TO: LIOCJOA

* ORIGINAL

* SENT: 01/02/90 TIME: 08:43
* FROM: LIOCINE
* SUBJECT: 90-01-191; PL#2; TRUCKING; 2-1
* PRINT DATE: 01/02/90 TIME: 08:43

TNC NO: 90-01-191

DATE: FEB. 2, 1990
SPONSOR: HOUSE TRANSPORTATION
SUBJECT: TRUCKING ISSUES IN ALASKA
MODERATOR: INEZ WEBB
SITE: ANCHORAGE

PARTICIPANT LIST

TO TESTIFY:

- 1. DAVE HAUGEN, LYNDEN, INC. X
- 2. MIKE LADNER, SEALAND SERVICE X
- 3. DEMS BURGESS, AK TRUCKING ASSOC. X
- 4. WILLIAM L. FRITSCH, AK TRUCKING ASSOC. X
- 5. MARK ANDERSON, AK WEST EXPRESS X
- 6.

TO OBSERVE:

- 1. BILL JAMES, PACIFIC MOVERS → 1953
- 2. MARCO PIGNALBERI
- 3. TIM BRADNER, AK LEGISLATIVE DIGEST

BACKUP NUMBER - 561-1199
EMAIL ADDRESS - LIOCINE



Representative Bette Cato, Chair House Transportation Committee

SUBJECT OF MEETING:

DATE:

PLACE:

weigh stations
ift
xles
doubles
riders
lease
program

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
EARL D. CLARK	DPS, HSPA	DEPART OF Public Safety, Juneau	99801	789-9235	465-2446	Y	N	Response to questions
AVES D. THOMPSON	DCED MEAS STPS	1205 W. INDUSTRY WAY ANCHorage 99518		272-8161 345-7750	345-7750	Y	(N)	QUESTIONS
JEFF C. OTTENSEN	DOTPP	PO Box 2 Juneau	99801	465-2951		(Y)	N	IF QUES
Jay N. Dulany	DMV	5700 E. Tudor Rd, Anchorage	99507	264-5351		Y	N	CDK
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	