

SB

241

SB 241

The Transportation Committee considered SENATE BILL NO. 241
An Act relating to the use of studded tires on the Sterling
Highway. Signing do pass: Senator Rieger, Chair, Senator Green.
Signing no recommendation: Senator Adams.

Fiscal note published today from Department of Transportation and
Public Facilities. Zero fiscal note published today from Department
of Public Safety.

President Pearce added a further referral to the Finance Committee.

The bill was referred to the Finance Committee.

Alaska State Legislature

Committee Chair
Community & Regional Affairs

Committee Vice-Chair
Labor & Commerce

Committee Membership
Legislative Council



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State Capitol, Room 427
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Senator John Torgerson

SPONSOR STATEMENT

S.B. 241 -Studded Tires on Sterling Highway

This legislation corrects an existing discrepancy on the Kenai Peninsula. Specifically, the current statute sets times for allowing studded tires along Alaska's paved highways into two areas; one area is north of 60 North Latitude and the other area is south of 60 North Latitude.

While this division is very clear and simple for the majority of the paved roads within the State, it unfortunately separates the Sterling Highway, a much traveled road in South Central Alaska.

Currently, studded tires are prohibited from May 1 through September 15 from about Ninilchik north to Anchorage. From Ninilchik south to Homer, however, studded tires are prohibited from April 15 through September 30.

Clearly, the driver living in Ninilchik or traveling through Ninilchik faces a problem of when to put studded tires on their vehicle and which direction they can then legally travel after they have put on the studded tires.

While the law enforcement community has been graciously gentle in enforcing this delineation, it reflects poorly on the State of Alaska. The issue was brought to my attention this fall when a news item on a local radio station made fun of the division.

This legislation very simply places the entire Sterling Highway in one area - by prohibiting studded tires from May 1 through September 15.

(JT.maj;SB 241: 1/30/96)

Representing the Communities of: * Lowell Point * Seward * Bear Creek * Crown Point * Moose Pass * Hope * Cooper Landing * Sterling * Soldona *
* Kaslof * Clam Gulch * Ninilchik * Happy Valley * Starbuck * Nikolaevsk * Anchor Point * Homer * Kachemak City * Fritz Creek * Kachemak Selo *
* Malibu Cove * Soldona * Port Graham * Narvik * *

FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO. SB 241 |

Revision Date: 2/9/96 Dept. Affected: DOT&PF
 Title: An Act relating to the use of studded tires on BRU: Central Region
the Sterling Highway Component: Design and Construction
 Sponsor: Torgerson
 Requester: Transportation COMPONENT SERIAL NO. 561

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	60.0	63.0	66.5	70.0	73.5	77.5
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
1002 Federal Receipts	54.0	56.7	59.8	63.0	66.1	69.7
1003 GF Match	6.0	6.3	6.7	7.0	7.4	7.8
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	60.0	63.0	66.5	70.0	73.5	77.5

Estimate of any current year (FY96) cost: \$ 0.0

POSITIONS

POSITIONS	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Lengthened studded tire use season will increase wear on pavement, leading to more frequent pavement replacement (overlay) projects. The cost of this additional work was estimated as shown on the attached page. Some increase in road maintenance needs is also likely, but the cost will probably be small compared to capital costs and was not estimated.

Prepared by: Matthew Reckard
 Division: Engineering and Operations
 Approved by: Joseph L. Peruna
 Agency: Department of Transportation and Public Facilities

Phone: 465-6956
 Date: 2/9/96
 Date: 2/9/96

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STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND
PUBLIC FACILITIES

Computations

Project No.
Bridge No.
Calc. by M.V. RECKARD Date 9 FEB 92
Checked by Date

For FISCAL NOTE ON SB 241

ROUGH ESTIMATE - STUDDED TIRE DAMAGE, STERLING HWY.

- DATA FROM RECENT STUDY OF EGAN EXPRESSWAY (EEN & RANGSTAD STAFF REPORT JAN '96) INDICATED STU WEAAR COSTS ARE APPROX. \$3,900/LA-MI-YR
- AVG. TRAFFIC ON STERLING IN '94 WAS 3,303 VPD - MOSTLY 2 LANE
EGAN IN '94 " = 22,500 VPD - 4 LANES
SO STERLING TRAFFIC PER LANE (AVERAGE) IS ABOUT $\frac{3303/2}{22,500/4} = 29.4\%$ AS MUCH
- ASSUME STUDDED TIRE DAMAGE IS PROPORTIONAL TO TRAFFIC VOLUME, THEN
DAMAGE ON THE STERLING HWY IS (.294) (\$3,900/LA-MI-YR) (APPROX 292 LA-MI)
→ \$335,000/YEAR (IN '94)
- LEGISLATION WOULD INCREASE 'STU SEASON' FROM 6 1/2 TO 7 1/2 MONTHS/YR;
OR 15.4%. ASSUMING STUDDED TIRE TRAFFIC INCREASED THE SAME
AMOUNT, THIS INCREASE IS (.154) (\$335,000/YR) = \$51,600/YR (IN '94)
- STERLING HWY AVG ANNUAL INCREASE:

'92: 2986 VPD	}	'92 TO '94 AVERAGED 5.2% INCREASE/YR (COMPOUNDED)
'93: 3195 "		
'94: 3303 "		
- ASSUMING TRAFFIC INCREASES AT THIS RATE (5.2%/YR) IN FUTURE, AND STUDDED
TIRE DAMAGE WITH IT, THE COST DUE TO LENGTHENED STU SEASON
ON STERLING HWYWAY IS $(\$51,600/YR)(1.052)^{(YEAR-1994)}$
OR, FOR 1997: ≈ \$60,000
98 ≈ \$63,000
99 ≈ \$66,500
2000 ≈ \$70,000
2001 ≈ \$73,500
2002 ≈ \$77,500

FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO: SB 241

Revision Date: _____ Dept. Affected: Public Safety
 Title: Studded tires on the Sterling Hwy BRU: Alaska State Troopers
 Component: Detachments
 Sponsor: Senator Torgerson
 Requestor: Senate Transportation COMPONENT SERIAL NO. 0799

EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)

OPERATING	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-
CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
CHANGE IN REVENUES ()	-0-	-0-	-0-	-0-	-0-	-0-
Revenue Code						

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program						
1006 GF/MHTIA						
Other						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

Estimate of current year (FY 95) impact: \$ _____

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary.)

This bill will not have a fiscal impact on the Division of Alaska State Troopers.

Prepared By: Lt. Dan Lowden Phone: 465-5505
 Division: Alaska State Troopers Date: February 12, 1996
 Approved by Commissioner: *Ronald L. Ote* Date: 2/12/96
 Agency: Ronald L. Ote, Department of Public Safety

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FISCAL NOTE

STATE OF ALASKA
1996 LEGISLATIVE SESSION

BILL NO SB 241

Revision Date: 2/15/95 Dept. Affected: DOT&PF
 Title: An Act relating to the use of studded tires on the BRU: Central Region
 Sterling Highway Component: Design and Construction
 Sponsor: Torgerson
 Requester: Transportation COMPONENT SERIAL NO. 561

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0
CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1008 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY98) cost: \$ 0.0

POSITIONS

POSITIONS	FY 97	FY 98	FY 99	FY 00	FY 01	FY 02
FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Additional costs associated with incorporating the use of studded tires on the Sterling Highway will be in the form of a capital project occurring earlier than originally scheduled. Presently, the area has mixed enforcement. This will help improve enforcement by providing a consistent period that studded tires are banned. In general, studded tire damage is increasing every year. To quantify that cost is difficult and actual increased damage over the present rate of wear will not be significant.

Prepared by: Sam Kito II Phone: 465-3900
Special Assistant
 Division: Office of the Commissioner Date: _____
 Approved by: *Joseph L. Rubina* Date: 2/20/96
Commissioner
 Agency: Department of Transportation and Public Facilities

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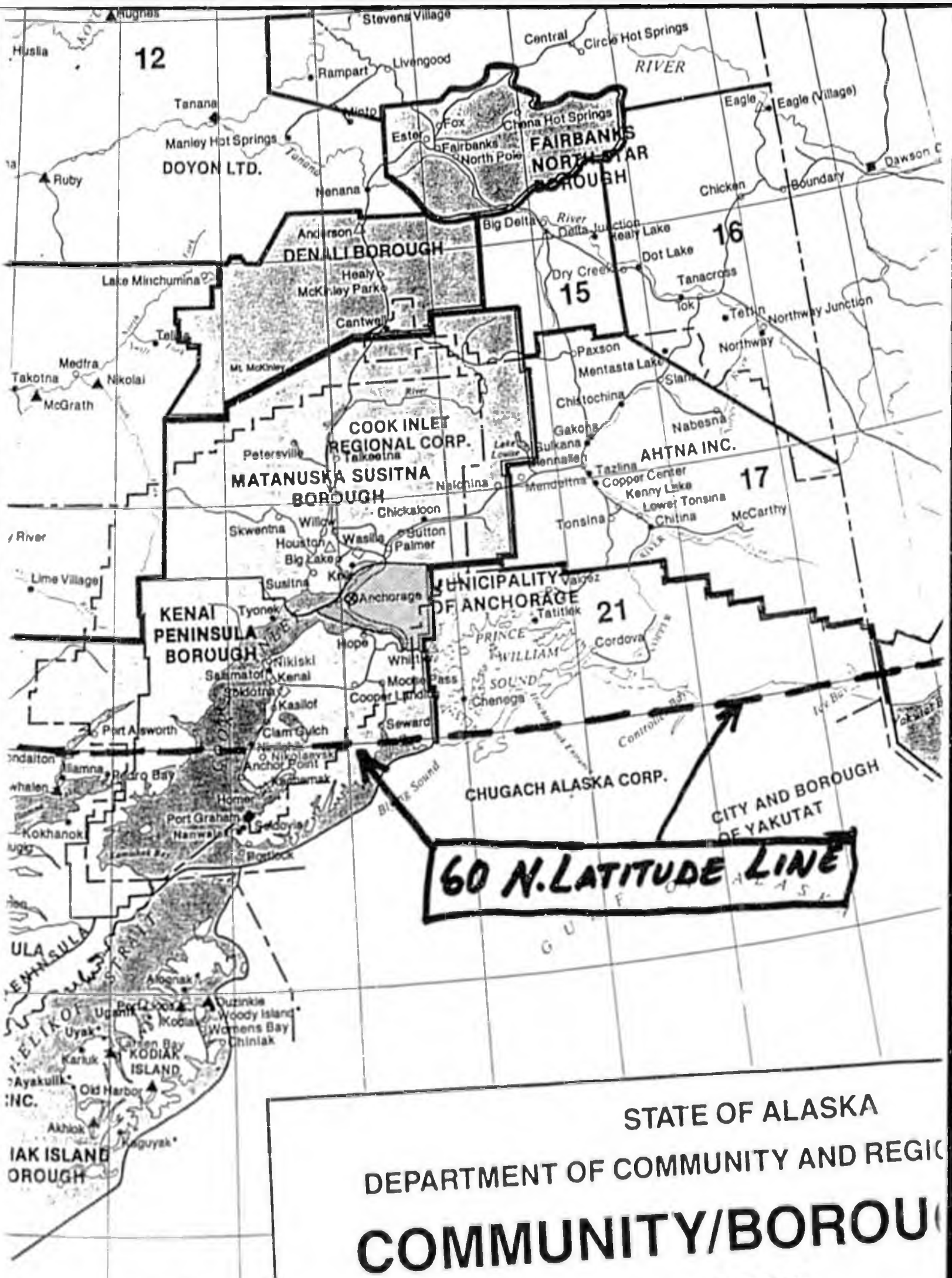
Senator John Torgerson

SECTIONAL ANALYSIS

SB 241 - STUDED TIRES ON STERLING HIGHWAY

SECTION 1. Amends current statute 28.35.155(a) by exempting the Sterling Highway from the latitude division line for motor vehicle operation with studded tires or tires which chains.

(JT:maj)SB 241: 1/30/96)



STATE OF ALASKA
 DEPARTMENT OF COMMUNITY AND REGIONAL DEVELOPMENT
COMMUNITY/BOROUGH

Amendments Proposed

(DRAFT)

The Division recommends that section 1 be amended to state that AS 28.35.155(a), Operation of vehicle with certain tires prohibited, is repealed and reenacted to:

- (a) It is unlawful to operate a motor vehicle with studded tires or tires with chains attached on a paved highway or road:
- (1) from May 1 through September 15, inclusive, north of 60 North Latitude;
 - (2) from April 15 through September 30, inclusive, south of 60 North Latitude, except on a paved portion of the Sterling Highway; or
 - (3) from May 1 through September 15, inclusive, on any paved portion of the Sterling Highway.

Or

- (a) It is unlawful to operate a motor vehicle with studded tires or tires with chains attached on a paved highway or road:
- (1) from May 1 through September 15, inclusive, north of 60 North Latitude or on any paved portion of the Sterling Highway; or
 - (2) from April 15 through September 30, inclusive, south of 60 North Latitude, except on a paved portion of the Sterling Highway.

Provided by the Department of Public Safety