

HB

404

HFIN

FILE

HOUSE COMMITTEE REPORT

(11)

Date Referred to Committee: February 27, 1998

FURTHER REFERRALS:

Date of Committee Action: 3/9/98

The FINANCE Committee considered:

HB 404

HOUSE BILL NO. 404

REGULATION OF COMMERCIAL VEHICLES

"An Act relating to the regulation of commercial vehicles; relating to the temporary registration of out-of-state commercial vehicles; relating to registration fees for commercial vehicles; and providing for an effective date."

recommends it be replaced with the following committee substitute CS HB 404 (TRA) the same title a new title

additional referral to _____ Committee

attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) _____

APPROVES PREVIOUS: (Dept/Date) _____

fiscal note(s) _____ fiscal note(s) DOA 2/27/98
DOT 2/27/98

zero fiscal note(s) _____ zero fiscal note(s) _____

SIGNING WITH RECOMMENDATIONS		DP	DNP	NR	AM
<i>Gene Theriault</i>	Theriault			X	
<i>Mark Hanley</i>	Hanley			X	
<i>Kate Kelly</i>	Kelly	✓			
<i>Alvin Muller</i>	Muller			X	
<i>Jim Kohring</i>	Kohring				X
<i>J. DAVIES</i>	J. DAVIES	X			
<i>Grassendorf</i>	Grassendorf			X	
<i>Paul E. Moses</i>	Moses			X	
<i>Foster</i>	Foster	X			
<i>Davis</i>	Davis	X			

CHAIR'S SIGNATURE

Gene Theriault *Mark Hanley*

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL N

Version: CSHB 404 (TRA)
(H) Publish Date: 2/27/98

Revision Date: 2/25/98
Title: An Act relating to the regulation of vehicles...
Sponsor: (H) Transportation
Requestor: (H) TRA
Dept. Affected: Administration
BRU: Motor Vehicles
Component: Field Services
COMPONENT SERIAL NO. 2151

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

OPERATING	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES (100%) Revenue	15.5	15.5	15.5	15.5	15.5	15.5
--------------------------------------	------	------	------	------	------	------

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GE Match						
1004 GE						
1005 GE/Program Receipts						
1006 GE/MHTIA						
Other						
TOTAL						

Estimate of current year (FY 98) impact: \$ _____

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.)

Rounding fees for the registration of the trailers and transferring those fees to the trucks (power-units) derives the revenue.

Prepared By: Juanita M. Hensley
Division: Motor Vehicles
Phone: 465-5648
Date: 2/25/98
Approved by Commissioner: Mark Boyer
Agency: Dept. of Administration
Date: 2/25/98

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE

jd

For further distribution information call the Governor's Legislative Office

FISCAL NOTE

No: 2

Bill Version: CSHB 404 (TRA)

(H) Publish Date: 2/27/98

**STATE OF ALASKA
1998 LEGISLATIVE SESSION**

Revision Date		Dept. Affected	DOT&PF
Title	<u>Regs of Commercial Vehicles</u>	BRU	<u>Commissioners Office</u>
Sponsor	<u>House Transportation</u>	Component	<u>Office of the Commissioner</u>
Requester	<u>House Transportation</u>	Component Serial No.	<u>530</u>

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
Personal Services	407.9	411.0	415.0	419.2	423.4	427.5
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	0.0	9.5	9.5	9.5	9.5	9.5
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	105.0	0.0	0.0	0.0	0.0	0.0
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	512.9	420.5	424.5	428.7	432.9	437.1

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()	612.5	612.5	612.5	612.5	612.5	612.5
-------------------------------	--------------	--------------	--------------	--------------	--------------	--------------

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	512.9	420.5	424.5	428.7	432.9	437.1
1037 GF/Mental Health						
Other (Specify Type)						
TOTAL	512.9	420.5	424.5	428.7	432.9	437.1

Estimate of any current year (FY98) cost: 0.0

POSITIONS

Full-time	9	9	9	9	9	9
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

ANALYSIS: *(Attach a separate page if necessary)*
 This bill transfers the responsibility for establishing and collecting out of state registration fees for commercial trucks and increases the registration fee from the \$10 range to \$350 thereby generating approximately 612.5 in new revenue to fund size, weight & safety inspections. When added to the current collections of about 40.0 there is adequate funding to support this fiscal note. Additionally, this will provide protection to the motoring public by ensuring safer commercial vehicles and to our bridges and highways by ensuring properly loaded trucks. This will also create a level playing field for the industry that is essential to their ability to compete fairly in the market place and to ensure that a good part of Alaska's work is done by Alaskans.

Prepared by	<u>Dennis Poshard, Special Assistant</u>	Phone <u>465-3900</u>
Division	<u>Office of the Commissioner</u>	Date <u>2/23/98</u>
Approved by	<u><i>Danah L. Perkins</i></u> Commissioner	Date <u>2/23/98</u>
Agency	<u>Department of Transportation and Public Facilities</u>	

PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE

For further distribution information, call the Governor's Legislative Office

Analysis
Program Summary

This legislation will:

Add one new Weigh Station Operator, 2453-12, positions distributed as follows:

	#	Amount
Tok	3	147.3
Fairbanks	1	44.7
Sterling	3	143.4
Anchorage	2	89.3
	9	407.3

Add three new inspection vehicles as follows:

	#	Amount
Tok	1	35.0
Fairbanks	1	35.0
Sterling	1	35.0
Anchorage	0	0
	3	105.0

Tok

Add three additional positions to issue temporary registration permits 24 hours per day and perform size, weight and driver/vehicle safety inspections. Trained personnel will be on duty at all times to ensure that truck traffic coming into and leaving the state at Tok is complying with our laws and regulations. One or more persons will be trained to perform driver/vehicle inspections at commercial vehicle crash scenes. The additional revenue collections are estimated to be 1,750 vehicles at \$360 per vehicle = \$ 612.5.

Fairbanks

Add one position to allow additional coverage to increase truck size, weight and safety enforcement at the weigh stations by performing size and weight as well as safety inspections. Temporary registrations will be issued at the Fairbanks Weigh Stations.

Sterling

Add three new positions to the current one position staff at the Sterling Weigh Station to perform size, weight and driver/vehicle safety inspections and to issue temporary registrations for those vehicles entering the state at Seward, Kenai or Homer. This station is the only truck size, weight and safety inspection facility on the Kenai Peninsula located on the very busy Sterling Highway. There is no resident driver/vehicle safety inspector located on the Kenai Peninsula at this time. Since the weigh station is open only one shift per day, five days per week, it is nearly impossible to estimate the volume of unregistered out of state commercial vehicle traffic. The potential for increased revenue is small. The priority at this station is to provide the size, weight and safety inspections that are not being done at the present time.

Anchorage

Add two new positions to enable 24 hour per day seven day per week staffing at the Glenn Outbound and the Potter Weigh Stations. These two positions will focus on truck size and weight enforcement with the present seven other size and weight enforcement personnel. There are presently three commercial vehicle inspector positions stationed in Anchorage who can effectively monitor truck traffic for driver and vehicle safety concerns. This additional coverage will allow for the issuance of temporary registrations at the Anchorage Weigh Stations for unregistered vehicles arriving at the Port of Anchorage.

These new positions will monitor all incoming and outgoing traffic into the state at the Tok Weigh Station and will enhance the coverage at the other stations listed above. The new positions will enable us to:

- issue out of state temporary registrations to foreign (out of state) commercial vehicles, thereby ensuring the proper payment of fees from those who live outside of our state.
- conduct size and weight inspections to ensure that the vehicles and their loads conform with state regulations governing truck size and weight.
- perform safety inspections of both the drivers and their vehicles to ensure compliance with state and federal safety and hazardous materials regulations.
- verify that the proper insurance coverage is in place to provide liability protection to our citizens.

Vehicle maintenance of \$ 9.5 for the three vehicles will be absorbed in the division budget in FY99. This cost has been identified as an increase in Contractual Services for the next five years.

Funding:

The intent of this fee increase is to provide additional new revenue to fund badly needed truck size, weight and safety enforcement. We estimate that \$ 612.5 in revenue can be generated with three new positions in Tok to operate the weigh station 24 hours per day, seven days per week. The other six positions will be placed in the locations with the greatest need for increased size, weight and safety enforcement. While these other six positions will generate a small increase in revenue, the important issue is the increased size, weight and safety enforcement. When the trucking activities were consolidated into DOT&PF, it was recognized that the funding for the program is inadequate. This is an attempt to increase the level of enforcement at a minimal cost to the state. It is important to recognize that the fee increase helps to correct an inequity that has existed for many years in that out of state vehicles can operate in our state at a very minimal cost while Alaska carriers do not enjoy the same low fees in other states.

COMMERCIAL VEHICLE TRAILERS AND POWER-UNITS

CLASS CODE	COMMERCIAL TRAILER WEIGHT	NUMBER OF UNITS
31	UP TO AND INCLUDING 5,000 LBS UNLADEN	3,163
32	5,000 LBS UP TO AND INCLUDING 12,000LBS	9,012
33	12,000LBS UP TO AND INCLUDING 18,000LBS	5,093
34	MORE THAN 18,000LBS	627

COMMERCIAL VEHICLES-TRUCKS/POWER-UNITS

CLASS CODE	COMMERCIAL TRUCKS WEIGHT	NUMBER OF UNITS
41	UP TO AND INCLUDING 5,000LBS UNLADEN	16,401
42	5,000LBS UP TO AND INCLUDING 12,000LBS	12,376
43	12,000LBS UP TO AND INCLUDING 18,000LBS	5,099
44	MORE THAN 18,000LBS	4,699

FEES COLLECTED FOR COMMERCIAL TRAILERS		FEES FOR COMMERCIAL TRUCKS	
CLASS CODE		CLASS CODE	
31	\$161,313.00	41	\$836,451.00
32	\$775,032.00	42	\$1,064,336.00
33	\$794,508.00	43	\$795,444.00
34	\$138,567.00	44	\$1,038,479.00
TOTAL	\$1,869,420.00	TOTAL	\$3,734,710.00

PROPOSED FEES INCREASE TO THE POWERUNITS TO MAKE IT REVENUE NEUTRAL BY NOT REGISTERING THE TRAILERS AND SWITCHING THE REGISTRATION FEES FROM THE TRAILERS TO THE POWERUNITS.

COMMERCIAL VEHICLE TRUCK REGISTRATION FEE INCREASES

CLASS	CURRENT FEE	INCREASED FEE	PROPOSED FEE	MVRT
41	\$51.00	\$29.00	\$80.00	\$32.00
42	\$86.00	\$38.00	\$124.00	\$54.00
43	\$156.00	\$92.00	\$248.00	\$86.00
44	\$221.00	\$100.00	\$321.00	\$109.00

CURRENT REGISTRATION FEES COLLECTED FROM TRAILERS	\$1,869,420.00
CURRENT REGISTRATION FEES COLLECTED FROM TRUCKS	\$3,734,710.00

THE FEE STRUCTURE WAS DERIVED BY DIVIDING THE CURRENT TRAILER REVENUE BY FOUR (FOUR TRUCK CLASSES 41, 42, 43, 44. THEN DIVIDING THE FOUR EQUAL AMOUNTS BY THE NUMBER OF TRUCK UNITS PER CLASS. THE TOTAL AMOUNT OF REVENUE PROJECTED IS APPROXIMATELY \$5,619,635.00



General Teamsters Local 959 State of Alaska

Affiliated with International Brotherhood of Teamsters
ANCHORAGE, ALASKA 99502 520 E. 54TH AVE. 907 565-8122 FAX 907 565-8285 GERALD L. HOGG Secretary-Treasurer

FAIRBANKS, ALASKA 99707, P.O. Box 70609 907 452-2959 FAX (907) 452-5051
JUNEAU, ALASKA 99801, 306 W. H. L. Drive 907 586-3225 FAX 907 586 3227
KENAI, ALASKA 99611, P.O. Box 2197 907 293-4498 FAX 907 293-5027

February 19, 1998

Representative Bill Williams
Chairman
House Transportation Committee
State Capitol
Juneau, AK 99801

Re: HB 404 - Regulation of Commercial Vehicles

Dear Representative Williams:

On behalf of the hundreds of members whom we represent in the trucking industry, I wish to go on record supporting HB 404, Regulation of Commercial Vehicles.

In working with the Department of Transportation, the Division of Motor Vehicles, and many legislative representatives. I feel this bill addresses several important issues in this industry that have been overlooked for years. I do not consider HB 404 a "fix all" to the trucking issues that we and the industry face within the state of Alaska, but most definitely a good faith effort in the right direction. The following issues are addressed in the bill.

HB404 will amend AS 19. Sec. 19.10.310, to allow for inspection criteria found in the Federal Motor Carrier Safety Regulations, as adopted by Alaska, to meet the State's requirements. In discussion with my members and industry representatives, this is needed and is good for all, non-commercial and commercial vehicles alike. In addition, let me assure you this is not a union versus non-union issue. HB404 will assist in creating a level playing field for all motor carriers. The safer our commercial vehicles are on our highways, the safer all of us will be.

In addition to the adoption of the safety criteria, HB 404 will also increase temporary registration fees for those out-of-state trucks that wish to operate in Alaska on a temporary basis. This increase would bring Alaska more in-line with what is charged by other states and provinces issuing temporary permits. Revenue generated from this fee will, if approved by the legislature, be appropriated through the weigh station operation. Although this does not fully address the safety and overall operation requirements of the weigh stations, it does help.



Representative Bill Williams

February 19, 1998

Page 2.


Finally, this bill will eliminate the annual registration of commercial trailers with the Division of Motor Vehicles (DMV) and transfer the fee instead to "commercial" power units. Although revenue-neutral for DMV, this change will result in a savings of at least 20,000 transactions annually at DMV, saving at least \$100,000 annually. Should Alaska become a member of the International Registration Plan (IRP), a requirement of the plan is that the registration be on the power units not the trailers. Most of the states in the lower 48 have made such a change.

In summary, I request you and your Committee members support in passage of HB 404.

If I may be of any further assistance, please let me know.

Sincerely,

TEAMSTERS LOCAL 959



Gerald L. Hood
Secreta. Treasurer

/kk

MISC\98B19.Ltr

ALASKA TRUCKING ASSOCIATION, INC.

3443 Minnesota Drive • Anchorage, Alaska 99503 • PHONE (907) 276-1149 • FAX (907) 274-1946

1998 Trucking Legislation

HB 404 Before House Finance Committee

March 9, 1998

The Alaska Trucking Association, in cooperation with Teamsters Local 959, is supporting House Transportation Committee Bill 404. The Bill is crafted to resolve problems related to truck user's concerns in three major areas:

First: A current Statute, related to commercial vehicle safety inspections (Sec.19.10.310), is amended to allow for the inspection criteria found in the Federal Motor Carrier Safety Regulations, as adopted by Alaska, to meet the State's requirements. This is needed badly and is a good deal.

Second: Fees for out-of-state trucks (Sec.28.10.152) that wish to operate in Alaska temporarily, are increased from \$50 to \$350. This brings Alaska fees more in line with what is charged by other States and Provinces issuing temporary permits. Revenue generated from this fee will be identified as a program receipt. The Governor's Budget will request this "new" money be appropriated for weigh station operation. It does not solve the problem of under funding for weighing and safety issues, but does help.

Third: The Bill will eliminate the requirement for annual registration of commercial trailers with DMV. The money currently collected will be added to the registration cost of commercial "power units", so as to be revenue neutral. A \$10 one time fee will be assessed commercial trailers. This change will result in saving about 20,000 transactions annually at DMV saving more than \$100,000 annually. The change is also required if Alaska wants to become part of the International Registration Plan. IRP allows for a greatly simplified method of prorating the use of trucks between various States and Provinces. The industry gains substantial efficiency by not having to physically "tag" every one of the almost 20,000 commercial trailers in Alaska annually.



LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101


130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

February 20, 1998

SUBJECT: Sectional Summary of HB 404.

TO: Representative Bill Williams
Attn: Pete Ecklund

FROM: Michael F. Ford 
Legislative Counsel

You have requested a sectional summary of the above-described bill.

As a preliminary matter, note that a sectional summary of a bill should not be considered an authoritative interpretation of the bill and the bill itself is the best statement of its contents. If you would like an interpretation of the bill as it may apply to a particular set of circumstances, please advise.

Section 1. Requires an operator of a commercial vehicle to carry proof of insurance. Defines what "proof of insurance" means.

Section 2. Requires an owner or operator of a commercial vehicle to provide proof of annual inspection when demanded by a peace officer or certain D.O.T. employees.

Section 3. Requires a person who conducts a commercial vehicle inspection to issue a certificate of inspection to the owner or operator. Requires the owner or operator to keep a record of the inspection.

Section 4. Amends the regulatory authority of the commissioner of public safety.

Section 5. Provides for impoundment of a commercial motor vehicle without a valid inspection certificate. Prohibits release from impoundment until a valid inspection certificate is obtained and impoundment fees are paid. Allows the department to adopt regulations regarding impoundment fees.

Section 6. Amends the definition of "commercial motor vehicle".

Section 7. Provides that a trailer used for commercial purposes is exempt from vehicle registration.

Section 8. Excludes applicants for temporary registration from this subsection.

Representative Bill Williams
February 20, 1998
Page 2

Section 9. Excludes temporarily registered commercial vehicles from emission inspection requirements.

Section 10. Excludes temporarily registered commercial vehicles from this subsection.

Section 11. Excludes temporarily registered commercial vehicles from this subsection.

Section 12. Excludes temporarily registered commercial vehicles from this subsection.

Section 13. Excludes temporarily registered commercial vehicles from this subsection.

Section 14. Excludes temporarily registered commercial vehicles from this subsection.

Section 15. Provides for temporary registration of certain commercial vehicles and establishes fees.

Section 16. Excludes temporarily registered commercial vehicles from this subsection.

Section 17. Excludes temporarily registered commercial vehicles from this subsection.

Section 18. Excludes temporarily registered commercial vehicles from this subsection.

Section 19. Increases the fees for biennial registration of commercial motor vehicles. Removes trailers and semi-trailers from registration requirements.

Section 20. Increases the fees for annual registration of commercial motor vehicles.

Section 21. Allows peace officers or D.O.T. employees to issue citations for a violation of AS 19.10.060(c).

Section 22. Provides that for a violation of AS 19.10.060 a person is subject to a \$300 fine.

Section 23. Repealers.

Section 24. Provision that allows both the Department of Administration and D.O.T to adopt regulations.

Section 25. Effective date for sec. 24.

Section 26. Effective date for all sections except sec. 24.

MFF:glc
98-095.glc

ALASKA TRUCKING ASSOCIATION, INC.

3443 Minnesota Drive • Anchorage, Alaska 99503 • PHONE (907) 276-1149 • FAX (907) 274-1946

1998 Trucking Legislation

HB 404 Before House Transportation Committee

February 25, 1998

The Alaska Trucking Association, in cooperation with General Teamsters Local 959, are supporting House Transportation Committee Bill 404, crafted to resolve problems related to truck user's concerns in three major areas:

First: A current Statute related to commercial vehicle safety inspections (Sec.19.10.310) is amended to allow for the inspection criteria found in the Federal Motor Carrier Safety Regulations as adopted by Alaska to meet the State's requirements. Needed badly and a good deal.

Second: Fees for out-of-state trucks (Sec.28.10.152) that wish to operate in Alaska temporarily, are increased from \$50 to \$350. This brings Alaska fees more in line with what is charged by other States and Provinces issuing temporary permits. Revenue generated from this fee will be identified as a program receipt. The Governor's Budget will request this "new" money be appropriated for weigh station operation. It does not solve the problem of under funding for weighing and safety issues, but does help.

Third: The Bill will eliminate the requirement for annual registration of commercial trailers with DMV. The money currently collected will be added to the registration cost of commercial "power units", so as to be revenue neutral. A \$10 one time fee will be assessed commercial trailers. This change will result in saving about 20,000 transactions annually at DMV saving more than \$100,000 annually. The change is also required if Alaska wants to become part of the International Registration Plan. IRP allows for a greatly simplified method of prorating the use of trucks between various States and Provinces. The industry gains substantial efficiency by not having to physically "tag" every one of the almost 20,000 commercial trailers in Alaska annually.



WHY HAVE WEIGH STATIONS?

- * Protect public health and safety;
- * Protect state infrastructure;
- * Assure level playing field for industry;
- * Maintain Federal Highways funding.

WHY HAVE INSPECTORS?

- * Required by the Federal Highways Administration to conduct carrier audits;
- * Required by the Federal Highways Administration to conduct random commercial vehicle inspections;
- * Required by the Federal Highways Administration to inspect products being carried, (such as hazardous materials) and assure they are being handled in a safe manner.

In summary, by maintaining the weight stations and inspector programs, the State of Alaska receives hundreds of millions of dollars from the Federal Highway Administration.

WHERE ARE WEIGH STATIONS LOCATED IN STATE ?

- (1) FOX - Located in Fairbanks area, this is the Northern most check point.
- (2) RICHARDSON HIGHWAY - One in bound, traffic going up to Prudhoe Bay and one out bound traffic in and around Fox, Delta and other surrounding areas.
- (1) ESTER - Located on the Parks Highway, monitors traffic in and out of Fairbanks.
- (2) GLEN - One in bound, checks traffic going into Anchorage and one out bound, checking traffic going out of Anchorage from Anchorage Port area, etc.
- (1) VALDEZ - Checks traffic going in and out of Valdez including the Port of Valdez.
- (1) POTTER - Checks traffic going in and out of Peninsula, including Portage, Seward and Homer.
- (1) STERLING - Checks local traffic as well as traffic going into Anchorage, and out to Seward and Homer.
- (1) TOK - Checks border traffic, in and out of State.

Alaska State Legislature

House of Representatives



Transportation Committee

Sponsor Statement

HB 404 regulation of commercial motor vehicles

The purpose of HB 404 is to improve efficiency at D.M.V. and to improve efficiency and safety of freight movement into, out of, and within Alaska. Also, adoption of HB 404 will allow the State to participate in the International Registration Plan.

Our current state commercial vehicle inspection law is unworkable. The bill proposes to conform our inspection program with inspection criteria found in the Federal Motor Carrier Safety Regulations.

Also, HB 404 will increase temporary fees for out-of-state trucks that wish to operate in Alaska from \$50 dollars to \$350. This will bring Alaska fees closer to what is charged by other states and provinces issuing temporary permits. Revenue generated from this fee may be appropriated to operate weigh stations and commercial vehicle safety programs.

Further, HB 404 would eliminate the requirement for annual registration of commercial trailers. The fees collected from the registration of commercial trailers would be transferred to the cost of registration of commercial vehicles, or 'power units'. Hence the bill is revenue neutral. The change is required if Alaska wants to become part of the International Registration Plan, which allows for a simplified method of prorating fees to other jurisdictions in which Alaska commercial vehicles operate, and vice versa. The state and industry will gain substantial efficiencies by not having to issue and physically tag 20,000 commercial trailers annually.

In short, House Bill 404 will create efficiencies in government and the private sector, and will create a safer transportation environment. The safer our commercial vehicles are on our highways, the safer all of us will be.

AMENDMENT # 2
HB 404 (TRA)

Rep Davis

"An Act relating to regulation of commercial vehicles; non-commercial trailers; relating to temporary registration of out-of-state commercial vehicles; relating to registration fees for commercial vehicles; non-commercial trailers; and providing for an effective date."

AS28.10.421(b)(6) is amended to read:

(6) a trailer not used or maintained for the transportation of persons or property for hire or for other commercial use, including, but not limited to, a boat trailer, baggage trailer, box trailer, utility trailer, house trailer, travel trailer, or a trailer rented or offered for rent shall pay a one-time registration fee.....[~~\$10~~]\$50

A M E N D M E N T /

Rep Davis

OFFERED IN THE HOUSE
TO: CSHB 404(TRA)

1 Page 8, following line 9:

2 Insert a new bill section to read:

3 **** Sec. 18.** AS 28.10.421(b) is amended to read:

4 (b) The biennial registration fees under this subsection are imposed within the
5 following classifications for:

6 (1) a passenger vehicle or motor home not **primarily** used or
7 maintained for the transportation of persons or property for hire or for other
8 commercial use \$ 68;

9 (2) a pick-up truck or a van not exceeding 6,000 pounds unladen
10 weight and not **primarily** used or maintained for the transportation of persons or
11 property for hire or for other commercial use \$ 78;

12 (3) a taxicab \$138;

13 (4) a motor bus with a seating capacity for 20 or more persons and
14 used exclusively for commercial purposes in the transporting of visitors or tourists
15 \$168;

16 (5) a motorcycle or a motor-driven cycle \$ 38;

17 (6) a trailer not **primarily** used or maintained for the transportation
18 of persons or property for hire or for other commercial use, including, but not limited
19 to, a boat trailer, baggage trailer, box trailer, utility trailer, house trailer, travel trailer,
20 or a trailer rented or offered for rent \$ 10."

21 Renumber the following bill sections accordingly.

22 Page 8, line 16, following "is":

23 Insert "**primarily**"

1 Page 8, line 17, following "or":

2 Insert "primarily used"

3 Page 8, line 29, following "and":

4 Insert "primarily"

5 Page 9, following line 11:

6 Insert a new bill section to read:

7 **** Sec. 22.** AS 28.10.661 is amended by adding a new paragraph to read:

8 (3) "primarily used" means use for a period that exceeds six months
9 of a calendar year."

10 Renumber the following bill sections accordingly.

11 Page 11, line 12:

12 Delete "secs. 1 - 23"

13 Insert "secs. 1 - 25"

14 Page 11, line 14:

15 Delete "Section 24"

16 Insert "Section 26"

17 Page 11, line 15:

18 Delete "sec. 25"

19 Insert "sec. 27"



General Teamsters Local 959 State of Alaska

Affiliated with International Brotherhood of Teamsters

ANCHORAGE, ALASKA 99503, 520 E. 34TH AVE (907) 565-8122 FAX (907) 565-8265 GERALD L. HOOD, Secretary-Treasurer

FAIRBANKS, ALASKA 99707, P.O. Box 70609 (907) 452-2959 FAX (907) 452-5051
JUNEAU, ALASKA 99801, 308 Wiloughby (907) 586-3225 FAX (907) 586-1227
KENAI, ALASKA 99611, P.O. BOX 3150 (907) 283-4498 FAX (907) 283-8030

March 6, 1998

Representative Gene Theriault
Co-Chairperson
House Finance Committee
State Capitol
Juneau, AK 99801

Re: HB 404 - Regulation of Commercial Vehicles

Dear Representative Theriault:

On behalf of the hundreds of members whom we represent in the trucking industry, I wish to go on record supporting HB 404, Regulation of Commercial Vehicles.

In working with the Department of Transportation, the Division of Motor Vehicles, and many legislative representatives, I feel this bill addresses several important issues in this industry that have been overlooked for years. I do not consider HB 404 a "fix all" to the trucking issues that we and the industry face within the state of Alaska, but most definitely a good faith effort in the right direction. The following issues are addressed in the bill.

HB404 will amend AS 19. Sec. 19.10.310, to allow for inspection criteria found in the Federal Motor Carrier Safety Regulations, as adopted by Alaska, to meet the State's requirements. In discussion with my members and industry representatives, this is needed and is good for all, non-commercial and commercial vehicles alike. In addition, let me assure you this is not a union versus non-union issue. HB404 will assist in creating a level playing field for all motor carriers. The safer our commercial vehicles are on our highways, the safer all of us will be.

In addition to the adoption of the safety criteria, HB 404 will also increase temporary registration fees for those out-of-state trucks that wish to operate in Alaska on a temporary basis. This increase would bring Alaska more in-line with what is charged by other states and provinces issuing temporary permits. Revenue generated from this fee will, if approved by the legislature, be appropriated through the weigh station operation. Although this does not fully address the safety and overall operation requirements of the weigh stations, it does help.



Representative Gene Theriault

March 6, 1998

Page 2.

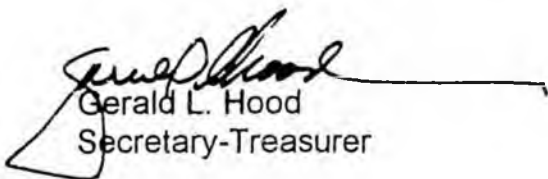
Finally, this bill will eliminate the annual registration of commercial trailers with the Division of Motor Vehicles (DMV) and transfer the fee instead to "commercial" power units. Although revenue-neutral for DMV, this change will result in a savings of at least 20,000 transactions annually at DMV, saving at least \$100,000 annually. Should Alaska become a member of the International Registration Plan (IRP), a requirement of the plan is that the registration be on the power units not the trailers. Most of the states in the lower 48 have made such a change.

In summary, I request you and your Committee members support in passage of HB 404.

If I may be of any further assistance, please let me know.

Sincerely,

TEAMSTERS LOCAL 959



Gerald L. Hood
Secretary-Treasurer

/kk
MISC\98C6.Ltr



House Finance Committee

SUBJECT OF MEETING
 SCR 19
 HB 261
 HB 404

DATE: March 9, 98

PLACE: Camp 519

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	
Laddie Shaw	Police Standards				4378	Y	(N) 1
Frank Dillon	Comm Vch.	3443 Minnesota Dr Anch. AK 99503			276 1149	(Y)	N H
Bobbie Huff Truckess	Teamsters				565-8236	(Y)	N C
						Y	N
						Y	N
						Y	N
						Y	N
						Y	N
						Y	N
						Y	N