

HB

271

<TARGET><BILL>HB 271</BILL><SUBJECT>HB
271</SUBJECT><COMM>HTRA27</COMM></TARGET>

ALASKA STATE LEGISLATURE

Interim:

600 East Railroad Avenue
Wasilla, Alaska 99654
Phone (907) 373-1842
Fax: (907) 373-4729



Session:

State Capitol Building
Juneau, Alaska 99801-1182
Phone: (907) 465-2186
Fax: (907) 465-3818

REPRESENTATIVE WES KELLER

DISTRICT 14

HOUSE BILL 271 SPONSOR STATEMENT

"An Act relating to the state highway system and commercial motor vehicle requirements."

Alaska is always on the move. Be it across town or across the state, transportation is extremely important. For the small business owner nearly everything must be moved from somewhere and that is often done by truck. Today's truck laws were written years ago and have not kept up with technology. Today's roads and today's trucks are safer, more reliable and much easier to drive.

House Bill 271 is written to assist these small business owners who need a truck to move their inventory either from the import site, retailer, or wholesaler to their business or job site. These businesses are not in the trucking business but the state treats them that way.

Currently these smaller vehicles are classified as commercial and must have special license plates, which costs more. In some cases the driver must have a commercial driver's license (CDL) which costs more. In both cases these extra charges constitute a tax and do little to improve safety.

House Bill 271 changes the current statutory descriptions of commercial vehicles. Many newer modern trucks are designed for safety without the extra training required for a CDL. It is unnecessary and burdensome, for example, to require these drivers to have the same medical card as required for a semi driver hauling big loads to across the state. House Bill 271 gives the owners who use the trucks for work part time an opportunity to use them inside the State of Alaska without unnecessary government harassment.

*Pilot
1999
Trucks*

E-Mail: Representative_Wes_Keller@legis.state.ak.us
Call Juneau Toll free: (800) 468-2186
Website: www.akrepublicans.org/keller/

Classes

Light Duty



Class 1

The **Class 1** truck (GVWR) ranges from **0 to 6,000 pounds**. Examples of trucks in this class include the Ford Ranger, Dodge Dakota and GMC Canyon.



Class 2

The **Class 2** truck (GVWR) ranges from **6,001 to 10,000 pounds**. Examples of vehicles in this class include the Dodge Ram 1500 and the Ford F-150.

Class 2 is subdivided into Class 2a and Class 2b, with class 2a being **6,001 to 8,500 pounds**,

Class 2b being **8,501 to 10,000 pounds**.

Class 2a is commonly referred to as a light duty truck, with class 2b being the lowest heavy-duty class, also called the light heavy-duty class.



Class 3

The **Class 3** (GVWR) ranges from **10,001 to 14,000 pounds**. Examples of vehicles in this class include the Dodge Ram 3500, Ford F-350 and the GMC Sierra 3500, both dual rear wheel and single rear wheel.

The Hummer H1 is another example of a single rear wheel Class 3 truck, with a GVWR of 10,300 lbs.

Medium Duty



Class 4

The **Class 4** truck (GVWR) ranges from **14,001 to 16,000 pounds**. Examples of vehicles in this class include select Ford F-450 trucks, Dodge Ram 4500, and the GMC 4500.



Class 5

The **Class 5** truck (GVWR) ranges from **16,001 to 19,500 pounds**. Examples of trucks in this class include the International MXT, GMC 5500,^[9] Dodge Ram 5500, and the Ford F-550



Class 6

The **Class 6** truck (GVWR) ranges from **19,501 to 26,000 pounds**. Examples of trucks in this class include the International Durastar, GMC Topkick C6500, and the Ford F-650

Heavy Duty

Class 7

Vehicles in **Class 7** and above require a Class B license to operate in the United States. These include GMC C7500. Their GVWR ranges from **26,001 to 33,000**.



Class 8

The **Class 8** truck (GVWR) is anything above **33,000 pounds**. These include all tractor trailer trucks.

Federal Motor Carrier Safety Administration

Commercial Vehicle Information Systems and Networks (CVISN)

Commercial Motor Vehicle (CMV)

Any self-propelled or towed vehicle used on highways in intrastate or interstate commerce to transport passengers or property:

- if it has a gross vehicle weight rating of 26,001 or more pounds; or
- if it is designed to transport more than 16 passengers, including the driver; or
- if it is used to transport hazardous materials (as defined in 49 U.S.C. App. 1801 et seq.) in quantity requiring placarding under federal regulation [2]

Commercial Motor Vehicle Safety Act (CMVSA)

Requires all states to meet the same minimum standards for testing and licensing drivers of commercial motor vehicles. The act also mandates uniform penalties and a central reporting system.

NFIB

The Voice of Small Business®

ALASKA

February 17, 2012

The Honorable Wes Keller
State Capitol Building
Juneau, Alaska 99801-1182

RE: House Bill 271

Dear Representative Keller:

On behalf of the National Federation of Independent Business/Alaska, I wish to respectfully share our support for House Bill 271. The National Federation of Independent Business is the largest small-business advocacy group in Alaska.

HB 271 raises the weight threshold on intra state commercial vehicles from 10,000 lbs to 14,000 pounds for inspection and safety regulation purposes. This will assist small contractors, i.e. lawn care, carpenters, plumbing & heating, small delivery vehicles and pilot cars. As you are aware, pick-up trucks and small step vans are getting larger and heavier and therefore bumping up over the current 10,000 pound limit and becoming by definition a commercial vehicle for inspection and regulation purposes.

Crossing the 10,000 pound threshold causes the driver to obtain a medical certification, complete daily vehicle inspection reports, perform or have performed annual inspections, and submit several other items on the vehicle to the state DOT to be in compliance. Currently, when over the 10,000 pound threshold, these vehicles are subject to Federal regulations that have been adopted into the Alaska Administrative Code. We feel that these vehicles do not need that level of scrutiny as typically they are operating in a limited geographical area and are not subject to the wear and tear that other larger commercial vehicles experience.

Increased regulation makes it more difficult for small businesses to survive. We appreciate your assistance in relieving small businesses from this potential of unnecessary regulation.

Sincerely yours,



Dennis L. DeWitt
Alaska State Director

Cc: Rep. Peggy Wilson
Aves Thompson

Jim Pound

From: Dave.Kezer@norcon.com
Sent: Monday, February 20, 2012 10:34 AM
To: Jim Pound

Jim,

As Vice President of a large Alaskan construction company I fully support this bill. The excessive regulation in our industry has caused cost to increase while productivity decreases all with very little value to the public at large. Arbitrary and excessive regulation by government is killing the economy of the this state and the country as a whole, and any attempt to curb government intrusion should be embraced.

Following are a few key points to consider.

Thanks

David M Kezer
Sr. Operations and Maintenance Manager
Vice President
NORCON Inc.
3725 Braddock, Fairbanks AK 99701
907-451-6739- Office
907-456-5425- FAX
907-590-0313- Cell

- Pick-up trucks and small step vans are getting larger and heavier and are bumping up over the current 10,000 pounds GVWR becoming, by definition, a commercial vehicle for inspection and safety regulation purposes.
- Pilot cars are those vehicles that accompany oversize loads to serve as an extension of the warning system for the oversize load and their work is almost always "intra state" and would fall under this legislation.
- This bump causes the driver to obtain a medical certification, complete daily vehicle inspection reports, perform or have performed annual inspections, the vehicle must submit several other items to the state DOT to be in compliance.
- When over the 10,000 pound GVWR threshold, these vehicles are subject to Federal regulations that have been adopted into the Alaska Administrative Code.
- When passed, this bill will exclude these commercial vehicles that are no more than 14,000 pound GVWR from the unnecessary regulation.
- This change does not change the commercial status of these intra state vehicles for purposes of registration with the Division of Motor Vehicles and therefore there is no fiscal impact on the state.

These vehicles do not need that level of scrutiny as typically they are operating in a limited geographical area and are not subject to the wear and tear that other larger commercial vehicles experience.



ASSOCIATED GENERAL CONTRACTORS of ALASKA

8005 Schoon Street • Anchorage, Alaska 99518
Telephone (907) 561-5354 • Fax (907) 562-6118

3750 Bonita Street • Fairbanks, Alaska 99706
Telephone (907) 452-1809 • Fax (907) 456-8599

February 18, 2012

Representative Wes Keller
State Capitol, Room 432
Juneau, AK 99801-1182

Re: HB 271

Dear Representative Keller: *Wes*

On behalf of the Associated General Contractors of Alaska, a construction trade association of over 650 business members, representing the majority of the construction industry in Alaska, thank you for sponsoring HB 271.

This proposed legislation would increase the weight threshold of commercial vehicle regulation and registration from the current 10,000 pounds Gross Vehicle Weight Rating (GVWR) to 14,000 pounds GVWR for inspection and safety regulation purposes. Pick-up trucks and small service vans are getting larger and heavier and are going over the current 10,000 GVWR and becoming a commercial vehicle by definition. When light trucks and service vans go over the 10,000 pound GVWR threshold, they become subject to a series of Federal regulations that have been adopted into the Alaska Administrative Code.

While these smaller vehicles have become larger and heavier over the past few years, industry advancements are also making them much safer than their lighter, smaller and older counterparts. These vehicles do not need the level of scrutiny of conventional "commercial vehicles" as typically they are operating in a limited geographical area and are not subject to the wear and tear that other larger commercial vehicles experience. This bill would help remove an unnecessary burden for small business owners and contractors.

Thank you for your sponsorship and support of HB 271.

Sincerely,

John MacKinnon
Executive Director
Associated General Contractors of Alaska

As vehicles have gotten larger and heavier, many vehicles now fall into the current definition of an intrastate commercial motor vehicle that have historically not been considered commercial vehicles such as pickup trucks, small step vans, small trailers, etc. One of the Alaska Trucking Associations legislative priorities is to change the definition of an intrastate commercial vehicle to reduce the regulatory burden on small businesses.

For purposes of commercial vehicle regulation and inspection, HB271 raises the weight threshold on intra state commercial vehicles from 10,000 pounds, Gross Vehicle Weight Rating (GVWR) to 14,000 pounds GVWR for inspection and safety regulation purposes. This is aimed at the small contractors, i.e. lawn care, carpenters, plumbing & heating, small delivery vehicles and pilot cars.

1. Pick-up trucks and small step vans are getting larger and heavier and are bumping up over the current 10,000 pounds GVWR becoming, by definition, a commercial vehicle for inspection and safety regulation purposes.
2. Pilot cars are those vehicles that accompany oversize loads to serve as an extension of the warning system for the oversize load and their work is almost always "intra state" and would fall under this legislation.
3. This bump causes the driver to obtain a medical certification, complete daily vehicle inspection reports, perform or have performed annual inspections, the vehicle must submit several other items to the state DOT to be in compliance.
4. When over the 10,000 pound GVWR threshold, these vehicles are subject to Federal regulations that have been adopted into the Alaska Administrative Code.
5. When passed, this bill will exclude these commercial vehicles that are no more than 14,000 pound GVWR from the unnecessary regulation.
6. This change does not change the commercial status of these intrastate vehicles for purposes of registration with the Division of Motor Vehicles and therefore there is no fiscal impact on the state.
7. These vehicles do not need that level of scrutiny as typically they are operating in a limited geographical area and are not subject to the wear and tear that other larger commercial vehicles experience.