

HB

271

<TARGET><BILL>HB 271</BILL><SUBJECT>HB
271</SUBJECT><COMM>SSTA27</COMM></TARGET>

SENATE COMMITTEE REPORT

DATE: 3/21/12

FURTHER: Rules
 DATE TURNED IN TO OFFICE: 4-11-12

State Affairs Committee considered CS FOR HOUSE BILL NO. 271(TRA) am

HB 271-COMMERCIAL MOTOR VEHICLE REQUIREMENTS

"An Act relating to commercial motor vehicle requirements."

and recommends:

- be replaced with SCS _____ (_____) Same Title Technical Title Change
 New Title/SCR No. _____
- adopt previous SCS _____ (_____) Same Title Technical Title Change
 New Title/SCR No. _____
- attached amendment(s)
- adopt _____ Letter of Intent
- further referral to _____ Committee

Dept Abbr.	
ADM	LEG
CED	LAW
COR	LWF
CRT	MVA
EED	DNR
DEC	DPS
DFG	REV
GOV	DOT
DHS	UA

NEW FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #

PREVIOUS FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #
Adm			✓	1

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	DO PASS	DO NOT PASS	NO REC	AMEND
<i>Almut Kookesh</i>	Kookesh	✓			
<i>Joe Paskvan</i>	PASKVAN	✗			
<i>Giessel</i>	Giessel	✓			
<i>Ki Meyer</i>	Meyer	✓			
CHAIR: <i>[Signature]</i>	Wielechowski	✗			

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.

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

CS FOR HOUSE BILL NO. 271(TRA)

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SEVENTH LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

**Offered:
Referred:**

Sponsor(s): REPRESENTATIVES KELLER AND PRUITT, Gruenberg

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to commercial motor vehicle requirements."**

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

3 *** Section 1.** AS 19.10.060(c) is amended to read:

4 (c) Except for requirements relating to a commercial motor vehicle driver's
5 licensing program under AS 28, the department shall adopt regulations under
6 AS 44.62 (Administrative Procedure Act) that are necessary to implement
7 [REQUIREMENTS IMPOSED BY] federal statutes [STATUTE] or regulations
8 [REGULATION] that relate to commercial motor vehicles [AND THAT ARE
9 NECESSARY TO AVOID LOSS OR WITHHOLDING OF FEDERAL HIGHWAY
10 MONEY].

11 *** Sec. 2.** AS 19.10.300(f)(1) is amended to read:

12 (1) "commercial motor vehicle" means a motor vehicle or a
13 combination of a motor vehicle and one or more other vehicles

14 (A) used to transport passengers or property for intrastate
15 commercial purposes;

1 (B) used upon a land highway or vehicular way; and

2 (C) that

3 (i) has a gross vehicle weight rating or gross
4 combination weight rating greater than 26,000 pounds; or

5 (ii) is designed to transport more than 15 passengers,
6 including the driver; [OR

7 (iii) IS USED IN THE TRANSPORTATION OF
8 MATERIALS FOUND BY THE UNITED STATES SECRETARY OF
9 TRANSPORTATION TO BE HAZARDOUS FOR PURPOSES OF 49
10 U.S.C. 5101 - 5128;]

11 (D) except that the following vehicles meeting the criteria in
12 (A) - (C) of this paragraph are not commercial motor vehicles:

13 (i) emergency or fire equipment that is necessary to the
14 preservation of life or property;

15 (ii) farm vehicles that are controlled and operated by a
16 farmer; used to transport agricultural products, farm machinery, or farm
17 supplies to or from that farmer's farm; not used in the operations of a
18 common or contract motor carrier; and used within 150 miles of the
19 farmer's farm; and

20 (iii) [RECREATIONAL] vehicles used exclusively for
21 purposes other than commercial purposes;

22 * Sec. 3. AS 19.10.399(1) is amended to read:

23 (1) "commercial motor vehicle" means a self-propelled or towed
24 vehicle

25 (A) used to transport passengers or property for intrastate
26 commercial purposes;

27 (B) used upon a highway or vehicular way; and

28 (C) that

29 (i) has a gross vehicle weight rating or gross
30 combination weight rating greater than 14,000 [10,000] pounds; or

31 (ii) is designed to transport more than 15 passengers,

1 including the driver; [OR

2 (iii) IS USED IN THE TRANSPORTATION OF
3 MATERIALS FOUND BY THE UNITED STATES SECRETARY OF
4 TRANSPORTATION TO BE HAZARDOUS FOR PURPOSES OF 49
5 U.S.C. 5101 - 5128;]

6 (D) except that the following vehicles meeting the criteria in
7 (A) - (C) of this paragraph are not commercial motor vehicles:

8 (i) emergency or fire equipment that is necessary to the
9 preservation of life or property;

10 (ii) farm vehicles that are controlled and operated by a
11 farmer; used to transport agricultural products, farm machinery, or farm
12 supplies to or from that farmer's farm; not used in the operations of a
13 common or contract motor carrier; and used within 150 miles of the
14 farmer's farm;

15 (iii) school buses;

16 (iv) vehicles owned and operated by the federal
17 government unless the vehicle is used to transport property of the
18 general public for compensation in competition with other persons who
19 own or operate a commercial motor vehicle subject to AS 19.10.310 -
20 19.10.399, and except to the extent that regulation of vehicles operated
21 by the federal government is permitted by federal law; and

22 (v) vehicles used exclusively for purposes other than
23 commercial purposes;

CS FOR HOUSE BILL NO. 271(TRA) am

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-SEVENTH LEGISLATURE - SECOND SESSION

BY THE HOUSE TRANSPORTATION COMMITTEE

Amended: 3/2/12

Offered: 2/22/12

Sponsor(s): REPRESENTATIVES KELLER AND PRUITT, Gruenberg, Thompson, Gara, Kawasaki, Johnson, Millett, Stoltze, Kerttula

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to commercial motor vehicle requirements."**

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

3 *** Section 1.** AS 19.10.060(c) is amended to read:

4 (c) Except for requirements relating to a commercial motor vehicle driver's
5 licensing program under AS 28, the department shall adopt regulations under
6 AS 44.62 (Administrative Procedure Act) that are necessary to implement
7 [REQUIREMENTS IMPOSED BY] federal statutes [STATUTE] or regulations
8 [REGULATION] that relate to commercial motor vehicles [AND THAT ARE
9 NECESSARY TO AVOID LOSS OR WITHHOLDING OF FEDERAL HIGHWAY
10 MONEY].

11 *** Sec. 2.** AS 19.10.300(f)(1) is amended to read:

12 (1) "commercial motor vehicle" means a motor vehicle or a
13 combination of a motor vehicle and one or more other vehicles

14 (A) used to transport passengers or property for commercial

15 purposes:

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(B) used upon a land highway or vehicular way; and

(C) that

(i) has a gross vehicle weight rating or gross combination weight rating greater than 26,000 pounds; or

(ii) is designed to transport more than 15 passengers, including the driver; [OR

(iii) IS USED IN THE TRANSPORTATION OF MATERIALS FOUND BY THE UNITED STATES SECRETARY OF TRANSPORTATION TO BE HAZARDOUS FOR PURPOSES OF 49 U.S.C. 5101 - 5128;]

** All hazardous materials under fuel laws*

(D) except that the following vehicles meeting the criteria in (A) - (C) of this paragraph are not commercial motor vehicles:

(i) emergency or fire equipment that is necessary to the preservation of life or property;

(ii) farm vehicles that are controlled and operated by a farmer; used to transport agricultural products, farm machinery, or farm supplies to or from that farmer's farm; not used in the operations of a common or contract motor carrier; and used within 150 miles of the farmer's farm; and

(iii) [RECREATIONAL] vehicles used exclusively for purposes other than commercial purposes;

* **Sec. 3.** AS 19.10.399(1) is amended to read:

(1) "commercial motor vehicle" means a self-propelled or towed vehicle

(A) used to transport passengers or property for commercial purposes;

(B) used upon a highway or vehicular way; and

(C) that

(i) has a gross vehicle weight rating or gross combination weight rating greater than 10,000 pounds for vehicles used in interstate commerce and 14,000 pounds for vehicles used in

written in 1999

intrastate commerce; or

(ii) is designed to transport more than 15 passengers, including the driver; [OR

(iii) IS USED IN THE TRANSPORTATION OF MATERIALS FOUND BY THE UNITED STATES SECRETARY OF TRANSPORTATION TO BE HAZARDOUS FOR PURPOSES OF 49 U.S.C. 5101 - 5128;]

(D) except that the following vehicles meeting the criteria in (A) - (C) of this paragraph are not commercial motor vehicles:

(i) emergency or fire equipment that is necessary to the preservation of life or property;

(ii) farm vehicles that are controlled and operated by a farmer; used to transport agricultural products, farm machinery, or farm supplies to or from that farmer's farm; not used in the operations of a common or contract motor carrier; and used within 150 miles of the farmer's farm;

(iii) school buses;

(iv) vehicles owned and operated by the federal government unless the vehicle is used to transport property of the general public for compensation in competition with other persons who own or operate a commercial motor vehicle subject to AS 19.10.310 - 19.10.399, and except to the extent that regulation of vehicles operated by the federal government is permitted by federal law; and

(v) vehicles used exclusively for purposes other than commercial purposes;



AMENDMENT #1

OFFERED IN THE HOUSE
TO: CSHB 271(TRA)

BY REPRESENTATIVE FEIGE

- 1 Page 1, line 14:
- 2 Delete "intrastate"
- 3
- 4 Page 2, line 25:
- 5 Delete "intrastate"
- 6
- 7 Page 2, line 30:
- 8 Delete "14,000 [10,000]"
- 9 Insert "10,000 pounds for vehicles used in interstate commerce and 14,000 pounds
- 10 for vehicles used in intrastate commerce"

FISCAL NOTE

STATE OF ALASKA
2012 LEGISLATIVE SESSION

Bill Version CSHB 271(TRA)
 Fiscal Note Number 1
 (H) Publish Date 2/22/12

Identifier (file name) HB271-DOA-DMV-2-17-12 Dept. Affected Administration
 Title Commercial motor vehicle requirements Appropriation Motor Vehicles
 Allocation Motor Vehicles
 Sponsor Representatives Keller, Pruitt
 Requester House Transportation OMB Component Number 2348

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

	FY13 Appropriation Requested	Included in Governor's FY13 Request	Out-Year Cost Estimates					
			FY13	FY14	FY15	FY16	FY17	FY18
OPERATING EXPENDITURES								
Personal Services								
Travel								
Services								
Commodities								
Capital Outlay								
Grants, Benefits								
Miscellaneous								
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE		(Thousands of Dollars)						
1002	Federal Receipts							
1003	GF Match							
1004	GF							
1005	GF/Prgm (DGF)							
1037	GF/MH (UGF)							
1178	temp code (UGF)							
TOTAL		0.0	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS								
Full-time								
Part-time								
Temporary								

CHANGE IN REVENUES								

Estimated **SUPPLEMENTAL (FY12) operating costs** _____ (separate supplemental appropriation required)
 (discuss reasons and fund source(s) in analysis section)

Estimated **CAPITAL (FY13) costs** _____ (separate capital appropriation required)
 (discuss reasons and fund source(s) in analysis section)

Why this fiscal note differs from previous version (if initial version, please note as such)

Not applicable; initial version

Prepared by Whitney Brewster, Director
 Division Motor Vehicles
 Approved by John Cramer, Deputy Commissioner
Department of Administration

Phone 907-269-5559
 Date/Time 2/17/12 11:30 AM
 Date 2/17/2012

FISCAL NOTE #1

STATE OF ALASKA
2012 LEGISLATIVE SESSION

BILL NO. CSHB 271(TRA)

Analysis

There is no specified effective date in this bill.

This legislation changes the definition of a commercial motor vehicle for enforcement purposes. It also inadvertently gives Department of Transportation (DOT) the ability to promulgate regulations when it comes to the Commercial Driver's Licensing (CDL) program, which is a function of the Division of Motor Vehicles (DMV) under AS 28.

As long as DOT does not promulgate regulations for the CDL program that are in conflict with DMV's ability to administer the CDL program in accordance with statutes and regulations, DMV does not anticipate this bill will have a fiscal impact on the DMV.

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.

**Jim Pound**

From: Travis Price <Travis.Price@enstarnaturalgas.com>
Sent: Friday, February 17, 2012 3:53 PM
To: Jim Pound
Subject: Support of HB 271

I would like to urge support for this legislation. Our company employs approximately 40 temporary drivers for the summer construction season. Most of these temps must have the DOT medical exam & certificate to drive pickup-truck type vehicles. Passage of this legislation would clearly be beneficial to our company to simply our employee preparation processes. Although the actual dollar affect to our company would be relatively small by enacting HB271, any reduction in our operating expenses would, by tariff, reduce our chargeable expenses to our customers, which is everyone who uses natural gas.



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

Monday, Feb 20, 2012 Via e-mail

Jim,

Just letting you know that I wholeheartedly support this bill, as does my husband. I work for Lynden, so I have a bit of knowledge about this. However, my husband is a plumber, and has had experience with the cumbersome & unnecessary additional regulation on vehicles he had as a previous owner, and now as an employee of another small plumbing business.

Thank you for this effort!

Jeanine & Al St. John
Anchorage

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:

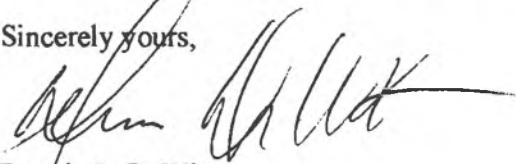
On behalf of the National Federation of Independent Business/Alaska, I wish to respectfully share our support for House Bill 271. The National Federation of Independent Business is the largest small-business advocacy group in Alaska.

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

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.

Aves Thompson | Executive Director | Alaska Trucking Association | www.aktrucks.org
Office 907 276-1149 | Mobile 907 240-0114 | Fax 907 274-1946



Not Your Average Builder. Not Your Average Home

Representative Wes Keller
State Capitol Room 432
Juneau AK, 99801

3/15/2012

Phone: 907-465-2186
Fax: 907-465-3818

Representative Keller,

I wish to express my support for house bill 271.

As a small business owner I have been caught up in the enforcement of the 10,000 pound combined load limit while hauling job materials to a job site. While I had all of the safety equipment required by DOT I did receive a citation. Just having the equipment does not meet the letter of the law as I found out the hard way. I find these requirements to be bit over reaching. My pick-up truck is under the 10,000 pound limit until I load it up or haul my tool trailer to the job site.

I believe the 14,000 pound limit is a fair adjustment given the quality of modern vehicles. Raising the limit will help reduce a paperwork burden for small business owners like myself.

Thank you for having the foresight to address this issue.

Sincerely,

Alan Wilson, President
907-209-6321

907-780-3627 Fax 907-780-4327
7290 Glacier Hwy. Juneau, Alaska 99801

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.

Jim Pound

From: Roger.Boylan@norcon.com
Sent: Friday, February 17, 2012 4:25 PM
To: Jim Pound
Subject: HB 271

Mr., Jim Pound

The Bill HB 271 is an excellent choice for Alaska as we use one ton trucks that are over the 10,000 lb. GVWR to pilot equipment to and from job sites. They are less wear and tear on the highway system than a normal pickup truck due to the dual rear wheels putting less PSI on the road way than single rear wheels.

Roger Boylan
Norcon Equipment Manager
6550 A Street
Office: 907-275-6361
Fax: 907-275-6303
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Email: roger.boylan@norcon.com