

SB

31

<TARGET><BILL>SB 31</BILL><SUBJECT>SB
31</SUBJECT><COMM>STRA28</COMM></TARGET>

SENATE COMMITTEE REPORT First Committee of Referral

DATE: 1/22/13

FURTHER:

Date of 5-Day Notice: _____
(in accordance with Uniform Rule 23)

DATE TURNED
IN TO OFFICE: _____

Transportation Committee considered SENATE BILL NO. 31

SB 31 NAMING AKHIOK RUNWAY

"An Act naming the runway at the state-owned airport in Akhiok the Jim Andie and Robin Starrett Memorial Runway."

and recommends:

- be replaced with CS _____ (_____) Same Title New Title
- adopt previous CS _____ (_____) Same Title New Title
- attached amendment(s)
- adopt _____ Letter of Intent
- further referral to _____ Committee

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

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

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

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	Do PASS	Do NOT PASS	NO REC	AMEND
	FAIRCLOUGH	✓			
	DYSON	✓			
	French	✓			
	Bishop	✓			
CHAIR:	EGAN	✓			

SESSION ADDRESS:
Alaska State Capitol
Juneau, Alaska 99801-1182
(907) 465-4925
Fax: (907) 465-3517
Toll Free: 1-800-821-4925

Senator Gary Stevens
Alaska State Legislature

INTERIM ADDRESS:
112 Mill Bay Road
Kodiak, Alaska 99615
(907) 486-4925
Fax: (907) 486-5264



Sponsor Statement for Senate Bill 31

**“An Act naming the runway at the state-owned airport in Akhiok
the Jim Andie and Robin Starrett Memorial Runway”**

Senate Bill 31 will name the airstrip in the southwest Kodiak Island Community of Akhiok the Jim Andie and Robin Starrett Memorial Runway. This bill has been introduced at the request of the residents of Akhiok, who wish to honor the memory of two pilots who were well-known and greatly respected in the community.

Jim Andie grew up in California and worked in many jobs in the Western United States until finally realizing his dream by becoming an Alaska bush pilot. Tragically, Jim lost his life in a plane crash on Kodiak Island in September, 2011.

Robin Starrett followed a distinguished career in the United States Army with service in the U.S. Coast Guard before retiring in 2004 with the rank of Lieutenant Commander. His later years were spent as a bush pilot in the Kodiak area. Robin passed away in a plane crash in January, 2008.

SB 31 is a small bill, but one with great meaning to the community of Akhiok. I urge you to join me in honoring the community’s wishes and the memory of these two gentlemen whose lives greatly touched so many others by supporting this bill.

Fiscal Note

State of Alaska
2013 Legislative Session

Bill Version: SB 31 (A)
Fiscal Note Number: _____
() Publish Date: _____

Identifier: SB031-DOT-CRHA-2-1-2013
Title: NAMING AKHIOK RUNWAY
Sponsor: STEVENS
Requester: Senate Transportation Committee

Department: Department of Transportation and Public Facilities
Appropriation: Highways, Aviation and Facilities
Allocation: Central Region Highways and Aviation
OMB Component Number: 564

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2014 Appropriation Requested	Included in Governor's FY2014 Request	Out-Year Cost Estimates					
			FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
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 (Operating Only)

None								
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time								
Part-time								
Temporary								

Change in Revenues								
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Estimated SUPPLEMENTAL (FY2013) cost: 0.0

Estimated CAPITAL (FY2014) cost: 0.0

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? No
If yes, by what date are the regulations to be adopted, amended or repealed?

Why this fiscal note differs from previous version:

This is the initial version of the bill.

Prepared By:	<u>Connie McKenzie</u>	Phone:	(907)465-4772
Division	<u>Office of the Commissioner</u>	Date:	02/01/2013 07:10 PM
Approved By:	<u>Mary Siroky</u>	Date:	02/01/13
	<u>Administrative Services Director</u>		

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2013 LEGISLATIVE SESSION

BILL NO. SB31

Analysis

This bill would name the runway at the state-owned airport in Akhiok the Jim Andie and Robin Starrett Memorial Runway.

This bill has no fiscal impact on the department. It was discussed with the sponsor that DOTPF would not be making a sign.

*** LIEUTENANT COMMANDER ROBIN ROYCE STARRETT, USCG (RET) ***

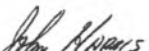
The Twenty-fifth Alaska State Legislature joins with the family and friends of Lieutenant Commander Robin Royce Starrett, United States Coast Guard (Retired) to honor his life and mourn his passing.

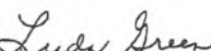
Robin was born January 10, 1957, in Pratt, Kansas. He received his first college degree from the local community college and went on to enroll in Embry-Riddle Aeronautical University where he earned a degree in aeronautical sciences. Before leaving to serve his country as a commissioned officer in the U.S. Army, he married Ms. Judy Kramer, with whom he would share the next twenty-eight years of his life. He pursued his love of the skies throughout his life and career, from his post as an army aviator in West Germany, to becoming an aircraft commander and instructor pilot in the U.S. Coast Guard, to enlistment with the fledgling charter company Servant Air.

His commitment to his job and skill in the air is easily witnessed by his many citations and commendations: Special Ops Service Ribbon; two Humanitarian Service Medals; two National Defense Service Medals; Army Service Ribbon; and a host of Unit and Merit Commendations and Achievement Medals and Awards from the Army and the Coast Guard. In 1994, he brought his wife and sons, Doug and Randy, to his new Coast Guard duty station at Kodiak and loved his home in Alaska so much, he returned to retire in Kodiak after a distinguished and globe-spanning career.

His pride in his family is borne out by his activities as a Boy Scout leader, Little League coach, and the many hunting trips he enjoyed with his family. An American in all he did, this loving husband, proud father, good friend, intrepid aviator, and dedicated coach will be missed by all those who were touched by his life.

The Twenty-fifth Alaska State Legislature expresses its condolences to the family and friends of Robin Starrett. His contributions to his family, country, and adopted state will not be forgotten. He will be missed.


JOHN HARRIS
SPEAKER OF THE HOUSE


LYDA GREEN
PRESIDENT OF THE SENATE


GABRIELLE LEDOUX
PRIME SPONSOR


GARY STEVENS
PRIME SPONSOR

Date: January 10, 2008

Cosponsors: Representatives Harris, Chenault, Cisna, Coghill, Crawford, Dahlstrom, Doff, Doogan, Edgmon, Fairclough, Foster, Gara, Gardner, Gatto, Gruenberg, Guttenberg, Hawker, Holmes, Jotansen, Johnson, Jout, Kawasaki, Keller, Kelly, Keritula, LeDoux, Lynn, Meyer, Nelson, Neuman, Olson, Ramras, Rosa, Salmon, Snumels, Sutton, Stolze, Thomas, Wilson, Senators Green, Bunde, Cawdery, Davis, Dyson, Ellis, Elton, Hoffman, Huggins, Kookesh, McGuire, Olson, Stedman, Therriault, Thomas, Wagoner, Wielechowaki, Wilken

[Print Page](#)

Obituaries

James Owen Andie
Dec. 28, 1961 - Sept. 23, 2011



A true entrepreneur having successfully started and operated several businesses from construction, building many of the Eddie Bauer and Gateway stores in the western states, to putting in satellite towers for cell phones, learning the business from the ground up and learning to expedite the process, with his company, Western Crane Services, Inc., to his last endeavor, one he had always dreamed of – becoming a bush pilot in Alaska. In all these, he would “conquer and move on” until he met up with flying, which kept his attention even after 20 years and building two planes. Unfortunately, Jim was killed when his plane crashed on Sept. 23, 2011, on Kodiak Island in Alaska – truly he died doing what he loved the most.

Jimmy grew up in the Kern River Valley where he had many friends. He learned the construction trade from his father, working with him for many years and building many houses in the Valley. It was here that Jim began riding motorcycles. Rumor has it that if concrete was used on a job, you can be sure that it was stamped with “Husqvarna” (per Brooks) because that was his favorite motorcycle. Later, he moved to Missoula, Mont. where he met and married Tammy, the love of his life, and spent many years there. He spent his last year and a half living on Kodiak Island in Alaska following his dream.

Jim leaves behind his wife, Tammy, and her two daughters, Shana and Kami and their families, his son, James, and daughter Lauren, and grandson Gatti, and their mother, Becky. Also, his father James and his wife Lori and her son, Jeff, his sister, April, and her daughter, Leentje and her husband, Richard, and son, Jayce, and son, Barend (Bear), his brother, Glen, and his wife, Lisa, and their children, Auguste and Ashton, his brother, Brooks, and his wife, Kristi, and their children, Cooper and Ty, his brother, Ross, and mother, Jane. And of course, many other relatives and friends.

Jimmy had a contagious laugh and was always quick with a good joke or story. If you were in a room full of people and heard laughter coming from one end, it was sure to be Jim in the center of it all. He believed you had to pick your battles, and as his sister said, he had a way of turning words into flowers. He loved adventure and a challenge...“Can’t do” was not in his vocabulary. He truly believed to live, love and laugh! We will surely miss him and the pleasure he brought to all our lives.

There will be a remembrance of his life on Saturday, Oct. 8, 2011, at the airport in Missoula, Mont. Time has not been determined at this point. Any questions, you can call 760-379-6820 (his dad’s cell).

□

Doug Letch

From: Linda Amodo <city_of_akhiok@yahoo.com>
Sent: Wednesday, January 23, 2013 10:22 AM
To: Doug Letch
Subject: naming of Akhioks runway

Greeting Legislators,

In the past 5 years we have lost 2 very close friends of ours at Akhiok who were pilots that served our community with good faith and commitment, they were shining examples of what humanity truly is, the first pilot who lost his life near Kodiak was

Robin Starrett, who served in the Coast Guard for many years and upon retirement went to flying to serve the communities on Kodiak Island, he was a great man! and we wish to honor who he was by naming our runway after him, and another pilot who lost his life near Kodiak too was Jim Andie who was co-owner/pilot in Kodiak, he was a great friend of everyone from the Kodiak villages, and a personal good friend of everyone from Akhiok, he always treated everyone with respect and honor and everyone from our elders to children loved him, and are still deeply effected by his death, It was brought to the attention of the City of Akhiok Mayor and Vice Mayor by community memebers that we name our runway after these 2 great pilots whom everyone cared for deeply and were saddened by their loss of life,

We would appreciate it very much if you all vote on helping our community show our respect and honor by getting our runway named the "Robin Starrett & Jim Andie memorial runway"

Respectfully,
Linda Amodo
City Mayor

From: Erickson, Amy J (DOA)
Sent: Monday, February 11, 2013 1:08 PM
To: Mellott, Shelly A (DOA)
Subject: FW: Request for Reclassification of Handicapped passenger Bus's to RV tow vehicle's

I'll need you to explain this request to me...

From: Charlotte Nelson [<mailto:kcnelson@qci.net>]
Sent: Monday, February 11, 2013 1:07 PM
To: Erickson, Amy J (DOA)
Cc: Daryl Nelson; Bonnie Nelson
Subject: Request for Reclassification of Handicapped passenger Bus's to RV tow vehicle's

Director Amy Erickson

My son Daryl Nelson is handicapped and Has two Eldon Escort FE 18 or 15 with two wheel chair passengers. The busses are 23 ft. long with wheel chair lifts he would like to have them re classed to. Handicap R.V. tow vehicles. Currently one of the busses is in Alaska and equipped to tow a toy hauler R.V. trailer.

The R.V. trailer will haul his bikes and wheel chairs and the bus with the wheelchair lift gives Daryl the freedom to travel with assistance all he needs is a driver for the tow vehicle. We realize we will have to remove several seats the 5 fold up seats where the wheelchair's tie down plus the 4 seats behind the 2 wheel chair tie downs

With the removal of 9 seats this would leave 9 plus the two wheel chair tie downs plus the driver. (Note: the other bus is currently in storage in Washington)

Thank you for your consideration

Keith Nelson
3400 S.Marsh RD
Palmer AK. 99645

Cell Phone 907-354-2968
E-Mail kcnelson@qci.net.

cell phone 907-



HOUSE BILL NO. 15

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-EIGHTH LEGISLATURE - FIRST SESSION

BY REPRESENTATIVE KELLER

Introduced: 1/7/13

Referred: Prefiled

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;

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 commercial
26 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 10,000 pounds for vehicles
31 used in interstate commerce and 14,000 pounds for vehicles used in

AMENDMENT /

OFFERED IN THE HOUSE

BY REPRESENTATIVE

TO: HB 15

- 1 Page 2, line 5:
- 2 Delete "designed"
- 3 Insert "**being used** [DESIGNED]"

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 7

HOUSE BILL 15 SPONSOR STATEMENT

"An Act relating to 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 15 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, unique daily and annual inspections and medical exams all of which costs more.

In any case these extra charges do little to improve safety.

HB 15 changes the current statutory descriptions of commercial vehicles. Many newer modern trucks are designed for safety without extra training. It is unnecessary and burdensome to require these drivers to meet similar requirements as a semi driver hauling big loads across the state. HB 15 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@akleg.gov
Call Juneau Toll free: (800) 468-2186
Website: www.akrepublicans.org/keller/

ALASKA STATE LEGISLATURE

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

REPRESENTATIVE WES KELLER DISTRICT 7 MEMO

To: Members of the Alaska Legislature

Date: January 23, 2013

Re: Sectional for House Bill 15 (28-LS0058\A)

Section 1: Gives the Department the authority to implement by regulation to comply with federal statutes and regulations. In most cases this is required to prevent the loss of federal highway funds.

Section 2: Clarifies existing language by specifying vehicles are only considered commercial if they are used for commercial purposes. The vehicle must have a GVW of 13 tons or in the case of a bus carries more than 15 passengers. The section also includes vehicle exemptions and establishes that motor homes, for the most part are not considered commercial because of size.

Section 3: Makes the primary needed change by increasing the GVWR from 10,000 pounds to 14 thousand pounds for intrastate commerce.

Points for reference: the deletion of hazardous materials has been place in the bill as it is duplicated in regulation through compliance with federal statute and regulation.

Please 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.

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/

1 intrastate commerce; or

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

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

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

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

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

17 (iii) school buses;

18 (iv) vehicles owned and operated by the federal
19 government unless the vehicle is used to transport property of the
20 general public for compensation in competition with other persons who
21 own or operate a commercial motor vehicle subject to AS 19.10.310 -
22 19.10.399, and except to the extent that regulation of vehicles operated
23 by the federal government is permitted by federal law; and

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

Fiscal Note

State of Alaska
2013 Legislative Session

Bill Version: HB 15 (A)
Fiscal Note Number: _____
() Publish Date: _____

Identifier: HB015-DOT-MSCVE-2-2-2013
Title: COMMERCIAL MOTOR VEHICLE
REQUIREMENTS
Sponsor: KELLER, ISAACSON
Requester: House Transportation Committee

Department: Department of Transportation and Public Facilities
Appropriation: Administration and Support
Allocation: Measurement Standards & Commercial Vehicle
Enforcement
OMB Component Number: 2332

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2014 Appropriation Requested	Included in Governor's FY2014 Request	Out-Year Cost Estimates					
			FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
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 (Operating Only)

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time							
Part-time							
Temporary							

Change in Revenues							
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Estimated SUPPLEMENTAL (FY2013) cost: 0.0

Estimated CAPITAL (FY2014) cost: 0.0

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? No
If yes, by what date are the regulations to be adopted, amended or repealed?

Why this fiscal note differs from previous version:

This is the initial version of the bill

Prepared By: Connie McKenzie, Legislative Liaison
Division: Office of the Commissioner
Approved By: Acting Commissioner Pat Kemp
Office of the Commissioner

Phone: (907)465-4772
Date: 02/02/2013 01:45 PM
Date: 02/02/13

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2013 LEGISLATIVE SESSION

BILL NO. HB015

Analysis

This bill will clarify language to put the state in compliance with federal regulations and statutes. It removes language that is duplicative. The bill also clarifies language defining "commercial motor vehicle" and makes changes to the definition by increasing the minimum weight of a vehicle for intrastate carriers to take into consideration that many vehicles made today are heavier and will fall under more onerous regulations intended for commercial motor vehicles.

Fiscal Note

State of Alaska
2013 Legislative Session

Bill Version: HB 15 (A)
Fiscal Note Number: _____
() Publish Date: _____

Identifier: HB015-DOA-DMV-2-01-13
Title: COMMERCIAL MOTOR VEHICLE
REQUIREMENTS
Sponsor: KELLER, ISAACSON
Requester: House Transportation

Department: Department of Administration
Appropriation: Motor Vehicles
Allocation: Motor Vehicles
OMB Component Number: 2348

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2014 Appropriation Requested	Included in Governor's FY2014 Request	Out-Year Cost Estimates					
			FY 2014	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
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 (Operating Only)

None							
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time							
Part-time							
Temporary							

Change in Revenues							
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Estimated SUPPLEMENTAL (FY2013) cost: 0.0

Estimated CAPITAL (FY2014) cost: 0.0

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency? no
If yes, by what date are the regulations to be adopted, amended or repealed?

Why this fiscal note differs from previous version:

Not applicable, initial version.

Prepared By: Amy Erickson, Director	Phone: (907)269-5559
Division: Motor Vehicles	Date: 02/01/2013 09:41 AM
Approved By: Curtis Thayer, Deputy Commissioner	Date: 02/01/13
Department of Administration	

FISCAL NOTE ANALYSIS

STATE OF ALASKA
2013 LEGISLATIVE SESSION

BILL NO. HB015

Analysis

This bill changes the definition of a commercial motor vehicle in the Department of Transportation and Public Facilities, and is used for enforcement purposes only.

This bill has no impact on the Division of Motor Vehicles.

28th Legislature(2013-2014)
Bill History/Action for 28th Legislature

Search Bills

BILL: HB 15

SHORT TITLE: COMMERCIAL MOTOR VEHICLE
REQUIREMENTS

CURRENT STATUS: TRANSMITTED TO (S)

STATUS DATE: 02/11/13

SPONSOR(S): REPRESENTATIVE(S) KELLER, ISAACSON, Pruitt, Gruenberg, P.Wilson, T.Wilson,
Olson, LeDoux, Josephson, Johnson, Gattis

TITLE: "An Act relating to commercial motor vehicle requirements."

Jrn-Date	Jrn-Page		Action
02/08/13	<u>0228</u>	(H)	TRA RPT 5DP
02/08/13	<u>0228</u>	(H)	DP: LYNN, JOHNSON, KREISS-TOMKINS, GATTIS, FEIGE
02/08/13	<u>0228</u>	(H)	FN1: ZERO(ADM)
02/08/13	<u>0228</u>	(H)	FN2: ZERO(DOT)
02/11/13	<u>0252</u>	(H)	RULES TO CALENDAR 2/11/2013
02/11/13	<u>0252</u>	(H)	READ THE SECOND TIME
02/11/13	<u>0252</u>	(H)	ADVANCED TO THIRD READING UNAN CONSENT
02/11/13	<u>0252</u>	(H)	READ THE THIRD TIME HB 15
02/11/13	<u>0253</u>	(H)	PASSED Y36 E4
02/11/13	<u>0256</u>	(H)	COSPONSOR(S): OLSON, LEDOUX, JOSEPHSON, JOHNSON, GATTIS
02/11/13	<u>0257</u>	(H)	TRANSMITTED TO (S)
02/11/13	<u>0257</u>	(H)	VERSION: HB 15
02-11-2013			House Journal
			0253

The question being: "Shall HB 15 pass the House?" The roll was taken with the following result:

YEAS: 36 NAYS: 0 EXCUSED: 4 ABSENT: 0

Yeas: Austerman, Chenault, Drummond, Edgmon, Feige, Foster, Gara, Gattis, Gruenberg, Hawker, Herron, Higgins, Holmes, Hughes, Isaacson, Johnson, Josephson, Kawasaki, Keller, Kreiss-Tomkins, LeDoux, Lynn, Millett, Munoz, Neuman, Olson, Pruitt, Reinbold, Saddler, Seaton, Stoltze, Tarr, Thompson, Tuck, P.Wilson, T.Wilson

Excused: Costello, Guttenberg, Kerttula, Nageak

And so, HB 15 passed the House and was referred to the Chief Clerk for engrossment.

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.

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.



This is an example of the F350 that would be exempt.



These are examples of CPD trucks that would still require a CDL to operate.

Photos 1 & 2 are of trucks that are the same size (F3350), but photo two would still require the CDL because it is attached to a propane trailer.



Alaska Trucking Association Examples of Vehicles addressed in HB15

Class 3 Vehicles all 14,000 pounds or less Gross Vehicle Weight Rating (GVWR)



Legislative Testimony House Bill 15

By Michael Moeller, Director of Trucking, CPD Alaska, LLC.

Madam Chair, members of the Transportation Committee,

My name is Mike Moeller; I am Director of Trucking for CPD Alaska, LLC. The petroleum distribution division of Crowley Alaska. We operate across the state delivering petroleum products to customers both on the road system and throughout rural Western Alaska.

I am here today to speak in support of House Bill 15 sponsored by Representatives Keller and Isaccson and co-sponsored by members of this committee including, of course, you Representative Wilson.

As you are all aware, this legislation would update the statutory description of a commercial vehicle , taking into account that modern vehicles are built cleaner and with greater safety considerations for the user than was the case when the original requirements for training and reporting were put into place. Specifically, this legislation changes the definition of a commercial vehicle from one weighing 10,001 or more pounds to a vehicle weighing 14,0001 pounds or greater.

I have included examples of each from our fleet. Under the amended regulation we would no longer be required to have personnel who drive the F350 variety trucks, containing no hazardous materials, certified by the DOT. No doubt you have all seen this type of truck on the highway, it's just a heavy duty pickup truck.

Much like the small businesses who are affected by these regulations, in order to meet the DOT requirements we must transport staff from the far reaches of the state into Anchorage for physicals that are otherwise unnecessary. We also must provide additional equipment and man power to initiate and maintain records for Driver Qualification files for staff that do not deliver petroleum products or drive commercial vehicles in the normal course of their day to day operations.

These transportation and personnel costs weigh heavily into what it costs to run our business in rural parts of the state and those costs, as in any business, are inevitably passed onto to the customer. In areas such as McGrath where Home Heating Fuel has a base cost of \$7.26/ gallon or in Iliamna where it costs \$7.58/gallon our customers would clearly benefit, particularly in the coldest months of the year.

In addition to the onerous requirements placed on organizations such as ours, the regulations as currently written place added strain on the Alaska Commercial Motor Vehicle enforcement resources, which I'm sure we can all agree would be better spent on commercial grade vehicles and licensing than on large pickup trucks which could easily be owned and operated by non-commercially licensed individuals with valid driver's licenses.

On behalf of Crowley, or customers, and staff across the state, I greatly appreciate your consideration and continued support of House Bill 15this legislation. Thank you for your time.



**Alaska State
Home Building Association**

February 11, 2013

The Honorable Wes Keller
Alaska State House of Representatives
State Capitol Building
Juneau, Alaska 99811

Subject: Support for House Bill 15

Dear Representative Keller:

The Board of Directors of the *Alaska State Home Building Association* voted at our January 11, 2013 meeting to support HB15, an Act relating to commercial vehicle requirements.

Many builders use trucks to haul materials and tools to job sites, and would immensely benefit with the passage of this bill. The current costs of money, time, and stress to deal with government inspections, health certificates, and safety equipment seems totally unnecessary.

As this bill moves through the legislative process, our organization will be tracking its progress and encouraging our members to express the benefits of HB15 to their own legislators.

Thank you for sponsoring HB15.

Sincerely,

Jess Hall, President
Alaska State Home Building Association

P.O. Box 91444 • Anchorage, Alaska 99509
Phone (907) 644-4190 • FAX (800) 732-1401
Website: www.buildersofalaska.com
E-mail: alaskastatehomebuildingassoc@gmail.com

Mr. Jim Pound

HB 15 is an excellent choice for Alaska. We use one ton trucks that are over the 10,000 lb. GVWR to pilot equipment to and from job sites. They result in less wear and tear on the highway system than a normal pickup truck due the dual rear wheel putting less PSI on the roadway than single rear wheels.

Roger Boylan
Norcon Equipment Manager
6550 A Street
Office: 907-275-6361
Fax: 907-275-6303
Cell: 907-440-2002
Email: roger.boylan@norcon.com



The Voice of Small Business

ALASKA

January 15, 2013

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

RE: House Bill 15

Dear Representative Keller:

On behalf of the National Federation of Independent Business/Alaska, I wish to respectfully share our support for House Bill 15. The National Federation of Independent Business is the largest small-business advocacy group in Alaska.

HB 15 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, Chair, House Transportation Committee
Aves Thompson

From: Erickson, Amy J (DOA)
Sent: Monday, February 11, 2013 1:08 PM
To: Mellott, Shelly A (DOA)
Subject: FW: Request for Reclassification of Handicapped passenger Bus's to RV tow vehicle's

I'll need you to explain this request to me...

From: Charlotte Nelson [<mailto:kcnelson@oci.net>]
Sent: Monday, February 11, 2013 1:07 PM
To: Erickson, Amy J (DOA)
Cc: Daryl Nelson; Bonnie Nelson
Subject: Request for Reclassification of Handicapped passenger Bus's to RV tow vehicle's

Director Amy Erickson

My son Daryl Nelson is handicapped and Has two Eldon Escort FE 18 or 15 with two wheel chair passengers. The busses are 23 ft. long with wheel chair lifts he would like to have them re classed to. Handicap R.V. tow vehicles. Currently one of the busses is in Alaska and equipped to tow a toy hauler R.V. trailer.

The R.V. trailer will haul his bikes and wheel chairs and the bus with the wheelchair lift gives Daryl the freedom to travel with assistance all he needs is a driver for the tow vehicle. We realize we will have to remove several seats the 5 fold up seats where the wheelchair's tie down plus the 4 seats behind the 2 wheel chair tie downs

With the removal of 9 seats this would leave 9 plus the two wheel chair tie downs plus the driver. (Note: the other bus is currently in storage in Washington)

Thank you for your consideration

Keith Nelson
3400 S.Marsh RD
Palmer AK. 99645

Cell Phone 907-354-2968
E-Mail kcnelson@oci.net.

cell phone 907-

