

ALASKA LEGISLATURE COMMITTEE FILES

1987-1988

8672

5144

HTRA

HB 62

-

HB 78

716

A. There were no changes in standby loading procedures ordered for M/V COLUMBIA or any other vessels out of Haines last summer.

21. Q. Was the M/V AURORA instructed to load only Ketchikan/Hollis traffic out of Prince Rupert during the summer of 1985?

A. No. If there was space available after loading all reserved vehicles, standby vehicles would be loading in their order on the standby list.

22. Q. Why have you not initiated an additional flyer inclusion on all tickets indicating a passengers "final destination"?

A. This may be a good idea as the data would be useful. We do have data on passengers disembarking at Haines and Skagway but we do not have final destination. Presently there is no staff time available to compile the data because of other higher priority work and reduced staff.

23. Q. What was price per gallon for fuel in Seattle and Skagway during the time M/V MALASPINA was on the Seattle run in the winter of 1985? (December 1984, January and February 1985). How much fuel did M/V MALASPINA purchase from each facility during that time?

A.	Price	Amount Purchased
	Skagway .919 gal	208,193 gals
	Seattle .733 gal	202,649 gals

The M/V MALASPINA is required to fuel in Skagway for stability reasons.

24. Q. What is being done to publish and promote the life saving and waterway safety contributions of the Alaska Marine Highway vessels.

A. If the press has not already covered the story a press release is prepared. In addition, articles are carried in the DOT&PF newsletter In Transit as appropriate.

25. Q. May we have a complete list of all rescue operations by AMHS vessels, all records of assistance to vessels in trouble, and all contributions made by AMHS vessels in the area of public waterway safety?
- A. No specific record is kept other than the entries in the ship's logs. Complete retrieval would require prohibitive efforts.
26. Q. We would greatly appreciate receiving a full and complete selection of personal and/or community commendations which exist. (In the area mentioned in Q. 25.)
- A. No such file exists. As such letters and/or commendations are received, they are sent with a forwarding letter to the vessel Master and/or individuals as appropriate. An example is enclosed.
27. Q. Please give us a description of the Seattle phone reservation system from 1982 to the present.
- A. In 1982 and until December 1984, the Seattle office had four telephone reservation clerks. Reservations were centralized in Juneau in December 1984 and toll free lines from both "outside" and within Alaska were established to the Juneau office. The Seattle "reservations" office was closed (the terminal and ticketing remained) and the four reservation clerk positions were transferred to Juneau.
28. Q. How many phone lines existed at which periods of time? When was the toll free 800 number installed? How long was it in existence and how much did it cost? When was it removed, how many non-toll free lines were installed to replace it?
- A. When the Centralized Reservation Office was established in Juneau in December 1983 it was set up with two Alaska-only toll free lines, four "outside" toll free lines and three local lines. The "outside" toll free lines were discontinued in April 1986 because of budgetary restrictions. At that time an additional Alaska-only toll free line and three additional non-toll free (907) lines were installed. The actual bills paid for the toll free lines are as follows:

		<u>Outside lines</u>	<u>Alaska only lines</u>
January	1985	\$ 4,612.92	
February	1985	3,337.19	\$ 7,793.54
March	1985	4,191.61	16,486.63
April	1985	5,510.98	12,507.36
May	1985	3,059.46	15,307.62
June	1985	7,714.36	15,307.62
July	1985	3,456.62	15,307.62
August	1985	5,828.09	17,263.15
September	1985	4,481.02	16,264.00
October	1985	3,201.24	4,393.77
November	1985	2,506.53	6,716.92
December	1985	3,152.71	731.11
January	1986	7,141.40	1,515.70
February	1986	6,391.35	23,741.05
March	1986	4,373.45	21,099.20
April	1986	101.32	25,645.09
May	1986		25,621.65
June	1986		29,342.40
July	1986		28,531.00
		\$79,566.30	\$284,251.93

29. Q. Josephine Emery was Director of Marketing for what period of time?

A. Mrs. Emery was Director of Marketing and Services from January 1984 until May 1986.

30. Q. Could you please give us a description of her duties as Director of Marketing?

A. Her primary responsibilities included managing a \$4.7 million operating budget along with the development, revision and communication of policies, rules and procedures for the promotion and sales of passenger, vehicle and stateroom space on the system which carries approximately 370,000 passengers and 100,000 vehicles.

She participated in the tourism industry to promote travel on the system, monitored community needs and probable effects of changing schedules or capacity; monitored passenger services on vessels; and responded to customer complaints.

She also supervised 65 employees, located in 13 offices and terminals in Seattle, Washington; Prince Rupert, B. C. and Alaska. She was responsible for publication and distribution of seasonal schedules and acted as project manager for the development and maintenance of a second generation computerized Reservation Management System (RMS II).

31. Q. What were her accomplishments as Director of Marketing?

A. She was Project Manager for the development of second generation Computer Reservation Management system; centralized and increased reservation sales office hours. Introduced toll-free numbers and introduced electronic call distribution system in central reservation office to assist planning for proper staffing, monitor efficiency and provide necessary data for future staffing levels; timely publication and distribution of printed schedules; employees in uniforms to improve Alaska Marine Highway system image and assist in public identification; coordinated promotional programs with the State Division of Tourism; and served on the Board of Directors of the Southeast Tourism Council and Juneau Convention and Visitor Bureau.

32. Q. Please give us a brief history of her prior marketing experience.

A. 1973 - 1980 Instructor - Tanana Valley Community College. Instructed three credit course - "Fundamentals of Transportation".

1974 - 1978 Manager, Passenger Services and Sales. Wien Air Alaska, Fairbanks.

1961 - 1974 Supervisor, Marketing and Sales - Western Airlines. Seattle, San Francisco, Ketchikan and Anchorage.

33. Q. How much was the advertising budget for FY 32 through FY 36?

- A. The base budget printing and advertising line item for FY 82 through FY 86 was as follows:

FY 82	121.7
FY 83	149.4
FY 84	177.7
FY 85	135.3
FY 86	161.4

34. Q. What was the general breakdown of advertising costs for FY 85 and FY 86?

- A. FY 85 breakdown: Summer and Winter schedules printing \$90,000; tickets \$20,000; miscellaneous printing and print advertising \$14,000.

FY 86 breakdown: Summer and Winter schedules printing \$100,000; tickets \$30,000; miscellaneous printing, photo contest and print advertising \$31,000.

35. Q. Who decided to implement the cancellation fees?

- A. I did.

36. Q. Do you think the cancellation fees are particularly unfair during the busy summer months when the rooms, in particular, can be resold and bring in their expected revenue?

- A. No, I do not. The cancellation penalty is a tool to encourage people who change their mind about traveling to cancel their reservation in order that we may then offer the space to someone on our "wait-list", a new innovation which allows our reservation's center personnel to confirm reservations for people on the wait-list as cancellations occur. This is in contrast to the standby list which only allows people in the terminal to board if there is a no-show. Before the penalty individuals were not cancelling their reservations causing the computer to show the vessel "booked solid". Other potential passengers then could not make reservations and when the person with the original reservation "no showed" we sailed with light loads. Staterooms almost always are filled on board by "cabin standby", passengers, but others may have decided not to travel because of non-availability of confirmed car deck or stateroom space.

37. Q. For exactly how many years was the no-charge stopover option available?

A. Staterooms have always been charged on a trip segment basis. This is the first year trip segment fares have been charged for other classes of fares.

38. Q. Who decided to discontinue this attractive travel incentive?

A. I did to help cover some of our costs during a year when operation of our vessels was directly tied to earned revenue for the first time.

39. Q. Could you please give us the cost increase figures on a fare from Seattle/Skagway with stops in Ketchikan, Wrangell, Petersburg, Juneau and Haines as opposed to a through fare?

A. Trip Segment Fare		Through Fare	
Sea-Ktn	138	Sea-Sgy	203
Ktn-Wrg	22		
Wrg-Psg	14		
Psg-Jnu	36		
Jnu-Hns	13		
Hns-Sgy	<u>10</u>		
Total	238	Total	203

40. Q. Are you considering reinstating the travel incentive of through fares?

A. Yes, either through elimination of or by lowering the difference in costs.

41. Q. May we have a list of private organizations that the State has contracted with for labor with their physical location and address?

A. AMHS has contracted on occasion for specific jobs when cost analysis has shown contracting out to be less expensive. Specifically, the M/V MATANUSKA staterooms were cleaned by Coast Janitorial Service following the reengining of that vessel in Portland. The contracted

job cost \$8,230.00. The Chief Steward has stated he needed 10 stewards to do the job which would have cost \$21,918.00 per diem and wages (minimum guarantee included) and \$376.70 in travel cost. The cost avoidance was approximately \$14,064.70. Additionally, a contract has been signed with a company, Wright Service, to provide assistance in cleaning staterooms on the vessel turn arounds in Skagway. The contract calls for a cost of \$6.25 per room. This is measured against the cost of "turn around" stewards from Juneau to Skagway to Juneau and the overtime plus the limited time in port. This program has been accepted by Chief Stewards as necessary, especially when there is limited turn around time in Skagway. Other contracts are entering into only if specific cost avoidance can be shown.

42. Q. How much was spent on contracted labor in 1984, 85 and 86?

A. This information is not readily available. As staff time will allow the answer will be researched and the information provided at a later date.

43. Q. How many "Comprehensive Plans" have been done regarding proposed operating plans for the Alaska Marine Highway System?

A. The Alaska Marine Highway is currently developing a comprehensive System Plan as recommended in the 1984 AMHS Task Force Report. It is scheduled to be completed this fall, and to my knowledge this is the only comprehensive plan developed in recent history.

The Southeast Region of DOT&PF has a Southeast Transportation Plan developed in 1980 that address AMHS as well as other modes of transportation in Southeast Alaska. It was updated earlier this year. It is a plan that addresses transportation from a regional aspect and does not go into detail nor does it address all the aspects that the AMHS System Plan will include.

44. Q. Is the AMHS System Plan Policy Workshop report yet another "proposed comprehensive plan"?


Mr. Stepham Mason

-16-

August 14, 1986

A. No. It is a small portion of the System Plan under development.

Sincerely,



Joe D. Camp  
Deputy Commissioner

sz

Enclosure

cc: copy of August 2, 1986 Coalition letter  
enclosed  
The Honorable Robert H. Ziegler, Sr.  
Alaska State Legislature  
The Honorable Jim Duncan  
Alaska State Legislature  
The Honorable Richard I. Eliason  
Alaska State Legislature  
The Honorable Peter Goll  
Alaska State Legislature  
The Honorable Ben Grussendorf  
Alaska State Legislature  
The Honorable Mike M. Miller  
Alaska State Legislature  
The Honorable Bill Ray  
Alaska State Legislature  
The Honorable John Sund  
Alaska State Legislature  
Karen Hofstad, President  
Southeast Conference  
R. J. Knapp, Commissioner  
Len Laurance, Chairman  
Governor's Task Force  
The Honorable Robin L. Taylor  
Alaska State Legislature

\*\*\* DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES \*\*\*

SHORT FORM PAGE	BUDGET COMPONENT	86 ACT	87 AUTH	87 REV	88 GOV	88 GOV - 87 REV COMPARISON
	TRANSPORTATION					
	OFFICE OF THE COMMISSIONER					
2	COMMISSIONER'S OFFICE	641.6	575.8	536.9	504.1	-32.8 -6.1%
4	STATEWIDE DEPUTY COMMISSIONER	779.0	242.7	218.5	207.9	-10.6 -4.9%
6	EQUAL EMPLOYMENT & CIVIL RIGHTS		704.1	704.1	681.7	-22.4 -3.2%
8	INTL ARPT REVENUE CNTRL OFFICE				228.5	228.5 100.0%
10	DATA AND WORD PROCESSING	8.3				
12	INTERNAL REVIEW	679.5	842.5	842.5	842.5	
	*** PROGRAM TOTAL ***	2108.4	2365.1	2302.0	2464.7	162.7 7.1%
	STATEWIDE MANAGEMENT & FINANCE					
16	MANAGEMENT AND FINANCE	2102.7	2124.6	2124.6	2456.6	332.0 15.6%
18	DATA AND WORD PROCESSING	72.7				
20	STATE EQUIPMENT FLEET	304.6	441.0	441.0	756.5	315.5 71.5%
	*** PROGRAM TOTAL ***	2480.0	2565.6	2565.6	3213.1	647.5 25.2%
	STATEWIDE INFORMATION SYSTEMS					
24	INFORMATION SYSTEMS	2435.4	2167.8	1911.8	1911.8	
	STATE PLANS, PROGRAMS & BUDGET					
28	PLANS, PROGRAMS & BUDGET	1769.8	1846.2	1669.3	1673.1	3.8 0.2%
30	STATEWIDE AVIATION PLANNING	274.9	250.5	245.8	245.8	
32	DATA AND WORD PROCESSING	98.4				
34	UNBUDGETED RSA'S HPR/IARF	823.3				
	*** PROGRAM TOTAL ***	2966.4	2096.7	1915.1	1918.9	3.8 0.2%
	STATEWIDE RESEARCH					
38	STATEWIDE RESEARCH	964.3	774.9	711.2	746.2	35.0 4.9%
	STATEWIDE ENG & OPS STANDARDS					
42	ENG & OPS STANDARDS	2453.0	2286.0	2050.7	1741.7	-309.0 -15.1%
44	DATA AND WORD PROCESSING	15.6				
46	CIP PROGRAM	2657.4	3497.5	3497.5	3754.8	257.3 7.4%
48	UNBUDGETED RSA'S	69.7				
	*** PROGRAM TOTAL ***	5195.7	5783.5	5548.2	5496.5	-51.7 -0.9%
	CENTRAL REGION ADMIN SERVICES					
52	ADMINISTRATIVE SERVICES	2073.9	1710.1	1618.7	1618.7	
54	STATE EQUIPMENT FLEET	5814.5	6132.1	6132.1	6116.7	-15.4 -0.3%
56	DATA AND WORD PROCESSING	20.7				
58	AIRPORT LEASING	328.2	271.2	271.2	391.9	120.7 44.5%
	*** PROGRAM TOTAL ***	8237.3	8113.4	8022.0	8127.3	105.3 1.3%
	CENTRAL REGION PLANNING					
62	PLANNING	1516.4	1113.6	1046.1	963.8	-82.3 -7.9%
64	DATA AND WORD PROCESSING	8.5				
66	UNBUDGETED RSA'S	694.3				
	*** PROGRAM TOTAL ***	2219.2	1113.6	1046.1	963.8	-82.3 -7.9%
	CENTRAL REGION DESIGN & CONST.					
70	ENGINEERING MANAGEMENT	2166.2	5233.8	5140.4	4987.3	-153.1 -3.0%
72	DATA AND WORD PROCESSING	43.7				
74	CIP PROGRAM	20282.6	23139.0	23139.0	22850.2	-288.8 -1.2%

\*\*\* DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES \*\*\*

SHORT FORM PAGE	BUDGET COMPONENT	86 ACT	87 AUTH	87 REV	88 GOV	88 GOV - 87 REV COMPARISON	
	*** PROGRAM TOTAL ***	22492.5	20372.8	28279.4	27837.5	-441.9	-1.6%
	CENTRAL REGION MAINT. & OPER.						
	HIGHWAYS AND AVIATION	28462.6	26956.5	21193.8	16989.4	-4266.4	-19.8%
78	TRAFFIC SIGNAL MANAGEMENT	826.0	1126.0	1126.0	1126.0		
80	FACILITIES	3429.0	3395.7	2927.7	2901.2	-26.5	-0.9%
82	ADMINISTRATION	1283.6	1155.3	996.5	864.4	-132.1	-13.3%
84	*** PROGRAM TOTAL ***	34001.2	32633.5	26246.0	21881.0	-4363.0	-16.6%
	ANCHORAGE INTL AIRPORT						
	FIELD MAINTENANCE	2661.3	3090.0	3090.0	3068.9	-21.1	-0.7%
88	BUILDING MAINTENANCE	3483.1	3647.8	3647.8	4140.4	492.6	13.5%
90	SECURITY	3879.5	4063.0	4063.0	4326.0	263.0	6.5%
92	CUSTODIAL	2797.6	3272.2	3272.2	3204.9	-67.3	-2.1%
94	EQUIPMENT MAINTENANCE	1275.8	1319.5	1319.5	1319.5		
96	ADMINISTRATION	3224.7	3661.7	3661.7	3989.6	327.9	9.0%
98	DATA AND WORD PROCESSING	1.5	60.8	60.8	60.8		
100	*** PROGRAM TOTAL ***	17323.5	19115.0	19115.0	20110.1	995.1	5.2%
	NORTH REGION ADMIN. SERVICES						
	INTERIOR DIS. ADMIN. SERVICES	2044.7	1672.8	1672.8	1540.4	-132.4	-7.9%
104	WESTERN DIS. ADMIN. SERVICES	344.5	337.0	188.1	164.1	-24.0	-12.8%
106	SOUTHCENTRAL DIS. ADMIN. SVCS	403.1	345.6	195.6	195.6		
108	DATA AND WORD PROCESSING	33.2	38.5	32.7	32.7		
110	INTERIOR DIS STATE EQUIP. FLEET	6730.8	7008.6	7008.6	7008.6		
112	WESTERN STATE EQUIP. FLEET	871.3	935.2	935.2	963.2	28.0	3.0%
114	SC DISTRICT STATE EQUIP. FLEET	2141.6	2328.3	2328.3	2300.3	-28.0	-1.2%
116	AIRPORT LEASING/PROPERTY MGMT				337.8	337.8	100.0%
118	*** PROGRAM TOTAL ***	12569.2	12666.0	12361.3	12542.7	181.4	1.5%
	NORTHERN REGION PLANNING						
	PLANNING	1197.1	975.6	975.6	951.1	-24.5	-2.5%
122	UNBUDGETED RSA'S, DPR P.R. SUS	327.8					
124	*** PROGRAM TOTAL ***	1524.9	975.6	975.6	951.1	-24.5	-2.5%
	NORTHERN REGION DESIGN & CONST						
	ENGINEERING MANAGEMENT	2382.1	2967.9	2857.6	2848.3	-9.3	-0.3%
128	DATA AND WORD PROCESSING	105.5					
130	CIP PROGRAM	1873.8	2113.4	2113.4	2102.5	-10.9	-0.5%
132	*** PROGRAM TOTAL ***	21220.4	24101.3	23991.0	23870.8	-120.2	-0.5%
	INTERIOR DISTRICT MAINT & OPER						
	HIGHWAYS & AVIATION	23069.1	21060.5	16853.1	14947.3	-1905.8	-11.3%
136	FACILITIES	4709.4	4482.2	3877.4	3654.4	-223.0	-5.8%
138	ADMINISTRATION	1107.1	763.2	763.2	589.0	-174.2	-22.8%
140	*** PROGRAM TOTAL ***	28885.6	26305.9	21493.7	19190.7	-2303.0	-10.7%
	WESTERN DISTRICT MAINT & OPER						
	HIGHWAYS AND AVIATION	4122.0	3893.6	3007.6	2695.9	-311.7	-10.4%
144	FACILITIES	670.7	661.0	574.8	574.8		
146	ADMINISTRATION	306.7	159.5	155.6	155.6		
148	*** PROGRAM TOTAL ***	5099.4	4714.1	3738.0	3406.3	-311.7	-8.4%
	SOUTHCENTRAL DISTRICT M & O						

\*\*\* DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES \*\*\*

SHORT FORM PAGE	BUDGET COMPONENT	86 ACT	87 ANTH	87 REV	88 GOV	88 GOV - 87 RLV COMPARISON	
152	HIGHWAYS AND AVIATION	6728.6	6413.1	5046.5	4048.4	-998.1	-19.8%
154	FACILITIES	1719.9	1930.2	1742.4	1692.0	-50.4	-2.9%
156	ADMINISTRATION	431.8	329.1	279.7	279.7		
	*** PROGRAM TOTAL ***	8880.3	8672.4	7068.6	6020.1	-1048.5	-11.8%
	FAIRBANKS INT AIRPORT						
160	FIELD MAINTENANCE	1306.4	1694.1	1694.1	1584.1	-110.0	-6.5%
162	BUILDING MAINTENANCE	1225.5	1432.3	1432.3	1382.3	-50.0	-3.5%
164	SECURITY	2736.8	2717.9	2717.9	3032.8	314.9	11.6%
166	CUSTODIAL	619.4	683.1	683.1	658.1	-25.0	-3.7%
168	ADMINISTRATION	1049.5	1367.8	1367.8	1417.8	50.0	3.7%
	*** PROGRAM TOTAL ***	6937.6	7895.2	7895.2	8075.1	179.9	2.3%
	S.E. REGION ADMIN. SERVICES						
172	ADMINISTRATIVE SERVICES	1313.0	1039.8	898.1	953.1	55.0	6.1%
174	DATA AND WORD PROCESSING	9.8					
176	STATE EQUIPMENT FLEET	1740.0	2015.4	2015.4	1660.6	-354.8	-17.6%
	*** PROGRAM TOTAL ***	3062.8	3055.2	2913.5	2613.7	-299.8	-10.3%
	SOUTHEAST REGION PLANNING						
180	PLANNING	547.5	376.8	345.3	365.3	20.0	5.8%
182	DATA AND WORD PROCESSING	10.6					
	*** PROGRAM TOTAL ***	558.1	376.8	345.3	365.3	20.0	5.8%
	SOUTHEAST REGION DES. & CONST.						
186	ENGINEERING MANAGEMENT	1246.5	1322.4	1245.9	4012.8	2766.9	222.1%
188	DATA AND WORD PROCESSING	63.6					
190	CIP PROGRAM	8087.0	8671.2	8671.2	5833.1	-2838.1	-32.7%
192	UNBUDGETED RSA'S SCH SUR/D5GN	2.2					
	*** PROGRAM TOTAL ***	9399.3	9993.6	9917.1	9845.9	-71.2	-0.7%
	SOUTHWEST REGION M & O						
196	HIGHWAYS & AVIATION	7996.5	7611.8	6305.6	4339.6	-1966.0	-31.2%
198	FACILITIES	4890.2	4608.7	3872.4	3726.9	-145.5	-3.8%
200	ADMINISTRATION	393.1	392.6	326.2	324.7	-1.5	-0.5%
	*** PROGRAM TOTAL ***	13279.8	12613.1	10504.2	8391.2	-2113.0	-20.1%
	MARINE ADMINISTRATION						
204	ADMINISTRATION	2405.4	2226.7	2226.7	2331.7	105.0	4.7%
206	DATA AND WORD PROCESSING	46.8					
	*** PROGRAM TOTAL ***	2452.2	2226.7	2226.7	2331.7	105.0	4.7%
	MARINE FACILITIES ENGINEERING						
210	MANAGEMENT	393.5	433.0	433.0	433.0		
212	CIP	970.8	1341.5	1341.5	1393.1	51.6	3.8%
	*** PROGRAM TOTAL ***	1364.3	1774.5	1774.5	1826.1	51.6	2.9%
	MARINE MARKETING AND SERVICES						
216	MARKETING MANAGEMENT	1410.2	1363.2	1363.2	2271.2	908.0	66.6%
218	SOUTHEAST SHORE FACILITIES	2389.8	2712.9	2712.9	2359.6	-353.3	-13.0%
220	SOUTHWEST SHORE FACILITIES	650.6	678.2	678.2	468.0	-210.2	-31.0%
222	DATA AND WORD PROCESSING	258.7					
	*** PROGRAM TOTAL ***	4709.3	4754.3	4754.3	5098.8	344.5	7.2%
	MARINE OPERATIONS						

\*\*\*\*\* DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES \*\*\*\*\*

SHORT  
FORM

PAGE

226

228

230

232

BUDGET COMPONENT

MANAGEMENT

SOUTHEAST VESSEL OPER/OVERHAUL

SOUTHWEST VESSEL OPER/OVERHAUL

\*\*\* PROGRAM TOTAL \*\*\*

RETIREMENT INCENTIVE PROGRAM

\*\*\* TRANSPORTATION TOTAL \*\*\*

\*\*\*\*\* TOTAL AGENCY EXPENDITURES

\*\*\*\*\* AGENCY FUNDING

FED RCPTS

GEN FUND

OTHER FUNDS

86 ACT

87 AMN

87 REV

88 GOV

88 GOV - 87 REV  
COMPARISON

820.2

1047.8

1047.8

1201.1

153.3

14.6%

47337.4

44267.1

44267.1

36571.2

-7695.9

-17.4%

9416.0

9315.6

9315.6

8041.6

-1274.0

-13.7%

57573.6

54630.5

54630.5

45813.9

-8816.6

-16.1%

1143.3

1143.3

100.0%

277940.7

279857.1

262229.9

246157.6

-16072.3

-6.1%

277940.7

279857.1

262229.9

246157.6

-16072.3

-6.1%

3058.4

3697.6

3697.6

3697.6

-22408.6

-15.6%

176161.1

161446.1

143360.6

120972.0

6336.3

5.5%

98721.2

114713.4

115151.7

121488.0

13

\*\*\*\*\* DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES \*\*\*\*\*

13

14

\*\*\*\*\*

\*\*\*\*\*

14

15

STATEWIDE PROGRAMS

15,751,200

7,747,700

8,003,500

15

16

OFFICE OF THE COMMISSIONER

16

17

COMMISSIONER'S OFFICE (6 POSITIONS)

503,100

17

18

STATEWIDE DEPUTY COMMISSIONER (4 POSITIONS)

207,900

18

19

EQUAL EMPLOYMENT AND CIVIL RIGHTS (12 POSITIONS)

481,700

19

20

INTERNATIONAL AIRPORT REVENUE FUND CONTROLLER'S OFFICE (4 POSITIONS)

228,500

20

21

INTERNAL REVIEW (14 POSITIONS)

842,500

21

22

STATEWIDE MANAGEMENT AND FINANCE

22

23

MANAGEMENT AND FINANCE (42 POSITIONS)

2,456,600

23

24

STATE EQUIPMENT FLEET (9 POSITIONS)

756,500

24

25

STATEWIDE INFORMATION SYSTEMS

25

26

INFORMATION SYSTEMS (31 POSITIONS)

1,911,800

26

1	DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES (CONT.)				1
2			APPROPRIATION	APPROPRIATION	FUND SOURCES
3		ALLOCATIONS	ITEMS	GENERAL FUND	OTHER FUNDS
4	STATEWIDE PLANS, PROGRAMS, AND BUDGET				
5	PLANS, PROGRAMS AND BUDGET (31 POSITIONS)	1,673,100			
6	STATEWIDE AVIATION PLANNING (4 POSITIONS)	245,800			
7	STATEWIDE RESEARCH				
8	STATEWIDE RESEARCH (12 POSITIONS)	746,200			
9	STATEWIDE ENGINEERING AND OPERATIONS STANDARDS				
10	ENGINEERING AND OPERATIONS STANDARDS (28 POSITIONS)	1,741,700			
11	CIP PROGRAM (58 POSITIONS)	3,754,800			
12	CENTRAL REGION PROGRAMS		58,809,600	24,627,300	34,182,300
13	CENTRAL REGION ADMINISTRATIVE SERVICES				
14	ADMINISTRATIVE SERVICES (36 POSITIONS)	1,618,700			
15	STATE EQUIPMENT FLEET (58 POSITIONS)	6,116,700			
16	AIRPORT LEASING (7 POSITIONS)	391,900			
17	CENTRAL REGION PLANNING				
18	PLANNING (18 POSITIONS)	963,800			
19	CENTRAL REGION DESIGN AND CONSTRUCTION				
20	ENGINEERING MANAGEMENT (75 POSITIONS)	4,987,300			
21	CIP PROGRAM (521 POSITIONS)	22,850,200			
22	CENTRAL REGION MAINTENANCE AND OPERATIONS				
23	HIGHWAYS AND AVIATION (241 POSITIONS)	16,989,400			
24	TRAFFIC SIGNAL MANAGEMENT	1,126,000			
25	FACILITIES (26 POSITIONS)	2,901,200			
26	ADMINISTRATION (18 POSITIONS)	864,400			
27	ANCHORAGE INTERNATIONAL AIRPORT		20,110,100		20,110,100

1 DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES (CONT.)					1
2		ALLOCATIONS	APPROPRIATION ITEMS	APPROPRIATION FUND SOURCES	2
3				GENERAL FUND	OTHER FUNDS
4	FIELD MAINTENANCE (50 POSITIONS)	3,068,900			
5	BUILDING MAINTENANCE (59 POSITIONS)	4,140,400			
6	SECURITY (79 POSITIONS)	4,326,000			
7	CUSTODIAL (69 POSITIONS)	3,204,900			
8	EQUIPMENT MAINTENANCE (15 POSITIONS)	1,319,500			
9	ADMINISTRATION (24 POSITIONS)	3,989,600			
10	DATA AND WORD PROCESSING	60,800			
11	NORTHERN REGION PROGRAMS		45,981,700	26,832,200	39,149,500
12	NORTHERN REGION ADMINISTRATIVE SERVICES				
13	INTERIOR DISTRICT ADMINISTRATIVE SERVICES (36 POSITIONS)	1,540,400			
14	WESTERN DISTRICT ADMINISTRATIVE SERVICES (3 POSITIONS)	164,100			
15	SOUTHCENTRAL DISTRICT ADMINISTRATIVE SERVICES (7 POSITIONS)	195,600			
16	DATA AND WORD PROCESSING	52,700			
17	INTERIOR DISTRICT STATE EQUIPMENT FLEET (56 POSITIONS)	7,008,600			
18	WESTERN DISTRICT STATE EQUIPMENT FLEET (9 POSITIONS)	963,200			
19	SOUTHCENTRAL DISTRICT STATE EQUIPMENT FLEET (21 POSITIONS)	2,300,300			
20	AIRPORT LEASING AND PROPERTY MANAGEMENT (5 POSITIONS)	337,800			
21	NORTHERN REGION PLANNING				
22	PLANNING (16 POSITIONS)	951,100			
23	NORTHERN REGION DESIGN AND CONSTRUCTION				
24	ENGINEERING MANAGEMENT (38 POSITIONS)	2,848,300			

1	DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES (CONT.)				1
2			APPROPRIATION	APPROPRIATION	FUND SOURCES
3		ALLOCATIONS	ITEMS	GENERAL FUND	OTHER FUNDS
4	CIP PROGRAM (484 POSITIONS)	21,022,500			
5	INTERIOR DISTRICT MAINTENANCE AND OPERATIONS				
6	HIGHWAYS AND AVIATION (174 POSITIONS)	14,947,300			
7	FACILITIES (25 POSITIONS)	3,654,400			
8	ADMINISTRATION (7 POSITIONS)	589,000			
9	WESTERN DISTRICT MAINTENANCE AND OPERATIONS				
10	HIGHWAYS AND AVIATION (30 POSITIONS)	2,695,900			
11	FACILITIES (5 POSITIONS)	574,800			
12	ADMINISTRATION (2 POSITIONS)	135,600			
13	SOUTHCENTRAL DISTRICT MAINTENANCE AND OPERATION				
14	HIGHWAYS AND AVIATION (57 POSITIONS)	4,048,400			
15	FACILITIES (16 POSITIONS)	1,692,000			
16	ADMINISTRATION (6 POSITIONS)	279,700			
17	FAIRBANKS INTERNATIONAL AIRPORT		8,075,100		8,075,100
18	FIELD MAINTENANCE (17 POSITIONS)	1,584,100			
19	BUILDING MAINTENANCE (4 POSITIONS)	1,382,300			
20	SECURITY (43 POSITIONS)	3,032,800			
21	CUSTODIAL (13 POSITIONS)	658,100			
22	ADMINISTRATION (12 POSITIONS)	1,417,800			
23	SOUTHEAST REGIONAL PROGRAMS		21,215,100	10,228,800	10,987,300
24	SOUTHEAST REGION ADMINISTRATIVE SERVICES				
25	ADMINISTRATIVE SERVICES (22 POSITIONS)	953,100			
26	STATE EQUIPMENT FLEET (15 POSITIONS)	1,660,600			

1	DEPARTMENT OF TRANSPORTATION/PUBLIC FACILITIES (CONT.)		1
2		ALLOCATIONS	2
3		ITEMS	3
4	SOUTHEAST REGION PLANNING		4
5	PLANNING (2 POSITIONS)	365,300	5
6	SOUTHEAST REGION DESIGN AND CONSTRUCTION		6
7	ENGINEERING MANAGEMENT (67 POSITIONS)	5,912,800	7
8	CIP PROGRAM (118 POSITIONS)	5,833,100	8
9	SOUTHEAST REGION MAINTENANCE AND OPERATIONS		9
10	HIGHWAYS AND AVIATION (55 POSITIONS)	4,339,600	10
11	FACILITIES (26 POSITIONS)	3,726,800	11
12	ADMINISTRATION (6 POSITIONS)	324,700	12
13	ALASKA MARINE HIGHWAY SYSTEM		13
14	MARINE ADMINISTRATION		14
15	ADMINISTRATION (46 POSITIONS)	2,331,700	15
16	MARINE FACILITIES ENGINEERING		16
17	MANAGEMENT (5 POSITIONS)	533,000	17
18	CIP PROGRAM (22 POSITIONS)	1,393,100	18
19	MARINE MARKETING AND SERVICES		19
20	MARKETING MANAGEMENT (32 POSITIONS)	2,271,200	20
21	SOUTHEAST SHORE FACILITIES (38 POSITIONS)	2,359,600	21
22	SOUTHWEST SHORE FACILITIES (5 POSITIONS)	668,000	22
23	MARINE OPERATIONS		23
24	MANAGEMENT (16 POSITIONS)	1,201,100	24
25	SOUTHEAST VESSEL OPERATIONS AND OVERHAUL (62 POSITIONS)	36,571,200	25
26	SOUTHWEST VESSEL OPERATIONS AND OVERHAUL (98 POSITIONS)	8,041,600	26

January 27, 1987

DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
 OPERATING BUDGET COMPARISON  
 AND NARRATIVE OVERVIEW  
 FY86 AUTHORIZED - FY88 GOVERNOR'S REQUEST  
 (in millions)

Source of Funding	FY86 Authorized	FY87 Authorized	FY87 Revised	FY88 Governor's Request*	\$ Change FY87 Rev. to FY88
Gen. Fund	\$177.3	\$161.4	\$143.4	\$124.1	(\$19.3)
Other Funds	116.2	113.5	113.3	122.1	3.3
Dept. Totals	\$294.0	\$279.9	\$262.2	\$246.2	<\$16.0>
‡ G.F. Change From Previous Year	<0.4>‡	<9.2>‡	<11.2>‡	<13.5>‡	

\*Excludes \$5.2 million switch to user fees for Dalton Highway toll charges.

General fund decrements totalling \$21.1 million and one general fund increment for \$1.3 million for Marine Highways Risk Management increases have been accepted by the Governor. This is a net reduction of \$19.3 million for the Department of Transportation and Public Facilities (DOT&PF). This yields a 13.5‡ departmental reduction from the FY87 Revised general fund budget. Please note this includes a net reduction of approximately 1‡ for the Alaska Marine Highway System (AMHS) and a 13.1‡ cut for all remaining DOT&PF general funds.

In addition, it is proposed that \$5.2 million be changed from general funds to user fees to reflect operation of the Dalton Highway as a toll road. This would bring the general fund (GF) reduction to \$24.5 million, or 17.1‡ of the Department's FY87 Revised GF budget. However, since this proposal would require separate legislative action this funding change is being considered as a part of the proposal for new legislation rather than as a part of the Department's budget.

Excluding the AMHS, and the Dalton Toll proposal, a general fund reduction of 13.1‡ and \$11.0 million from the FY87 Revised GF level of \$84 million is proposed. This 13.1‡ reduction in FY88

would mean that units of the department other than AMHS have been reduced by 36.1% since the FY86 authorized GF budget.

A net reduction for the general fund portion must be viewed in light of the overall impact to revenue from cuts to the AMHS. The AMHS has a FY'87 general fund revised budget of approximately \$60 million and a subsidy level of about \$30 million. We have identified the impacts from reducing the subsidy level by about \$6 million, which results in a total reduction to the AMHS general fund budget of about \$8.4 million due to revenue cuts.

#### MAJOR HIGHLIGHTS

The following depicts the major impacts from adoption of these proposals:

- (1) Elimination of all state maintenance on nearly 1,600 miles of roads currently on the state maintenance system that are not considered the highest priority routes, or do not require minimal maintenance efforts due to investment of federal funds;
- (2) Elimination of all maintenance except for minimal safety repairs and physical highway protection (which adds a hidden cost for increased legal liability) for approximately 800 miles of highways that are not priority routes, but have federal investment requiring continued state efforts to protect this investment;
- (3) Reduction of maintenance funding by another 3% on the remaining 2900 miles of roads, which means a total reduction well in excess of 25% for maintenance and operation of these facilities in less than 13 months;
- (4) Elimination or reduction of airport maintenance by over 7%, with particular emphasis on daytime operations only and major reduction of winter maintenance at certain airports statewide;
- (5) Substantial reductions in Marine Highway service including unmanned layup of 6 vessels for a total of 29 months. This will affect at least 230 crew members. This leaves the Southeast system with no change to summer service, but only one mainline vessel and one feeder vessel for the other 8 months of the year, and the Southwest system with single vessel service for 6 months and no service for 2 months during the winter.
- (6) Institution of a toll or user fee charge of approximately \$300 per trip, per 13-wheeler for commercial use of the James Dalton Highway north of the Yukon River, which

may lead to eventual closure due to inability to recover adequate fees;

- (7) Elimination of maintenance for campgrounds, rest areas, turnouts and waysides, land fills, and litter pickup for state highways to preserve funds for essential M&O functions; and
- (8) Reductions in facilities maintenance including janitorial services for state buildings from 5 to 3 days per week, grounds-keeping, and clearing of snow and ice from sidewalks and parking areas.

#### HIGHWAY MAINTENANCE & OPERATIONS

The impact to highway M&O is particularly troublesome when viewed in a longer term context. Since 1980, DOT&PF's responsibilities have grown over 10%, while available real dollars have decreased by nearly 30% under the FY'87 revised budget.

To gain additional perspective, consider the likely effects of the FY'87 reductions already taken:

- (1) Little preventative maintenance anywhere on the system, which means little highway crack sealing, patching or resurfacing.
- (2) Traffic services such as snow plowing, striping, and pothole patching can only be performed on a priority basis, and roads to recreational areas and low traffic rural and suburban areas can be plowed only if time permits; and
- (3) Routine summer maintenance will have to be eliminated or drastically curtailed if extraordinary winter snow and ice conditions occur.

Following the M&O cuts in August 1986, it is no longer possible to cut further on the basis of a straight percentage decrease across the entire system. Instead, it has been necessary to structure further reductions on a programmatic basis by classifying the highway system as follows:

- (1) Category I: Priority routes that provide the intrastate connecting system between the population and economic centers, airports, and major harbors, thereby covering Alaska's fundamental transportation links.
- (2) Category II: Routes where the state has invested sufficient federal funds to contractually bind us to provide a minimum level of maintenance to realize anticipated service life of the constructed improvements.

- (3) Category III: All other routes that the state currently has on the state maintenance system.

We have further differentiated the importance of state efforts for maintenance into eight groups. These are in increasing order of importance (1) snow and ice control on Category III roads within organized governmental units; (2) all activities on Category III roads within organized governmental units; (3) snow and ice control on Category II routes within organized governmental units; (4) snow and ice control for Category III routes outside governmental units; (5) snow and ice control on Category II roads outside governmental units; (6) all activities on Category III roads outside governmental units; (7) maintenance at 30% of historical levels for Category II roads within governmental units; and (8) maintenance at 30% of historical levels on Category II routes outside governmental units.

The basic assumption is that a currently organized governmental unit would be better able, and probably more likely, to assume maintenance responsibilities for routes within their boundaries than people outside of a governmental unit. Please note this may require legislative action to grant road powers in certain cases. This also recognizes that for many routes in rural areas there is not an identifiable user group to assume this responsibility. We have also assumed that while snow and ice control is important, it is less critical in the long run than basic life/safety and structural maintenance efforts, partially because of our agreement with the Federal Highway Administration (FHWA) to prevent highway deterioration.

While we tried to structure the decrements in increasing order of importance, and with as much individual selection as possible to allow decisions other than simply "take it or leave it," it is important to underscore the radical and severe nature of these proposals. First, these cuts have been prepared on top of other drastic cuts that we're currently managing, with cost data gaps regarding current performance. Second, there has been no public involvement to review and legitimize the methodology. Third, there may be administrative code and federal legal constraints hindering or preventing implementation of some of these proposals. Finally, there is probably a hidden cost of increased legal liability from implementing these proposals, which needs to be scrutinized.

#### AVIATION/BUILDING MAINTENANCE & OPERATIONS

The FY'37 aviation cuts have also severely curtailed preventative maintenance work, such as runway crack sealing and patching. Snow and ice removal may not always occur, depending on available manpower. Certified airports may not be open for all scheduled flights if safe operational conditions cannot be provided, or if overtime is not available to provide required crash/fire/rescue (CFR) services. Additional curtailment of routine summer maintenance efforts may also occur.

The proposed FY'38 decrements reduce these efforts further, and force more service elimination. Elimination of winter maintenance may force operators to perform their own snow control or to switch to a different airport. Reductions or elimination of CFR activities may restrict the types of aircraft now using certain runways. Specific impacts include the winter closure of Nome's North/South runway, and service reductions or eliminations at Barrow, Umiat, Northway, Bettles, Tanana, Unalakleet, Talkeetna, and Kotzebue. If significant cuts are pursued in the aviation M&O area, more work is needed to ensure an equitable level of service reductions statewide.

FY'37 reductions for building M&O have meant that efforts on heating and ventilation components have been limited to emergency repairs. Considerable deferred maintenance continues to accrue. Any FY'38 cuts would further exacerbate these problems.

#### ALASKA MARINE HIGHWAY SYSTEM

To date the AMHS has not incurred any substantial reductions in available general funds, although there have been service reductions to offset cost increases. Since the AMHS's portion of DOT&PF overall general fund budget is about 40%, it has become necessary to scrutinize all components carefully and to propose ways to achieve significant general fund reductions to accommodate your request.

Since the AMHS is a transportation entity that generates revenue, the true cost to the state is not the total general fund appropriation, but is the net general fund cost or subsidy. Accordingly, we have proposed three sets of decrements to reduce the net subsidy by about \$6 million for FY'88. Although we have not structured our proposal in this fashion, we believe serious consideration should be given to changing the current budget method to provide program receipt authority to expend generated revenues, along with the general fund subsidy needed to achieve the selected service level. This separation in funding would make it clearer to all concerned there is a revenue aspect to the AMHS.

The following depicts the specific impacts from reducing the subsidy level by \$6 million:

- (1) Reduce M/V MALASPINA service by four months. Reduce M/V Taku service by six months. Both vessels would be placed in unmanned layup. In combination with the already scheduled layup of the M/V COLUMBIA for six months and the overhaul periods for every ship, this will leave only one mainline vessel in service from Seattle or Prince Rupert to Skagway for eight months of the year. This will impact approximately 164 crew members during this period.

- (2) Reduce M/V AURORA service by four months resulting in single feeder vessel service in Southeast for eight months of the year versus the current four month period. The M/V CHILKAT would increase service by four months to supplement service between Ketchikan and Prince of Wales Island.
- (3) Reduce M/V BARTLETT service by six months. The M/V TUSTUMENA will provide service for the entire Southwest system, resulting in general service reductions in the winter, particularly between Valdez and Cordova. There would be no service for two months during the winter.

There are several key assumptions under each scenario. The basic intent is to maximize service for Alaskans, at the expense of tourist business if necessary. Although no service or cost saving assumptions have been included for eliminating Seattle service since current data is inconclusive, we intend to continue reviewing this option as a means to improve service for Alaskans without increasing the subsidy. Another key assumption is that it would be more cost efficient to maintain the same level of summer service for the entire 1987 summer before instituting reductions. This is because of (1) the FY'87 budget authorizes initiation of this level; (2) these are the high revenue months; (3) we have already published our schedule and are accepting reservations; and (4) it would minimize the impact from implementing cuts immediately. If earlier implementation of service cuts is desired, we can analyze this further.

We have not made any assumptions regarding possible savings to minimize service cuts by fare increases. Further work is needed to ascertain what service level savings can be obtained without increasing the subsidy, although we believe there are some possibilities here. Finally, no assumptions have been made about further savings from negotiating wage and benefit concessions or

crew size reductions, or through major streamlining of the administrative side. Please also note there is an increment to fund additional risk management expenses not covered in the current base budget, which if not funded will cause a further reduction in service.

It is important to underscore that the proposed service cuts are not "set in concrete," but merely a general sense of what service levels would be by reducing the subsidy level by \$6 million. On the other hand, our current review of available data suggests that changes fairly close to these would be needed to obtain the targeted level of savings. The AMHS is a difficult entity to analyze correctly to achieve the savings we believe can be made, while preserving essential service levels. Any decision to achieve major subsidy reductions will require more work together to ensure we have a rational proposal.

## JAMES DALTON HIGHWAY

While the Dalton Highway remains an important transportation facility, we believe it is reasonable to consider covering all or some of the high annual M&O costs through a user fee or toll charge. This is not a new issue, as evidenced by the state's success in including the special provision in Sec. 1113 of the Alaska National Interest Lands Conservation Act, which allows the charging of tolls without facing an obligation to repay federal-aid highway money used to construct the road.

The primary user and beneficiary from continued operation are North Slope oil producers and Aleyska. While it can be argued that we'd be biting the hand that feeds us, and clearly there would be some reduction in tax receipts because of the additional costs, we know of no covenant or agreement requiring continuation of this support at our expense. The Department of Law has advised us that there may be some changes to state statutes needed prior to initiating this proposal.

The per mile M&O cost for the Dalton is higher by at least 70% than for any other major rural transportation route in Interior District. Further, it is worth noting that since state assumption of this responsibility in 1973, we have spent about \$50 million in state capital dollars to support this function. While it is conceivable that the net effect over time might be closure of the road because aviation and/or marine modes are selected as the more economical means for support of North Slope oil activities, we believe these are exactly the type of hard choices Alaskans are facing under declining revenues.

Outside of the hue and cry from the oil industry, the other major group negatively impacted would be the trucking industry, particularly owner-operators. We are sympathetic to this concern in light of currently depressed conditions, but ultimately the most cost efficient means of transporting goods must be used to maintain economic stability and growth in Alaska. One answer, which incidentally might also help address the general complaints about "unfair" competition from the Alaska Railroad Corporation (ARRC), would be an interim state assisted training program to relocate trucking industry people into other job opportunities. Another entity that would be negatively impacted if the Dalton closed would be the ARRC since they now haul a fair portion of this business to Fairbanks. It might be necessary to contact them to obtain an assessment of this impact.

A toll to recover the full charge of the department's maintenance and operations costs for the Dalton Highway would mean a charge of about \$500 per trip for an 13-wheeler. Our costs are estimated to be \$5.2 million annually, approximately \$4.3 million in Interior M & O's Highway and Aviation component and \$0.9 million in the Facilities component. In addition, we have requested an increment for \$0.4 million in user fees to cover the costs associated with collection of the toll charges (.3 million would be the

annual cost, plus a one time cost of moving and modifying the checkpoint facility). The proposed toll does not include the capital costs for resurfacing or major maintenance of this road.

#### ADMINISTRATION/PLANNING/DESIGN & CONSTRUCTION

During prior reduction reviews, considerable general funds reductions were obtained in these areas. A total of 30.5% of general funds have been cut in these areas between the FY'86 authorized and FY'87 revised budgets. For example, a considerable portion of the reductions made to achieve the FY'87 revised budget were in these areas, allowing AMHS and M&O cuts to be considerably less than otherwise would have been the case.

Our decrements do include some additional general fund cuts in the planning areas. Otherwise, we are not proposing any further cuts at this time. It appears that sizeable "fat" trimming has already occurred. There is also a potential problem of making reductions to the point that we face problems with the FHWA and Federal Aviation Administration as to whether we are maintaining sufficient state funded management and administration to continue qualifying for federal highway and aviation money. Finally, we do not want to propose any cuts in the administrative or accounting side at least until we have a better handle on the magnitude of those problems, and the level of resources needed to fix them.

One change in the transfer area warrants mention. We are proposing to raise the State Equipment Fleet (SEF) fixed fee rate from 51% of the budgeted FY'87 rate back to 72% of that rate. This rate was dropped as a one-time cost savings measure for FY'87, with an understanding that the rate would be re-instated to keep the Highway Working Capital Fund fiscally sound over the long term. It is our intention to maintain the 72% rate level for at least the next two years, and then reassess what, if any, additional adjustments are needed, particularly in light of possible reduced need for equipment due to other budget reductions. We project this increase will allow us to meet vehicle replacement demand, while maintaining a positive cash flow. This means increased fee costs of about \$1.8 million for DOT&PF, which represents about 35% of the SEF's business.

#### REORGANIZATION SAVINGS

The attached budget submission includes some adjustments for organizational changes that have already been made, including the deletion of a net 5 PX positions based on already taken personnel actions. While further general fund savings are anticipated through additional reorganization and streamlining of current operations, we are not prepared to present any further proposals at this time.

The Commissioner wants to assess the overall operations for a period of time to ensure we don't destroy valuable portions of the organization that are working well. It may be that some of these savings won't materialize until mid to late FY'88 or at the start of FY'89. Accordingly, we respectfully request an understanding that any savings in these areas will be given priority consideration for use to restore reduced or deferred DOT&PF M&O activity.

#### REVENUE GENERATION

One way to offset some of the impact of both the proposed FY'88 and actual FY'87 reductions is to generate more revenue through our proposal to increase the motor fuel tax from 8¢ to 16¢ per gallon. We estimate this will generate approximately \$20 million in additional revenue. We recommend using this increase to help local governments and communities to pay for the increased M&O costs for those roads and highways removed from the state maintenance system. There may be other ways to generate further receipts, such as airport landing and tie-down fees, to offset other reductions. We will continue to review these possibilities.

#### SUMMARY

DOT&PF provides the state with numerous, essential transportation services. There is no doubt that transportation serves a critical economic role in a state such as ours. We fear pursuing major cuts, particularly in highway and aviation M&O, will only exacerbate our current problems.

Accordingly, until we can develop some of these proposals more fully, including greater acceptance by local communities of many of these responsibilities, it is imperative that we carefully analyze adoption of the large reductions we have identified, and if possible, find other revenues to avoid drastic reductions.

OVERVIEW OF QUESTIONS ASKED BY HOUSE FINANCE COMMITTEE MEMBERS DURING A PRESENTATION BY THE DEPARTMENT OF TRANSPORTATION.

Tuesday, January 26 1987, Commissioner Gutierrez and staff for the Department of Transportation gave a budget presentation and overview to the House Finance Committee.

Attached please find the Department's proposed FY 88 budget from the Governor's office and an overview of the proposed budget changes and cuts.

Much of the information presented at this meeting is in the attached DOT overview report. Rather than be repetitive I felt it may be helpful to update you on some of the questions raised by House Finance Committee members at this meeting.

1. Why have such substantial cuts been made in the areas of M & O and to the Alaska Marine Highway System?

In 1985, major cuts were made in the areas such as management and design and construction. No cuts have been made in the AMHS and very minimal cuts, have been made in M & O during the previous few years budget cuts. Another point to consider is that when looking at the cuts made to AMHS these cuts reflect cuts from the 1987 "actual" figure and not the revised figures - therefore, the cut to AMHS is actually less than in other areas.

2. How did the department go about categorizing Class 1, 11 and 111 roads - were they categorized on a user basis?

No. The department felt that if roads were categorized on a user basis, heavily populated areas would have a great deal more Class 1 roads than rural areas. Several factors were taken into consideration including whether the road provides freight transportation needs (Valdez to Fairbanks), whether the road provides the only access to the area, how many people live in the area and numerous other factors were also taken into consideration. The department feels that this area is one that will need further consideration and will ask for community input and advice from local area DOT personnel to help prioritize the roads.

3. With the Capital Projects Cleanup, why can't we just get a computer print out of the total number of projects currently authorized? Then, compile a list of those projects that are physically under construction, complete these projects and start over again with all other projects so that are books and information would be correct and so that the problems with the Federal Government Highway on reimbursement of Federal dollars could be overcome? How long would it take to get this list?

It would be possible to compile a list and have it available in a very short time, 3-5 days. The department feels this would be very inaccurate as the problem is with billings not being made to projects. Therefore, it would take some time to figure out what monies had not been billed to projects and get the paper path moving along. Also, some projects are in the planning and design phase, some are under construction, some have been completed and require outstanding bills to be logged in before the project can be closed out. Because of the methods used for billing to the projects and the way in which project tracking has been done, the department now finds that there are currently thousands of projects that are in question.

Because of the poor accounting system information requested on projects before 1985 is difficult to provide accurately. The older the project, the harder it becomes to provide accurate information.

As of 6/30/85, the capital projects clean up list identified each project and the status of the project. When the department changed over to the new state accounting system this information was not recorded. The department is currently working on correcting the problems that exist.

Mr. Bob Poe has been hired to head up this project and the department is currently working on:

1. Correcting the Federal billing system problem. At the present time all bills submitted for Federal reimbursement receive a manual audit from the Feds before reimbursement is made. This is partly due to previous incorrect billings and also an inefficient system for compiling the bills. The department is in the process of requesting proposals for putting in place a system that will adequately perform all FHWA billings. The contract should be awarded within 45 days and the system should be in place in 6 months.
2. The department is also bringing on board two C.P.A.'s to help set up and administer the new accounting system.

4. Is there statutory language changes required to turn the Dalton Highway into a toll road? Is there anything that prevents turning a road that received considerable Federal funds into a toll road?

Based on discussions with the Department of law, DOT believes it advisable to amend AS 19.40 to make it clear this arrangement would be legal, therefore yes, an amendment to the AS 19.40 would be required. The State of Alaska has a specific exemption from the requirements under Section 11.13 of the lands bill and relieves the state of any requirement to repay Federal monies used to build this road.

5. On the three tier maintenance program plan, is there some kind of legislation needed to establish a tier reduction program rather than the usual pro-rated reductions usually implemented?

The Department would like to investigate this further, As Mr. Hickey sees it now the statutes provide the Commissioner with a great deal of latitude to make these decisions. The department has administrative procedures in place as well as regulations which require the department to receive public input and recommendations however, at the present time it does not appear that anything legislative would be required.

This will need to be looked into further.

6. You refer to an increase in legal liability because of the reduced maintenance, could you explain further?

The Commissioner stated the department will have to state the level of service it will provide. He feels that if in fact, a road is open, there is a responsibility to provide a minimum level of maintenance on the road. The Commissioner is not sure what this level is and he feels the department will need to consult with the Attorney General's office for legal direction. However, he has raised the question and feels it must be addressed.

7. How will user fees on the Dalton Highway affect the lift axle? If the axle is on the truck would there be a toll for this axle? How is the department addressing the overall lift axle question?

In terms of the toll charge, if the axle were down and used for weight carrying purposes, it would be charged at the same level - \$100/axle.

As far as the question on regulations, the department has suspended implementation of the regulation to give the department and the legislature a chance to look at some of the issues. There is considerable controversy about some of the issues and, frankly, with the rapid change in economic conditions this issue may require rethinking on how to phase in a proposal. The department still has some basic concerns. There are a lot of concerns about the safety of using the lift axle, the test performed by the department would suggest they are a problem and many drivers have stated to the department in hearings that they are a problem.

Enforcement is a problem because they are used for weight purposes at the scale houses and then in order to avoid wear and tear they are not used. The department is looking at a new proposal that would allow for lift axles to continue under certain conditions such as Washington has just done. Steerable as opposed to fixed Certification from the manufacturer that they are properly gauged to carry the weight they are carrying Controls on the outside only The department is still looking into this but feels this type of proposal may be acceptable.

3. Do you envision the \$20 million revenue from doubling the motor fuel tax coming back to municipal governments through some sort of statutory shared taxes or how do you envision this? How does the \$20 million relate to the actual cost of maintaining roads today?

The administration is going to propose legislation to provide for the pass back of this money. The total M & O cut talked about in Category 1 II and III is about \$10 million. With the cuts taken in the past plus this years \$10 million total cuts in the past few years in M & O will total about \$20 million. This therefore should be sufficient to offset these cuts.

9. Who would have to pay for use of the toll road?

The proposal is a new proposal and has a charge for light vehicles, this charge would be less but there would be a charge for any user of the road on a structured basis.

10. Where do you place schools in the three category system?

It would be categorized depending on whether the school is on a route. If the school is on a category III route we would be looking for the schools to take on the responsibility.

DOT may have to reconsider this categorizing and receive additional input.

Concerns were expressed by Senator Fischer about the roads to schools not being open and yet the constitutional requirement to provide education.

DOT will have to consider this.

11. Why is there an increase in the total dollars for the state equipment fleet, state planning and research and yet dramatic cuts are shown for M & O. What are the philosophical goals of the department?

The administrative sections, planning, research and administration is roughly 12% of the overall general fund dollars of the department budget. In FY 87 revised a large cut was made in these areas and none in AMHS and very little in O & M. The department would be willing to look at the budget more closely as the figures shown are not set. Until the department has a better feel for things such as the Capital Project cleanup they did not want to get rid of any available personnel.

**STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE**

Bill Version: HB 62  
Publish Date: \_\_\_\_\_

REQUEST: \_\_\_\_\_

Revision Date: \_\_\_\_\_  
Title: "An Act...establishing the  
Alaska Marine Highway Authority."  
Sponsor: Cato  
Requestor: Cato

Agency Affected: DOT&PF - AMHS  
BRU: Marine Administration and  
Marine Facilities Engineering  
Components: Administration and  
Engineering Management

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES		187.7	187.1	207.0	217.4	228.3
TRAVEL		104.0	109.2	114.7	120.4	126.7
CONTRACTUAL		232.2	132.6	141.3	148.1	155.3
SUPPLIES		19.5	20.3	21.5	22.8	23.7
EQUIPMENT		20.5				
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>		<b>569.9</b>	<b>461.1</b>	<b>484.5</b>	<b>508.3</b>	<b>534.2</b>
<b>CAPITAL</b>						
<b>REVENUE</b>						

**FUNDING: (Thousands of Dollars)**

GENERAL FUND		569.9	461.1	484.5	508.3	534.2
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>						

**POSITIONS:**

FULL-TIME		1	1	1	1	1
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

See Attached

Prepared by: <sup>MSA</sup> Mark S. Hickey, Deputy Commissioner, Operations Phone: 465-3900  
Division: Commissioner's Office Date: 01/29/87

Approved by Commissioner: 1168. H.L. Loo Date: 1/2/87  
Agency: Dept. of Transportation and Marine Facilities

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary

# CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. 62

HB 62

## FISCAL NOTE ANALYSIS

During FY 84, the Department of Transportation and Public Facilities completed a program of reorganization. Basically, the efforts were toward regionalization of the Department and decentralization of the functions within its operation. As a result, Marine Highway System became a "region" or a stand alone operating unit headed by a Deputy Commissioner.

After almost three years of operating at the new level, the Alaska Marine Highway System has shaken-down internally with planned organization adjustments to ensure all functions previously accomplished outside the System are covered. The current organization with a minimum of additional positions would be required for independent operation as the "Alaska Marine Highway Authority". The new positions required are identified on the attached Request for New Position forms.

No funds for the increased operation of vessels are being requested in this fiscal note. Such an increase would require additional funds whether the System is managed as an Authority or under the present organization within the Department of Transportation and Public Facilities.

It is assumed the Authority would continue to utilize the State Accounting System and other State computer resources, including those needed to support our Reservations Management System. The requirements will remain the same under the current organization or an Authority.

The following assumptions were made:

1. The legislation would take effect July 1, 1987.
2. The "Alaska Marine Highway Authority's" time and attendance, personnel, and leave accounting computer systems will be completed with existing funding and will interface with existing State systems.
3. There would be an annual appropriation for full operating costs of the Authority each year that would include all revenues generated (Program Receipts) and a General Fund subsidy appropriation to cover the balance of costs needed to maintain the currently budgeted level of vessel operating schedules.
4. An inflation factor of five percent has been included for future years beyond FY 88.

## CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. 62

5. The position of Deputy Commissioner would be converted to Executive Director and administrative support would be provided to the Board of Directors by the existing staff and the additional positions requested. No transfers of positions would be made from the Department of Transportation and Public Facilities.
6. The Authority would continue to use:
  - A. State-owned office buildings.
  - B. The State mail system
  - C. The State equipment fleet.
  - D. The statewide purchasing contracts (i.e. fuel).
  - E. "Shared" communications lines.
  - F. Insurance, bonding, etc., as now supplied.
  - G. Legal services from the Attorney General's Office.
7. The Directors of the Authority would meet an average of three days per month, or thirty-six days per year.

### DETAIL OF FY 88 COSTS

#### MARINE ADMINISTRATION BRU

<u>Personal Services</u> - 1 PFT Position	\$ 53.3
Analyst/Programmer IV	\$ 53.3
<u>Travel</u>	65.0
Transportation and per diem for seven directors to attend monthly meetings (3 days each in various locations statewide)	35.0
Transportation and per diem for Executive Director, section chiefs, and other staff as required to attend monthly directors' meetings.	30.0
<u>Contractual Services</u>	\$163.2
Professional Services	\$122.5
Transcription services for directors' meetings	\$ 2.5
Annual audit by CPA	20.0
Initial legal services	100.0

# CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. 62

Contractual Services (Continued)

Communication		9.5
Local telephone service for new position	.5	
Long distance telephone cost	2.0	
Postage	5.0	
Network connect fees for new terminal	2.0	
Advertising, Printing and Binding		20.0
Printing, photography, etc.	5.0	
Advertising of directors' meetings	5.0	
Initial printing of stationery	10.0	
Rental for Land, Buildings and Space		1.2
Room rental for directors' meetings	1.2	
Other Expenditures and Services		10.0
Mail clerk services (to be RSA'd to DOT&PF)	10.0	
<u>Supplies and Materials</u>		9.5
Office & Library Supplies	7.5	
Routine supplies for new position and directors' meetings		
Data Processing Supplies	2.0	
<u>Equipment</u>		10.5
Office equipment for new position	.5	
Data processing equipment for new position	10.0	
Marine Administration BRU TOTAL		3301.5

# CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. 62

MARINE FACILITIES ENGINEERING BRU

<u>Personal Services</u> - 3 PFT Positions		\$134.4
Maintenance Worker II	\$ 46.4	
2 Maintenance Worker I's	88.0	
<u>Travel</u>		39.0
Transportation and per diem for Maintenance Workers to perform maintenance of terminal facilities	39.0	
<u>Contractual Services</u>		75.0
Professional Services	50.0	
Environmental engineering, right-of-way, EEO compliance, etc. (Currently performed by DOT&PF)		
Minor Repair and Maintenance	25.0	
Minor repairs beyond the scope of work performed by Maintenance Workers		
<u>Supplies and Materials</u>		10.0
Repair & Maintenance Supplies	10.0	
Structural materials and minor tools as needed		
<u>Equipment</u>		10.0
Outfitting of maintenance shop		
Marine Facilities Engineering BRU TOTAL		\$268.4

CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. 62

SUMMARY OF FY 88 COSTS

	<u>Marine Administration</u>	+	<u>Marine Fac. Engineering</u>	=	<u>Total</u>
Personal Services	53.3 (1 PFT)		134.4 (3 PFT)		187.7 (4 PFT)
Travel	65.0		39.0		104.0
Contractual Services	163.2		75.0		238.2
Supplies & Materials	9.5		10.0		19.5
Equipment	<u>10.5</u>		<u>10.0</u>		<u>20.5</u>
Totals	301.5	+	268.4	=	569.9

FY 89 COSTS

FY 88 costs include an inflationary increase of 5% after deletion of the following one-time costs:

<u>Contractual Services</u> (Marine Administration BRU)	\$110.0
Initial Legal Fees	\$100.0
Initial Printing Costs	10.0
<u>Equipment</u> (Both BRU's)	20.5

Position Title Analyst/Programmer IV		No. of Positions 1	Range/Step 19/A	Barg. Unit G
Time Status PFT	Staff Months 12.0	Location Juneau	Election District 04	
<b>Justification</b>				
Creation of an Authority would require data processing support services which are currently provided by the Department of Transportation and Public Facilities.				
This position will be responsible for systems maintenance and enhancement of the reservations system (KMS II) and other information systems specific to the Alaska Marine Highway Authority.				
Equipment costs include office equipment and necessary computer equipment (terminal, microcomputer, printer, etc.).				
<b>Type of Expenditure</b>		<b>Amount</b>		
1	2	3		
Salary	40,032			
Benefits	13,271			
Premium Pay				
Other				
Total Personal Services		53.3		
Travel				
Contractual		2.5		
Commodities		.5		
Equipment		10.5		
Other				
Total Cost		66.8		
<b>Funding Source for Total Cost</b>				
Federal Receipts	1002			
G. F. Match	1003			
General Fund	1004	66.8		
FA Receipts	1006			
CIP Receipts	1061			
Other				

**Request For  
New Position**

Agency Dept. of Transportation and P.F.  
Alaska Marine Highway System  
BRU Marine Administration  
Component Administration

Page 7 of 10  
Revised Date

**FY 88**

Position Title		Maintenance Worker II	No. of Positions	1	Range/Step	54/A	Barg. Unit	LTC
Time Status	PFT	Staff Months	12.0		Location	Juneau	Election District	04
				Justification				
Type of Expenditure				Amount				
1		2		3				
Salary		32,391						
Benefits		11,064						
Premium Pay 10 hrs OT/mo.		2,990						
Other								
Total Personal Services				46.4				
Travel				13.0				
Contractual				.5				
Commodities				.5				
Equipment				1.0				
Other								
Total Cost				61.4				
Funding Source for Total Cost								
Federal Receipts		1002						
G. F. Match		1003						
General Fund		1004		61.4				
I A Receipts		1006						
CIP Receipts		1061						
Other								

The legislation exempts the Department of Transportation and Public Facilities from maintenance of the facilities operated by the Authority.

This position will serve as the lead for a maintenance team required to service Alaska Marine Highway System terminals, building, and docks.

**Request For  
New Position**

Agency Dept. of Transportation and P.F.  
Alaska Marine Highway System  
BRU Marine Facilities Engineering  
Component Engineering Management

Page 8 of 10  
Revised Date

**FY 88**



STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

Bill Version: HB 62  
Publish Date: \_\_\_\_\_

REQUEST \_\_\_\_\_

Revision Date: \_\_\_\_\_ Agency Affected: Division of Personnel  
Title: An act relating to ferries and ferry terminals and establishing the Alaska Marine BRU: Personnel  
Sponsor: Cato Highway Authority Components: Centralized Administrative Services  
Requestor: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
<b>OPERATING</b>						
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
<b>TOTAL OPERATING</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CAPITAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>REVENUE</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

POSITIONS:

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

ANALYSIS: Attach a separate page if necessary

There would be no fiscal impact on the Division of Personnel.

Prepared By: Diana DeSimone, Director *Diana DeSimone* Phone: 465-4430  
Division: Division of Personnel Date: 1/28/87  
Approved by Commissioner: [Signature] Date: \_\_\_\_\_  
Agency: Department of Administration

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)  
Senate Secretary

POSITION PAPER  
HB 62

House Bill 62 establishes the Alaska Marine Highway Authority as an independent public corporation for the operation, management, planning and construction of the State's marine highway system.

Section 19.70.040 specifies that the authority shall hire an executive director and may employ additional staff as necessary. The proposed language clearly and appropriately places the employees of the Authority in the classified service. However, the status of the executive director and legal counsel are not clearly delineated.

"The executive director and legal counsel are in the exempt service under AS 39.25.110."

Also add another section to the bill which states:

"AS 39.25.110 is amended by adding a new paragraph to read:

(23) The executive director and legal counsel of the Alaska Marine Highway Authority."

The Department of Administration/Division of Personnel's position on this bill is neutral.

Diana DeSimone  
Diana DeSimone, Director  
Division of Personnel

1/30/87  
Date

Garrey Peska  
Commissioner Garrey Peska  
Department of Administration

\_\_\_\_\_  
Date

THE PRECEDING PAGES WERE TREATED AS  
A UNIT IN THE ORIGINAL FILE.

HB

744

STATE OF ALASKA  
THE LEGISLATURE

POUCH Y - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907-465-3800

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

House Transportation:

2/16/87

2/27/87

# Alaska State Legislature



## *House of Representatives*

### *Committee on Transportation*

Rep. Bette Cato, Chairman

Pouch V  
State Capitol  
Juneau, Alaska 99811  
(907) 465-4858

February 16, 1987

FOR TODAY'S MEETING YOU HAVE:

-----  
A FOLDER ON HB 74 THAT INCLUDES:

- \* a copy of HB 74
- \* a bill analysis from Rep. Sund
- \* a fiscal note
- \* a position paper from the Dept. of Public Safety
- \* a copy of the House Committee Report from the State Affairs Committee
- \* a current status report
- \* an excerpt from the Alaska State Statutes

# Alaska State Legislature



## House of Representatives

### Committee on Transportation

Rep. Bette Cato, Chairman

Pouch Y  
State Capitol  
Juneau, Alaska 99811  
(907) 465-4858

February 27, 1987

FOR TODAY'S MEETING YOU HAVE:

---

A FILE ON HB 74 THAT INCLUDES:

- \* the committee substitute for HB 74
- \* a copy of HB 74
- \* a current status report on HB 74
- \* the committee minutes from February 16th
- \* a summary of HB 74 from Rep. Sund
- \* a fiscal note from the Dept. of Public Safety
- \* a position paper from the Dept. of Public Safety
- \* a House Committee Report from State Affairs
- \* an excerpt from the state statutes

A FILE ON HB 94 THAT INCLUDES:

- \* a copy of HB 94
- \* a current status report on HB 94
- \* the committee minutes from February 11th
- \* a bill analysis from the Dept of Health & Social Services
- \* fatality statistics from the Coast Guard
- \* a report on HB 94 from the Coast Guard
- \* support information from House Research and the U. S. Coast Guard

A FILE ON HB 118 THAT INCLUDES:

- \* a copy of HB 118
- \* a current status report on 118
- \* a memorandum from Rep. Shultz
- \* a fiscal note from the Dept. of Natural Resources
- \* a position paper from the Dept. of Natural Resources

Original sponsors: Sund, Gruenberg,  
Taylor and Donley

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR HOUSE BILL NO. 74 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to motorcycle license plates."

7 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8 \* Section 1. AS 28.10.181(c) is amended to read:

9 (c) Special request plates. Upon application by the owner of a  
10 passenger vehicle, noncommercial van or pick-up truck, or motor home,  
11 the department may design and issue registration plates containing a  
12 series of not more than six letters or numbers or combination of  
13 letters and numbers as requested by the owner. Upon application by  
14 the owner of a motorcycle, the department may design and issue regis-  
15 tration plates containing a series of not more than four letters or  
16 numbers or combination of letters and numbers as requested by the  
17 owner. The department may, in its discretion, disapprove the issuance  
18 of registration plates under this subsection when the requested  
19 symbols are a duplication of an existing registration or when the  
20 symbols are considered unacceptable by the department.  
21  
22  
23  
24  
25  
26  
27  
28  
29

**JOHN SUND, REPRESENTATIVE**

2505 2nd Avenue  
Ketchikan, Alaska 99901  
(907) 225-5552

---

*While in Juneau*  
P. O. Box V  
Juneau, Alaska 99811  
(907) 465-4919

To: Representative Cato  
Chair, House Transportation Committee

From: Representative Sund

Date: February 9, 1987

Subj: House Bill 74  
Personalized Motorcycle License Plates  
Scheduling Request

-----

House Bill 74 would allow motorcycle owners to obtain personalized license plates. Car, truck and motor home owners already have this option. House Bill 74 simply adds motorcycles to the already established program.

Currently, the state charges an additional \$30 license fee for personalized plates above the standard \$35 fee for cars and motor homes and the \$40 license fee for trucks and vans. The rate for motorcycle license fees is \$20.

Allowing motorcycles owners to obtain personalized license plates would generate additional revenue to the state. Please see the attached fiscal analysis.

I would appreciate it if you could schedule HB 74 sometime in the near future.

**STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE**

REQUEST: \_\_\_\_\_

Bill Version: HB 74

Publish Date: \_\_\_\_\_

Revision Date: \_\_\_\_\_

Agency Affected: Public Safety

Title: An Act relating to motorcycle

BRU: Motor Vehicles

license plates.

Sponsor: Sund

Components: Vehicle Services

Requestor: House State Affairs

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL		.8	.2	.2	.2	.2
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>-0-</b>	<b>.8</b>	<b>.2</b>	<b>.2</b>	<b>.2</b>	<b>.2</b>

CAPITAL						
---------	--	--	--	--	--	--

REVENUE	-0-	7.5	1.5	1.5	1.5	1.5
---------	-----	-----	-----	-----	-----	-----

**FUNDING: (Thousands of Dollars)**

GENERAL FUND		.8	.2	.2	.2	.2
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>						

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

See page 2.

Prepared by: Bill Brown

Phone: 465-4335

Division: Motor Vehicles

Date: 1-28-87

Approved by Commissioner: [Signature]

Date: 1/29/87

Agency: Public Safety

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary

JWR  
1/29/87

# CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. HB 74

## EXPENDITURES:

Contractual		
License Plates @ \$2.50 x 250		.6
Postage @ \$.76 x 250		<u>.2</u>
Total		.8

After the original impact of 250 personalized motorcycle license plates the first year, it is estimated there will be 50 such plates issued in FY89 and subsequent years.

## REVENUES:

FY88 is based on issuance of 250 personalized motorcycle license plates at cost to owner of \$30 per plate.

FY89 and subsequent years based on issuance of 50 new personalized motorcycle license plates per year.

## INFORMATION:

As a result of the FY88 budget decrement the Division of Motor Vehicles may discontinue issuing personalized license plates as of July 1, 1987.

It is realized there will be few requests for personalized motorcycle plates. However, if the position in the Special Programs Unit of DMV, which now issues personalized plates, is not funded in the operating budget it is the intent of the department to not issue any personalized license plates under AS 28.10.181(c), including motorcycles.

The department feels it would not be appropriate to request funding in this fiscal note for a part-time position so personalized plates could be issued only to motorcycle owners if we discontinue issuing such plates to the other classes of vehicles that are now eligible. It is also felt it would be inappropriate to request funding in this fiscal note to reestablish a position that may be deleted in the operating budget when the majority of the position's duties are not affected by this bill.

BILL NO: HB 74

DATE: January 30, 1987

TITLE: An Act relating to  
motorcycle license plates

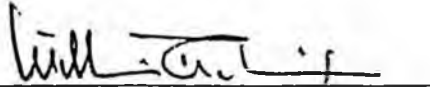
CONTACT: Bill Brown  
465-4335

Current law authorizes the issuance of personalized (vanity) license plates for use on passenger vehicles, noncommercial vans or pickup trucks, and motor homes. This bill includes motorcycles as a type of vehicle for which the department may issue personalized plates.

The inclusion of motorcycles as a class of vehicle that would be eligible for a personalized license plate would have a slight impact on the department. Special plates do require extra processing and handling, thus take considerable more time when originally applied for than a regular registration.

As a result of the FY88 budget decrement the Division of Motor Vehicles may discontinue issuing personalized license plates as of July 1, 1987. It is realized there will be few requests for personalized motorcycle plates. However, if the position in the Special Program Unit of DMV, which now issues personalized plates, is not funded in the operating budget it is the intent of the department to not issue any personalized license plates under AS 28.10.181(c), including motorcycles.

The department is opposed to this bill because it is felt that a time when we are cutting positions and functions is not the time to be adding additional duties.



William R. Nix  
Acting Commissioner

DEPARTMENT OF  
PUBLIC SAFETY

# HOUSE COMMITTEE REPORT

(7)

Date referred: 1/23/87

FURTHER REFERRALS: Transportation

DATE: 2-6-87

The State Affairs Committee has considered HB 74

"An Act relating to motor license plates."

**RECOMMENDS:**

- replace with \_\_\_\_\_  the same title
- attached amendment(s)  a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

**ADOPTS:**  \_\_\_\_\_ letter of intent

**ATTACHES NEW FISCAL NOTE(S):**

- fiscal impact  same as previous fiscal note published \_\_\_\_\_
- zero fiscal note  same as previous zero fiscal note published \_\_\_\_\_
- zero with analysis

**SIGNING DO PASS:**

*Sam McInerney* (I wish it was 7 LETTERS)

*[Signature]*

*[Signature]*

*Terry Martin*

*Cliff Davidson*

*Dee Douley*

**SIGNING OTHER RECOMMENDATIONS:**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*[Signature]*  
Chairman's signature

# STATE OF ALASKA

## DEPARTMENT OF PUBLIC SAFETY

### DIVISION OF MOTOR VEHICLES

STEVE COWPER, GOVERNOR

P.O. BOX 20  
JUNEAU, ALASKA 99802-0020

PHONE: (907)465-2650

February 3, 1987

The Honorable John Sund  
Alaska State Legislature  
P.O. Box V  
Juneau, Alaska 99811

Dear Representative Sund:

Enclosed is a draft of a fiscal note which the department will submit for the proposed House State Affairs committee substitute to HB 74, which changes the number of digits authorized on a personalized license plate from six to seven.

The division has turned down several requests in the past for seven digit plates. Thus, it is felt there would be a large influx the first year, and a new position would be requested to handle that increase. I would again like to emphasize it is currently our intent to discontinue issuing personalized license plates on July 1, 1987, because of necessary budget cuts. This would apply even if the amended version were to pass with the new position. The one position could not handle the increase, plus the current workload.

Our main priority must be to provide the basic services to the public at our field offices, rather than providing non-essential services to a select few. This is the reason the position who currently handles personalized license plates was cut rather than a position who works the counter in a field office.

An item which was brought to my attention today is that a motorcycle license plate with six digits, let alone seven, would take away part of the basic purpose of a license plate, which is to provide identification of a vehicle from a distance. The motorcycle license plate is considerably smaller than a regular license plate, thus it was felt a maximum of four or five digits, preferably four, should be allowed for these plates.

If you have any questions, or I can be of any other assistance, let me know.

Sincerely,



Bill Brown  
Chief of Driver Services

BB:ns

cc: The Honorable Fran Ulmer -  
Chairman, House State Affairs

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

D R A F T<sup>3</sup>

Bill Version: Proposed CS HB 74 (SA)  
Publish Date: \_\_\_\_\_

REQUEST: \_\_\_\_\_

Revision Date: \_\_\_\_\_  
Title: An Act relating to motorcycle license plates.  
Sponsor: Sund  
Requestor: Sund

Agency Affected: Public Safety  
BRU: Motor Vehicles  
Components: Vehicle Services

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES		31.4	16.0	16.5	17.0	17.5
TRAVEL						
CONTRACTUAL SUPPLIES		60.8	4.0	4.1	4.2	4.3
EQUIPMENT		.1	.1	.1	.1	.1
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		92.3	20.1	20.7	21.3	21.9

CAPITAL						
---------	--	--	--	--	--	--

REVENUE		157.5	16.5	16.5	16.5	16.5
---------	--	-------	------	------	------	------

FUNDING: (Thousands of Dollars)

GENERAL FUND		92.3	20.1	20.7	21.3	21.9
FEDERAL FUNDS						
OTHER						
TOTAL		92.3	20.1	20.7	21.3	21.9

POSITIONS:

FULL-TIME		1				
PART-TIME			1	1	1	1
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

See Page 2.

JNR  
2/3/87 Prepared by: Bill Brown Phone: 465-4335  
Division: Motor Vehicles Date: 2-3-87

Approved by Commissioner: \_\_\_\_\_ Date: \_\_\_\_\_  
Agency: Public Safety

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)  
Senate Secretary

# CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. PROPOSED CSHB 74 (SA)

DRAFT

## EXPENDITURES:

### Personal Services

One Motor Vehicle Rep III, Anchorage (full time first year, part time second and subsequent years)	31.4	31.4
--	------	------

### Contractual

Data Processing changes	25.0*
License Plates 5,000 @ \$5.00	25.0
250 @ \$2.50 (m/c)	.6
Postage 5,000 plates @ 1.75 per set	8.8
250 plates @ \$.76 per plate	.2
General correspondence 2,625 @ \$.22	.8
Printing Temporary registrations 5,250 x .07	.4

Total	60.8	60.8
-------	------	------

### Commodities

Normal Office Supplies	.1	.1
Total		92.3

\*One time charge

## REVENUES:

FY88 is based on issuance of 5,000 regular personalized license plates with 7 digits, and 250 motorcycle personalized license plates at the cost to the owner of \$30.00 per application.

FY89 and subsequent years based on issuance of 500 regular personalized license plates, over and above the current trend, and 50 new motorcycle personalized license plates per year.

## INFORMATION:

This fiscal note reflects what the increased cost would be to issue personalized license plates to motorcycles, and increase the number of digits on personalized plates from six to seven.

The position in the Special Programs Unit of DMV which now handles personalized plates is not funded in the FY88 operating budget due to the required decrement. The new position requested in this fiscal note would not be able to handle the increase, plus current workload of the deleted position.

Therefore, it is the current intent of the department to not hire the position requested in this fiscal note, and to discontinue issuing personalized license plates on July 1, 1987.

# HOUSE COMMITTEE REPORT

(7)

Date referred: 2/9/87

FURTHER REFERRALS:

DATE: February 27, 1987

The Transportation Committee has considered HB 74

"An Act relating to motorcycle license plates."

**RECOMMENDS:**

- replace with Committee Substitute HB 74       the same title
- attached amendment(s)       a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

**ADOPTS:**     \_\_\_\_\_ letter of intent

**ATTACHES NEW FISCAL NOTE(s):**

- fiscal impact       same as previous fiscal note published 1/29/87
- zero fiscal note       same as previous zero fiscal note published \_\_\_\_\_
- zero with analysis

**SIGNING DO PASS:**

*Butte Otto*  
 \_\_\_\_\_  
*Bill Hurd*  
 \_\_\_\_\_  
*Wm. H. ...*  
 \_\_\_\_\_  
*Ed. A. ...*  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**SIGNING OTHER RECOMMENDATIONS:**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

*Butte Otto*  
 \_\_\_\_\_  
 Chairman's signature



Official Business

**COMMITTEE:**

House Transportation

**DATE:** February 16, 1987

**SIGN-IN**

**Subject of meeting:**

HB 74: "An Act relating to motorcycle license plates."

**NAME                      ADDRESS                      PHONE                      REPRESENTING                      DO YOU WANT TO TESTIFY?**

NAME	ADDRESS	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?
Bill Brown	P.O. Box N	465-4335	DMV	HB 74
Nevette Brown	Rep Sund		Rep Sund	HB 74

Yes  
Yes



Official Business

## COMMITTEE:

House Transportation Committee

**DATE:** February 27, 1987

# SIGN-IN

## Subject of meeting:

HB 74: "An Act relating to motorcycle license plates."

HB 94: "An Act relating to boat numbering, accidents, and safety; and providing for an effective date."

HB 118: "An Act relating to decisions on right-of-way lease applications."

NAME	ADDRESS	PHONE	REPRESENTING	DO YOU WANT TO TESTIFY?	
John Manning	Health & Social Services Planner P.O. BOX 11-060 Juneau, 99811	465-3141	EMS / DPH / DASS	Yes (HB94)	94A
Elliot Lipson	9001 Long Run Dr. Juneau 99801 Vice President, Operations	989-0989	self	no	
HAROLD MOLES	213KS AK 1001 NOBLE Suite 240 99701	456-876	Northwest ALASKAN Pipeline	HB 118 yes	118 118
GRETCHEN DEER	Special Assistant to the Commissioner P.O. Box N, Juneau, AK 99811	465-4300	Public Safety	HB 94 yes	94
DML WALSHROW	612 Willowgale Ave Juneau 99801	586-7349	USCG	HB 94 yes	94 *
M.A. CONWAY	P.O. Box 3-5000, Juneau, AK 99802	586-7197	USCG	NO	
G.M. HARBEN	CCGD 17 (S)	586-7471	USCG	HB 94 if needed	94
Bill Brown	P.O. Box N	465-4335	DMV	Any w/ questions HB 94	74 *
Kip Shultz	AK State Legislature	465-4940	sponsor of HB 118		

# STATE OF ALASKA

## DEPARTMENT OF PUBLIC SAFETY

### DIVISION OF MOTOR VEHICLES

STEVE COWPER, GOVERNOR

P.O. BOX 20  
JUNEAU, ALASKA 99802-0020

PHONE: (907)465-2650

February 19, 1987

The Honorable Bette Cato  
Chairman - House Transportation  
Alaska State Legislative  
P.O. Box V  
Juneau, Alaska 99811

Dear Representative Cato:

During the hearing on HB 74 on February 16, 1987, you requested some data concerning the number of license plates DMV issues for no fee and to charitable organizations. The last year for which these figures are currently available is calendar year 1985.

The no fee plates are as follows:

Handicapped	978
Disabled	70
Amateur Radio Op.	365
Prisoner of War	28
Senior Citizen	8,821

The number of charitable organization plates, which includes churches and non-profit organizations, was 2,472. There is a \$5.00 registration fee for these vehicles.

If I can be of any further assistance let me know.

Sincerely,



Bill Brown

Chief of Driver Services

BB:ns

HB

78

STATE OF ALASKA  
THE LEGISLATURE

POUCH Y - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907-465-3800

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

*House Transportation:*

*4/14/87*

*4/27/87*

# Alaska State Legislature

## House of Representatives

### Committee on Transportation



Rep. Bette Cato, Chairman

Pouch V  
State Capitol  
Juneau, Alaska 99811  
(907) 465-4858

April 24, 1987

#### COMMITTEE CALENDAR:

HB 78: "An Act relating to the operation of farm equipment on state highways."

#### FOR THIS MEETING YOU HAVE:

A folder on HB 78 that includes:

- \* a copy of HB 78
- \* a sectional analysis
- \* three zero fiscal notes and three position papers:
  - one from the Dept. of Comm. & Economic Dev.
  - one from the DOT/PF
  - one from the Dept. of Public Safety
- \* a description of types of vehicular permits
- \* letters of support
- \* a copy of the minutes from the last committee of referral
- \* a copy of the House Labor & Commerce Committee Report

~~EXISTING STATUTE~~

~~PROPOSED NEW STATUTORY LANGUAGE~~

~~CHANGES MADE BY CS FOR HB 78~~

5-0088B ✓

Levy  
4/11/87

Original sponsor: Miller

1 IN THE HOUSE

2 CS FOR HOUSE BILL NO. 78 ( )

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to the operation of farm equipment  
7 on state highways."

8 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

9 \* Section 1. AS 19.10.060 is amended to read:

10 Sec. 19.10.060. REGULATION OF WEIGHT AND LOAD OF VEHICLES AND  
11 USE OF HIGHWAYS DURING CERTAIN SEASONS. The department, with respect  
12 to highways under its jurisdiction, may

13 (1) establish limitations on weight, size, and load of  
14 vehicles, except as otherwise provided in AS 19.10.065;

15 (2) [REPEALED

16 (3)] prohibit the operation or impose restrictions on  
17 vehicular use of highways during certain seasons of the year.

18 \* Sec. 2. AS 19.10 is amended by adding a new section to read:

19 Sec. 19.10.065. OPERATION OF FARM EQUIPMENT ON HIGHWAYS. (a)  
20 Implements of husbandry, as defined by regulation under AS 28.05.011,  
21 are not subject to restrictions adopted under AS 19.10.060(1) unless  
22 the implement is the load of another vehicle. Implements of husbandry  
23 may be operated on highways subject to the department's jurisdiction  
24 without obtaining a permit, as provided in this section.

25 (b) The incidental operation of an implement of husbandry up to  
26 12 feet wide on a state highway is authorized without a permit if the  
27 implement

28 (1) is operated only during daylight hours;

29 (2) displays a slow-moving vehicle emblem on the rear of

1 the implement;

2 (3) displays a red flag on the implement in a location that  
3 affords greatest visibility; and

4 (4) is moving from one farm operation to another within 50  
5 miles of the home base of the implement of husbandry.

6 (c) An implement of husbandry that is more than 12 feet wide may  
7 be operated on a state highway without a permit if it meets the pro-  
8 visions of (b) of this section and is preceded by a pilot car during  
9 operation on the highway.

10 \* Sec. 3. AS 28.10.011 is amended to read:

11 Sec. 28.10.011. VEHICLES SUBJECT TO REGISTRATION. Every vehicle  
12 driven, moved, or parked upon a highway or other public parking place  
13 in the state shall be registered under this chapter except when the  
14 vehicle is

15 (1) driven or moved on a highway only for the purpose of  
16 crossing the highway from one private property to another, including  
17 an implement of husbandry as defined by regulation;

18 (2) driven or moved on a highway under a dealer's plate or  
19 temporary permit as provided for in AS 28.10.031 and 28.10.181(j);

20 (3) special mobile equipment as defined by regulation;

21 (4) owned by the United States;

22 (5) moved by human or animal power;

23 (6) exempt under 50 U.S.C. App. 501-591 (Soldier's and  
24 Sailor's Civil Relief Act);

25 (7) driven or parked only on private property;

26 (8) the vehicle of a nonresident as provided under AS 28.-  
27 10.121;

28 (9) a commercial interstate vehicle under AS 28.10.141;

29 (10) transported under a special permit under AS 28.10.151;

1 (11) being driven or moved on a highway, vehicular way, or a  
2 public parking place in the state that is not connected by a land  
3 highway or vehicular way to

4 (A) the land-connected state highway system, or

5 (B) a highway or vehicular way with an average daily  
6 traffic volume greater than 499;

7 (12) a mobile home as defined by regulation;

8 (13) an implement of husbandry operated in accordance with  
9 the provisions of AS 19.10.065.  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29

# Alaska State Legislature

REPRESENTATIVE  
MIKE W. MILLER  
P.O. Box 55094  
North Pole, Alaska 99705  
(907) 488-2687

District 18  
North Pole  
Badger Road  
Eielson  
Moose Creek  
Salcha




While in Juneau  
Pouch V  
Juneau, Alaska 99811  
(907) 465-4976

## House of Representatives

### MEMORANDUM

TO: Representative Bette Cato, Chairman,  
House Transportation Committee

FROM: Representative Mike Miller 

RE: House Bill 78, "An Act relating to the operation of farm  
equipment on state highways."

DATE: 4/14/87

---

I would like to formally request that House Bill 78 be scheduled for a hearing before the House Transportation Committee.

HB 78 was heard by the House Labor and Commerce Committee on Tuesday, April 14th at which time, a committee substitute was adopted. The bill will now be formally referred to the Transportation Committee during the House floor session Wednesday, April 15th.

If you have any questions regarding this request, please contact me at 465-4976.

MEMORANDUM

TO: Representative Mike Miller

FROM: Staff *live*

RE: Analysis of CS HB 78(L&C), "An Act relating to the operation of farm equipment on state highways."

DATE: 4/14/87

---

Section 1

Amends the current statutory authority of the Department of Commerce and Economic Development to regulate the weight, size, and load of vehicles operating on the State highway system. Adds an exemption which is outlined in section 2 of the bill.

Section 2

Adds a new statutory section allowing implements of husbandry to operate on the State highway system without obtaining a permit. This section also establishes four criteria, for implements up to 12 feet in width, that must be met to qualify for the permit exemption. The implement may only be operated on the highway system during daylight hours. A slow-moving vehicle emblem must be displayed on the rear of the implement. The implement must display a red flag where it affords the greatest visibility. The permit exemption is only good for moves within a 50 mile radius of the implements home base.

Implements that exceed 12 feet in width are eligible for the permit exemption if they meet the four requirements for narrower implements and are preceded by a pilot car during operation on the highway.

Section 3

Adds implements of husbandry to the list of vehicles that are exempt from the motor vehicle registration requirements of AS 28.10.011.

**STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE**

REQUEST: \_\_\_\_\_

Bill Version : HB 78

Publish Date : \_\_\_\_\_

Revision Date: \_\_\_\_\_

Title : Farm implements on highways

Agency Affected : Comm. & Econ. Dev.

BRU : Measurement Standards

Sponsor : \_\_\_\_\_

Requestor : \_\_\_\_\_

Components : \_\_\_\_\_

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>

<b>CAPITAL</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>
----------------	------------	------------	------------	------------	------------	------------

<b>REVENUE</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>
----------------	------------	------------	------------	------------	------------	------------

**FUNDING: (Thousands of Dollars)**

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>

**POSITIONS:**

<b>FULL-TIME</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>
<b>PART-TIME</b>						
<b>TEMPORARY</b>						

**ANALYSIS :** (Attach a separate page if necessary)

Prepared by : Joe Swanson, Director

Division : Measurement Standards

Phone : 345-7750

Date : April 14, 1987

Approved by Commissioner : J. Anthony Smith, Commissioner

Date : April 14, 1987

Agency : Department of Commerce and Economic Development

Distribution (by preparer) :

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary

0003k41487a

# STATE OF ALASKA

STEVE COWPER, GOVERNOR

## DEPARTMENT OF COMMERCE & ECONOMIC DEVELOPMENT

DIVISION OF MEASUREMENT STANDARDS

P.O. BOX 111686  
ANCHORAGE, ALASKA 99511  
PHONE: (907) 345-7750

March 24, 1987

MAR 30 1987

Representative Mike Miller  
P.O. Box V  
Juneau, Alaska 99811

SUBJECT: HB78

Dear Representative Miller:

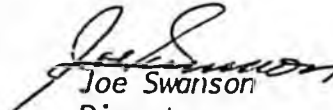
We recommend inserting the following language on page 1, line 24, of House Bill 78:

..." without obtaining a permit [,as] while moving from one farming operation to another within fifty (50) miles of the home base of the implement of husbandry and as further provided in this section."

The purpose of this language is to allow the movement of equipment from one field to another or from the farm's equipment storage area to a field under its own power, yet not allow the equipment to be moved from, for example, the Point McKenzie area to Anchorage for repair. When traveling distances greater than fifty miles, we feel the equipment should be loaded on a truck and a permit required.

With this change, we are in support of this legislation. We feel that this will provide the necessary flexibility during the short growing season.

Sincerely,

  
Joe Swanson  
Director

JS:cs/P.5.

cc: John Williams, Deputy Commissioner  
Department of Commerce and  
Economic Development

**STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE**

**REQUEST:** \_\_\_\_\_

Bill Version: HB 78  
Publish Date: 1/28/87

Revision Date: 4-9-87  
Title: Operation of Farm Equipment  
On State Highways  
Sponsor: Miller  
Requestor: Donley

Agency Affected: \_\_\_\_\_  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>
<b>CAPITAL</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>
<b>REVENUE</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>

**FUNDING: (Thousands of Dollars)**

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>	<b>-0-</b>

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

**ANALYSIS :** (Attach a separate page if necessary)

This bill has no fiscal impact to the Department of  
Transportation & Public Facilities

Prepared by: Bruce R. Freitag Phone: 465-2957  
Division: Engineering & Operations Standards Date: 4/10/87  
Approved by Commissioner: *M. L. H.* Date: 4/13/87  
Agency: DOT&PF

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary



## Dept. of Transportation & Public Facilities

# Position Paper

**BILL NO:** HB 78

**APPROVED:** Mark S. Hickey <sup>M.S.H.</sup>  
Commissioner

**TITLE:** An Act Relating to the Operation  
of Farm Equipment on State Highways

**DATE:**

---

The proposed legislation would considerably relax existing restrictions concerning the movement of farm equipment on state highways.

The legislation does not directly impact the department, but could create unsafe conditions for other highway users as noted below:

- (1) For "Jaylight hours", certain restrictions should apply to prevent movement where high-speed traffic conditions exist. "Daylight hours" should also be defined as in the existing DCED Permit Manual.
- (2) A permit should always be required in order to apply any load controls for a particular piece of equipment in a given area.
- (3) "Oversize" signs and flashing lights should be required for those slow moving pieces of equipment the same as would be required for any other wide-load move - especially as most rural farm state routes have limited sight distance.
- (4) Since most rural state roads have driving lanes less than twelve feet in width, any movement of slow farm equipment over ten feet in width should have at least one pilot car.
- (5) By allowing farm implements of widths greater than 8 1/2 feet to use highways without a permit there would be no way of revoking their movement if safety problems result. A revocation section should be added to the existing proposal.

In summary, since the department is concerned with providing safe facilities for the motoring public, we feel the above items should be considered in the development of your legislation. Most of the above information was taken from the attached Washington regulations.

and remove the unit from the highway when any of the above conditions exist which could create an unsafe movement.

**WAC 468-38-270 Construction equipment.** Pursuant to RCW 46.44.091(3), permits may be issued to move equipment on approved highways whose single axle weight is not more than 45,000 pounds if operating on single pneumatic tires having a rim width of 20 inches or more and a rim diameter of 24 inches or more. If the vehicle has dual pneumatic tires, the rim width shall be at least 16 inches and the rim diameter shall be at least 24 inches.

**WAC 468-38-280 Special Equipment.** Special equipment employing axle groupings other than the conventional single or tandem axle must first be approved by the department before permits will be granted authorizing the unit to operate on state highways.

A retractable axle carrying weight allowed under RCW 46.44.041 shall have a manufacturer's rating of at least 10,000 pounds, shall be self-steering, and shall have the capacity to be activated only from outside the driver's compartment: PROVIDED, The requirement that controls be activated only from outside the driver's compartment shall not apply to existing trucks presently equipped with hydraulically loaded lift axles which presently can be activated inside the driver's compartment.

**WAC 468-38-290 farm implements.**

(1) Farm implement means any device that directly affects the production of agricultural products. For purposes of this section, it must weigh less than forty-five thousand pounds. It must move on pneumatic tires when on public highways and must be less than twenty feet wide.

Spray rigs including fertilizer or chemical applicator rigs or equipment auxiliary to any of these rigs are farm implements.

(2) Permits: Farm implements less than fourteen feet wide do not require a special permit for movement on state highways other than fully controlled limited access highways.

A quarterly or annual permit to move farm implements may be purchased by a farmer or by a person engaged in the business of selling or maintaining farm implements. Such a permit or copy will allow the person or company identified on the permit to draw, drive, or haul any farm implement on state highways.

(3) Movements of oversize farm implements are subject to the following regulations:

(a) An unescorted farm implement shall travel at least five hundred feet behind other vehicles so as to allow other drivers to pass.

(b) If five or more vehicles line up behind a farm implement, the operator of the farm implement shall pull off the road at the first point wide enough to allow traffic to pass safely.

(c) Oversize farm implements may be moved only during daylight hours. Such movements are prohibited at the times and on the those days listed in WAC 468-38-230.

The department may permit movements outside daylight hours during an emergent harvest season to a company or farmer who requests and receives permission in writing. Pilot cars are required for such movements as prescribed in subsection (4)(c) of this section.

(d) Convoying with pilot cars may be used to move farm implements. Two-way radio equipment shall be provided to the pilot cars.

(e) Lights: Requirements for hazard warning lights visible from one thousand feet, clearance lights, reflectors, and other lights shall be as prescribed in RCW 46.37.160.

(4) Flags, signs, and escorts are required for the movement of farm implements as follows:

(a) Flags: If the farm implement is over eight and one-half feet wide, it must display red flags at least twelve inches square so as to wave freely on all four corners of the vehicle and at the extreme ends of all protrusions, projections, or overhangs.

(b) Signs: If the farm implement is over eight and one-half feet wide, OVERSIZE LOAD signs visible to oncoming and overtaking traffic must be displayed. These signs must meet the requirements of WAC 468-38-190. A farm implement preceded and followed by pilot cars is not required to display such signs.

(c) Escort cars: On two-lane state highways, escort cars must precede and follow if the farm implement is over twelve and one-half feet wide. Vehicles or loads whose width is between ten and twelve and one-half feet are exempt from having escort cars only when operating within fifty miles of the business owning the equipment.

On multiple-lane state highways, one escort car in the rear is required if vehicle or load is more than fourteen feet wide.

Other requirements for escort cars and their operation are prescribed by WAC 468-38-110.

When approval to use a flagperson instead of an escort vehicle is given, the permit shall specifically state that exemption.

(d) Posting a route may be used in lieu of escort cars if the route to be traveled is less than two miles. Signs reading OVERSIZE VEHICLE MOVING AHEAD on a square at least three feet on each side shall be placed at points before the oversize farm implement enters or leaves the highway and at any entry points along the way. These signs must be removed immediately after the oversize movement has been completed.

(6) Any other provision of law to the contrary notwithstanding, district courts having venue have concurrent jurisdiction with the superior courts for the imposition of any penalties authorized under this section.

(7) For the purpose of determining additional penalties as provided by subsection (2) of this section, "excess weight" means the poundage in excess of the maximum gross weight prescribed by RCW 46.44.042 and 46.44.041 plus the weights allowed by RCW 46.44.047, 46.44.091, and 46.44.095.

(8) The penalties provided in subsections (1) and (2) of this section shall be remitted as provided in chapter 3.62 RCW or RCW 10.82.070. For the purpose of computing the basic penalties and additional penalties to be imposed under the provisions of subsections (1) and (2) of this section the convictions shall be on the same vehicle or combination of vehicles within a twelve-month period under the same ownership.

(9) Any state patrol officer or any weight control officer who finds any person operating a vehicle or a combination of vehicles in violation of the conditions of a permit issued under RCW 46.44.047, 46.44.090, and 46.44.095 may confiscate the permit and forward it to the state department of transportation which may return it to the permittee or revoke, cancel, or suspend it without refund. The department of transportation shall keep a record of all action taken upon permits so confiscated, and if a permit is returned to the permittee the action taken by the department of transportation shall be endorsed thereon. Any permittee whose permit is suspended or revoked may upon request receive a hearing before the department of transportation or person designated by that department. After the hearing the department of transportation may reinstate any permit or revise its previous action.

Every permit issued as provided for in this chapter shall be carried in the vehicle or combination of vehicles to which it refers and shall be open to inspection by any law enforcement officer or authorized agent of any authority granting such a permit.

Upon the third finding within a calendar year of a violation of the requirements and conditions of a permit issued under RCW 46.44.095 as now or hereafter amended, the permit shall be canceled, and the canceled permit shall be immediately transmitted by the court or the arresting officer to the department of transportation. The vehicle covered by the canceled permit is not eligible for a new permit for a period of thirty days.

(10) For the purposes of determining gross weights the actual scale weight taken by the arresting officer is prima facie evidence of the total gross weight.

The chief of the state patrol, with the advice of the department, may adopt reasonable rules to aid in the enforcement of this section. [1985 c 351 § 6; 1984 c 258 § 327; 1984 c 7 § 58; 1979 ex.s. c 136 § 75; 1975 '76 2nd ex.s. c 64 § 23.]

Rules of court: Monetary penalty schedule—JTIR 6.2.

Court Improvement Act of 1984—Effective dates—Severability—Short title—1984 c 258: See notes following RCW 3.30.010.

Intent—1984 c 258: See note following RCW 3.46.120.

Severability—1984 c 7: See note following RCW 47.01.141.

Effective date—Severability—1979 ex.s. c 136: See notes following RCW 46.63.010.

Effective dates—Severability—1975-'76 2nd ex.s. c 64: See notes following RCW 46.16.070.

**RCW 46.44.110 Liability for damage to highways, bridges, etc.** Any person operating any vehicle or moving any object or conveyance upon any public highway in this state or upon any bridge or elevated structure that is a part of any such public highway is liable for all damages that the public highway, bridge, or elevated structure may sustain as a result of any illegal operation of the vehicle or the moving of any such object or conveyance or as a result of the operation or moving of any vehicle, object, or conveyance weighing in excess of the legal weight limits allowed by law. This section applies to any person operating any vehicle or moving any object or contrivance in any illegal or negligent manner or without a special permit as provided by law for vehicles, objects, or contrivances that are overweight, overwidth, overheight, or overlength. Any person operating any vehicle is liable for any damage to any public highway, bridge, or elevated structure sustained as the result of any negligent operation thereof. When the operator is not the owner of the vehicle, object, or contrivance but is operating or moving it with the express or implied permission of the owner, the owner and the operator are jointly and severally liable for any such damage. Such damage to any state highway or structure may be recovered in a civil action instituted in the name of the state of Washington by the department of transportation. Any measure of damage to any public highway determined by the department of transportation by reason of this section is prima facie the amount of damage caused thereby and is presumed to be the amount recoverable in any civil action therefor. [1984 c 7 § 59; 1961 c 12 § 46.44.110. Prior: 1937 c 189 § 57; RRS 6360-57.]

Severability—1984 c 7: See note following RCW 47.01.141.

**RCW 46.44.120 Liability of owner, others, for violations.** Whenever an act or omission is declared to be unlawful in chapter 46.44 RCW, the owner or lessee of any motor vehicle involved in such act or omission is responsible therefor. Any person knowingly and intentionally participating in creating an unlawful condition of use, is also subject to the penalties provided in this chapter for such unlawful act or omission.

If the person operating the vehicle at the time of the unlawful act or omission is not the owner or lessee of the vehicle, such person is fully authorized to accept the citation and execute the promise to appear on behalf of the owner or lessee. [1980 c 104 § 2; 1971 ex.s. c 148 § 1; 1969 ex.s. c 69 § 1.]

**RCW 46.44.130 Farm implements—Gross weight and size limitation exception—Penalty.** The limitations of RCW 46.44.010, 46.44.020, 46.44.030, and 46.44.041 shall not apply to the movement of farm implements of less than forty-five thousand pounds gross weight, a total length of seventy feet or less, and a total outside width of fourteen feet or less when being moved while patrolled, flagged, lighted, signed, and at a time of

day in accordance with rules hereby authorized to be adopted by the department of transportation and the statutes. Violation of a rule adopted by the department as authorized by this section or a term of this section is a traffic infraction. [1979 ex.s. c 136 § 76; 1975 '76 2nd ex.s. c 64 § 20; 1975 1st ex.s. c 168 § 3; 1973 1st ex.s. c 1 § 1.]

**Effective date—Severability—**1979 ex.s. c 136: See notes following RCW 46.63.010.

**Effective dates—Severability—**1975-'76 2nd ex.s. c 64: See notes following RCW 46.16.070.

**Effective date—**1975 1st ex.s. c 168: See note following RCW 46.44.091.

**RCW 46.44.140 Farm implements—Special permits—Penalty.** In addition to any other special permits authorized by law, special permits may be issued by the department of transportation for a quarterly or annual period upon such terms and conditions as it finds proper for the movement of (1) farm implements used for the cutting or threshing of mature crops; or (2) other farm implements that may be identified by rule of the department of transportation. Any farm implement moved under this section must have a gross weight less than forty-five thousand pounds and a total outside width of less than twenty feet while being moved, and such movement must be patrolled, flagged, lighted, signed, at a time of day, and otherwise in accordance with rules hereby authorized to be adopted by the department of transportation for the control of such movements.

Applications for and permits issued under this section shall provide for a description of the farm implements to be moved, the approximate dates of movement, and the routes of movement so far as they are reasonably known to the applicant at the time of application, but the permit shall not be limited to these circumstances but shall be general in its application except as limited by the statutes and rules adopted by the department of transportation.

A copy of the governing permit shall be carried on the farm implement being moved during the period of its movement. The department shall collect a fee as provided in RCW 46.44.0941.

Violation of a term or condition under which a permit was issued, of a rule adopted by the department of transportation as authorized by this section, or of a term of this section is a traffic infraction. [1984 c 7 § 60; 1979 ex.s. c 136 § 77; 1973 1st ex.s. c 1 § 2.]

**Severability—**1984 c 7: See note following RCW 47.01.141.

**Effective date—Severability—**1979 ex.s. c 136: See notes following RCW 46.63.010.

**RCW 46.44.150 Highway improvement vehicles—Gross weight limit excesses authorized—Limitations.** The state, county, or city authority having responsibility for the reconstruction or improvement of any public highway may, subject to prescribed conditions and limitations, authorize vehicles employed in such highway reconstruction or improvement to exceed the gross weight limitations contained in RCW 46.44.041 and 46.44.042

without a special permit or additional fees as prescribed by chapter 46.44 RCW, but only while operating within the boundaries of project limits as defined in the public works contract or plans. [1983 c 3 § 121; 1975 1st ex.s. c 63 § 1.]

**RCW 46.44.160 Monthly or quarterly permits for additional tonnage.** When vehicles for which licensed tonnage has been purchased on a monthly or quarterly basis pursuant to RCW 46.16.135 or 46.85.120 as now or hereafter amended, then the additional tonnage provided for in RCW 46.44.095 may be purchased on a monthly or a quarterly basis: *Provided*, That the total additional tonnage purchased under RCW 46.44.095 is not less than six thousand pounds. The fee for a monthly permit shall be one-twelfth the amount charged for a corresponding twelve-month period, and the fee for a quarterly permit shall be one-fourth the amount charged for a corresponding twelve-month permit, and shall further be reduced by one-twelfth for each full calendar month of the quarter that has elapsed at the time the quarterly permit is purchased. In addition, a fee of five dollars shall be charged for each monthly or quarterly permit issued hereunder.

The quarterly periods covered by this section shall be registration quarters consisting of three registration months. The first quarter shall commence with registration month one. [1981 c 229 § 1; 1975-'76 2nd ex.s. c 64 § 21; 1975 1st ex.s. c 196 § 1.]

**Effective dates—Severability—**1975-'76 2nd ex.s. c 64: See notes following RCW 46.16.070.

**RCW 46.44.170 Mobile home movement special permit and decal—County treasurer certification of taxes paid—Vehicle license plates—Rules.** (1) Any person moving a mobile home as defined in RCW 46.04.302 upon public highways of the state must obtain a special permit from the department of transportation and local authorities pursuant to RCW 46.44.090 and 46.44.093 and shall pay the proper fee as prescribed by RCW 46.44.0941 and 46.44.096.

(2) A special permit issued as provided in subsection (1) of this section for the movement of any mobile home shall not be valid until the county treasurer of the county in which the mobile home is located shall endorse or attach thereto his certificate that all property taxes due in that calendar year, and all delinquent taxes upon the mobile home being moved have been satisfied. Further, any mobile home required to have a special movement permit under this section shall display an easily recognizable decal: *Provided*, That endorsement or certification by the county treasurer and the display of said decal is not required when a mobile home is to enter the state or is being moved from a manufacturer or distributor to a retail sales outlet or directly to the purchaser's designated location or between retail and sales outlets. It shall be the responsibility of the owner of the mobile home or the agent to obtain such endorsement from the county treasurer and said decal.

(3) Nothing herein should be construed as prohibiting the issuance of vehicle license plates for a mobile home.

Lights: Flashing amber lights at least 6 inches in diameter shall be mounted on the upper outer edges of the rear of the trailing unit. They shall be in good working order, and clearly visible, and meet the requirements of WAC 468-38-110(12).

County Treasurer Validation: If a mobile home is to be moved on public highways, the county treasurer of that county must certify that all property taxes due on that mobile home have been paid (RCW 46.44.170). A decal indicating that county taxes have been paid must be affixed to the mobile home. This is an essential element of the permit, and the permit is invalid without it.

## FARM IMPLEMENTS

Definition: A farm implement means any device that directly affects the production of agricultural products. It does NOT include:

- a. Implements having a gross weight of 45,000 pounds or more;
- b. Those more than 20 feet wide;
- c. Those not equipped with pneumatic tires when operating on the highway surface; or
- d. Those more than 14 feet wide unless used for the harvest of mature crops.

Permits: Farm implements do not need permits to operate on the state highway system unless they are more than 14 feet wide except that permits are required to operate any oversize farm vehicle on the interstate system (WAC 468-38-290).

Vehicles not meeting the criteria of "farm implements" must have permits to be driven or drawn on state highways.

### Regulations for the Movement of Farm Implements:

- a. If the implement is more than 8½ feet wide, it must display bright red flags at least 12 inches square on all four corners and on any protrusions.
- b. It must keep at least a 500 foot distance between itself and other vehicles. If five or more vehicles line up behind it, it must pull off the roadway to let the traffic clear.
- c. Movement may be made only during daylight hours and when visibility is at least 1,000 feet. If an emergency exists, WSDOT or the Washington State Patrol may allow nighttime movements with escort cars. In that case, the farm implement must be properly lighted and have two 4 inch double face flashing amber lights positioned at the widest points on the farm implement.

- d. On two-lane highways, if the implement is over 8½ feet but less than 12½ feet wide, OVERSIZE LOAD signs in front and back must be attached; if 12½ to 20 feet wide, escort cars must precede and follow as well.

Vehicles between 10 and 12-1/2 feet wide are exempt from escort car requirements only when operating within 50 miles of the business owning the equipment.

- e. On a multiple-lane highway, if the implement is over 8½ but less than 14 feet wide, the implement shall have an OVERSIZE LOAD sign on the rear; if between 14 to 20 feet wide, an escort vehicle shall follow as well.
- f. A flagperson may be used under some circumstances when stipulated on the permit. A route may be posted indicating movement of farm implements under some conditions. (See WAC 468-38-290.)
- g. Farm implements may be moved in convoy when escort cars are equipped with two-way radio equipment.

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

Bill Version: CSHB 78 (L&C)

Publish Date: \_\_\_\_\_

REQUEST \_\_\_\_\_

Revision Date: \_\_\_\_\_

Agency Affected: Public Safety

Title: "An Act relating to the operation of farm equipment on highways."

BRU: Alaska State Troopers

Sponsor: Rep. Miller

Components: Detachments & CIB

Requestor: House Transportation

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		0	0	0	0	0
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUNDS		0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is anticipated.

Prepared by: Francis C. Allan *F.C.A.*  
Division: Alaska State Troopers

Phone: 269-5691

Date: 4/20/87

Approved by Commissioner: Arthur English *A. English*  
Agency: Public Safety

Date: 4/23/87

Distribution (by preparer):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary

*JMM*  
*4/25/87*

BILL NO: CSHB 78 (L&C)

DATE: 4/20/87

TITLE: "An Act relating to the operation of farm equipment on state highways."

CONTACT:   
Major Walter J. Gilmour  
Acting Director  
Alaska State Troopers

DEPARTMENT OF  
PUBLIC SAFETY

POSTION PAPER

To allow for movement of farm equipment upon roadways and provide guidelines, requirements, and restrictions for such movements.

This version of HB 78 contains no changes which alter the original position of the Division of Alaska State Troopers. It clarifies AS 19.10.065(B)(1) as to daylight hours, (3) as to placement of the red flag and (4) limits distance allowed to within 50 miles from home base. All of these changes are of a positive nature and make the statute more easily understood.

The Division of Alaska State Troopers is neutral on this legislation.

  
Arthur A. English  
Commissioner

**STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE**

**REQUEST:** \_\_\_\_\_

Bill Version : HB 78  
Publish Date : \_\_\_\_\_

Revision Date: \_\_\_\_\_  
Title: "An Act relating to the operation  
of farm equipment..."

Agency Affected: Public Safety  
BRU: Alaska State Troopers

Sponsor: Rep. Miller  
Requestor: House Labor & Commerce

Components: Detachments & CIB

**EXPENDITURES/REVENUES: (Thousands of Dollars)**

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
---------	---	---	---	---	---	---

REVENUE						
---------	--	--	--	--	--	--

**FUNDING: (Thousands of Dollars)**

GENERAL FUND	0	0	0	0	0	0
FEDERAL FUNDS						
OTHER						
<b>TOTAL</b>						

**POSITIONS:**

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

**ANALYSIS : (Attach a separate page if necessary)**

No fiscal impact is anticipated.

Prepared by: Francis C. Allan *F.C.A.*

Phone: 269-5691

Division: Alaska State Troopers

Date: 2/19/87

Approved by Commissioner: William R. Nix *W.R.N.*

Date: 2/24/87

Agency: Public Safety

**Distribution (by preparer):**

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)
- Senate Secretary

*Jmk  
2/24/87*

MAR 18 1987

BILL NO: HB 78

DATE: 3/16/87

TITLE: "An Act relating to the operation of farm equipment on state highways."

CONTACT: Major Walter J. Gilmour  
Acting Director  
Alaska State Troopers

*Walter J. Gilmour*

DEPARTMENT OF  
PUBLIC SAFETY  
POSTING PAPER

Current statutes require registration of farm equipment that use road ways even incidentally.

Title 17, AAC 25.020 allows the maximum width of a vehicle to be 102 inches. This legislation would allow an implement of husbandry vehicle width of 144 inches for incidental operation during daylight hours with a slow moving vehicle emblem displayed without a permit. "Incidental operation" is not defined. This could cause problems.

A vehicle described as an "implement of husbandry" more than 144 inches wide can be operated during daylight hours with a slow moving vehicle emblem displayed and also preceded by a pilot car for "incidental operation" on a highway. No permit is required. Once again, "incidental operation" is not defined.

A vehicle 144 inches wide (12 feet) would use most of the width of the road lane and in the interest of total safety should have a pilot car front and rear.

The Division of Alaska State Troopers is neutral on this legislation.

*William R. Nix*

William R. Nix  
Acting Commissioner

## TYPES OF PERMITS

Throughout this manual we refer to vehicles and vehicles with loads. It is important to distinguish between the two.

Permits may be issued for vehicles that exceed the legal limitations. These permits may be issued for vehicles capable of being driven on a highway but which are designed for purposes other than the transportation of a load upon a highway. Examples of such vehicles may be self propelled cranes, off road construction equipment or other road maintenance equipment.

Permits may be issued for vehicles with loads that exceed the legal limitations. These permits are intended to allow the transportation of a non-reducible load on a standard size vehicle or on specialized hauling equipment that is designed for the transportation of non-reducible oversize or overweight loads.

Permits may be issued for certain specialized hauling equipment designed to transport oversize and overweight loads. These permits are issued to allow the movement of the trailer with or without a load. Permits may be issued for extended periods to allow the movement of the empty or loaded trailer. Normally, a load that extends beyond the width or length of an overwidth trailer will require a single trip permit. It must also be understood that the permit allowing the use of specialized equipment does not authorize loading side by side, stacking or loading end to end. This permit is designed to allow the movement of equipment that would not normally be transported on a legal trailer. An example of such specialized hauling equipment is a ten foot wide lowboy.

Oversize and/or overweight permits may be issued for various lengths of time as described below:

1. Single Trip: One move from origin to destination and return for a specific period of time. Usually one day unless the move is of a greater distance.
2. Extended Period Permits (monthly periods for up to a maximum of one year)
  - A. Vehicles
    1. Vehicle dimensions may not exceed:
      - a. 10 feet wide
      - b. 15 feet high
      - c. Legal length including front and/or rear overhangs not to exceed 10 feet.
  - B. Vehicles with Loads
    1. Truck-tractor semi-trailer:
      - a. Vehicle may not exceed legal length or width.