

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672  
5591 STRA SJR 68 - HB 256

SJR

68

STATE OF ALASKA 1988 LEGISLATIVE SESSION  
FISCAL NOTE

REQUEST 2/22/88

Bill Version: SJR 68  
Publish Date: \_\_\_\_\_

Revision Date: \_\_\_\_\_  
Title: Radioluminescent Runway Lights

Agency Affected: DOT&PF  
BRU: \_\_\_\_\_

Sponsor: Binkley  
Requestor: Jones

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

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: There is no fiscal impact to the Department of Transportation and Public Facilities. However, the certification of RL lights will allow future capital funds for rural runway lighting to go farther due to the avoidance of diesel generation required for conventional lighting systems.

Prepared by: W. Keith Gerken *WKGal*  
Division: Deputy Commissioner, Operations

Phone: 465-3900  
Date: 2/22/88

Approved by Commissioner: Mark S. Hickey *MSH*  
Agency: DOT&PF

Date: 2/22/88

Distribution (by preparer):

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

# STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

STEVE COWPER, GOVERNOR

P.O. BOX Z  
JUNEAU, ALASKA 99811-2500  
PHONE: (907) 465-3900

February 23, 1988

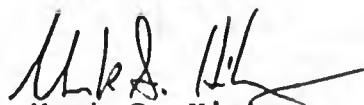
The Honorable John Binkley  
Alaska State Senate  
P.O. Box V  
Juneau, Alaska 99811

Dear Senator Binkley:

I am writing to express my support for the resolution that you have introduced that asks the Federal Aviation Administration (FAA) to complete their evaluation of radioluminescent runway edge lighting (RL) systems. Alaska has an immediate need for low maintenance RL systems for our rural airports. RL systems represent a cost effective alternative to electrical powered lights. However, until FAA completes its testing of RL systems and grants some level of approval, their usefulness is greatly diminished.

Thank you for your support of the radioluminescent runway edge lights program.

Sincerely,

  
Mark S. Hickey  
Commissioner

cc: Lynn J. Harnisch, P.E., Regional Director, Northern Region

SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

Date of 2-3-88 5-DAY NOTICE  
IN ACCORDANCE WITH UNIFORM RULE 23

FURTHER:

*Ruby*

\*\*FISCAL NOTE(S) ATTACHED  \*\*  
IN ACCORDANCE WITH AS 24.08.035  
(see below)

2/16/88  
Mr. President:

DATE TURNED INTO OFFICE 2-23-88

Transportation Committee considered SJR 68

*radio luminescent runway lights*

and recommended:

replace with CS \_\_\_\_\_  same title

attached amendment(s) and  new title

*Mozart*  
*A* do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

letter of intent adopted and attached

*BFH*

\*\* Committee  attached or  adopted fiscal note(s)  
 zero  fiscal impact

MEMBERS SIGNING DO PASS

*Tim Kelly Do Pass*  
*Fahrenberg*

OTHER RECOMMENDATIONS

*William K. Pec*

*Ray Jones (Do Pass)*  
Chairman signature and recommendation

Committee Backup Attached

# Senator Johne Binkley

---

Senate Finance Committee  
P.O. Box V • Juneau, Alaska 99811 • (907) 465-4985

February 22, 1988

Finance Committee  
Co-Chairman

The Honorable Lloyd Jones  
Chairman, Transportation Committee  
Alaska State Senate  
Room 9, Capitol Building  
Juneau, AK 99811

FOR HAND DELIVERY

Dear Senator Jones:

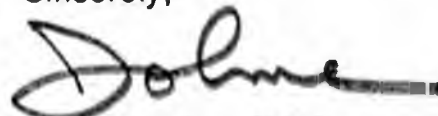
On Tuesday, February 23, you will have before your committee SJR 68, relating to radioluminescent runway lights. I would like to offer the following on this type of lighting system for the information of the committee.

As you know, most rural airports are community class, requiring a runway of about 3,000 feet. DOT/PF estimates that the cost of purchasing and installing a diesel generator powered medium intensity runway lighting system for a runway of this length is about \$250,000 with annual maintenance and operational costs of about \$10,000.

The cost of purchasing and installing a radioluminescent (RL) lighting system for the same length runway is approximately \$190,000 with no annual maintenance or operational costs. At this time, only one private company has the required Federal Energy Regulatory Commission's permit to manufacture and sell RL lights. However, four other companies have applied for the necessary permits to manufacture RL lights. The Statewide Research Division of DOT/PF in Fairbanks expects the price of this lighting system to drop by 50% as more companies enter the market and the technology becomes established.

Currently, there are twenty-four community class airports statewide without any type of lighting system which would be good candidates for RL lights. However, until the FAA has completed its testing and approved the RL lights, the system cannot be fully implemented. FAA approval is essential to commercial use of RL lights as an alternative to lanterns under FAR 135.229. Your favorable consideration of this Resolution would be greatly appreciated.

Sincerely,



Senator Johne Binkley  
Yukon-Kuskokwim and  
Interior Rivers

jka

*response letter*

# YUKON KUSKOKWIM DELTA MAYOR'S CONFERENCE

BETHEL, ALASKA  
OCTOBER 7, 8, and 9, 1987

RESOLUTION 87-18



A RESOLUTION OF THE 1987 YUKON-KUSKOKWIM DELTA MAYOR'S CONFERENCE REQUESTING THE LEGISLATURE AND GOVERNOR TO WORK TOGETHER TO ACCELERATE THE FUNDING AND CONSTRUCTION OF AIRPORT RUNWAY LIGHTING SYSTEMS WHICH ARE NEEDED THROUGHOUT RURAL ALASKA.

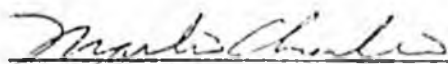
WHEREAS, there are many rural airports which remain without any form of adequate runway lighting or navigational aides which would enhance the safety of our people; and

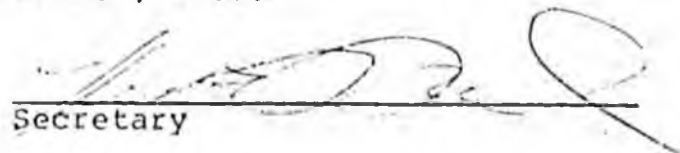
WHEREAS, runway lighting systems at these village locations is an absolutely essential need for purposes of public transportation, freight delivery, public safety and medical services; and

WHEREAS, this is a basic service which many municipalities have been requesting for years and others have enjoyed for years.

NOW THEREFORE BE IT RESOLVED THAT the Yukon-Kuskokwim Delta Mayor's Conference requests the State of Alaska Department of Transportation aggressively pursue the investigation and testing of new technology, where it appears that such technology may facilitate the installation of needed electrically powered runway lighting and that the State provide funds for the installation.

PASSED and APPROVED BY THE NINTH ANNUAL YUKON-KUSKOKWIM DELTA MAYOR'S CONFERENCE this 9th day of October, 1987.

  
\_\_\_\_\_  
President

  
\_\_\_\_\_  
Secretary

*supporting resolution*

# AVCP

Association of Village Council Pres  
P. O. Box 219 • Bethel, Alaska 99559 • Phone 543-3321

## CONVENTION RESOLUTION NO. 87-10-11

A RESOLUTION CALLING ON THE STATE OF ALASKA TO PROVIDE GRANT FUNDS TO THE CITY OF AKIAK FOR SOME AIRPORT LIGHTS.

WHEREAS, The City of Akiak is a second class city which is a responsible organization to maintain airport lights through the Department of Transportation; and


WHEREAS, The City of Akiak has no airport lights and when there is an emergency during the night and early morning hours, the health aide has to contact 4 to 5 people to light up the airstrip with their trucks and 3-wheelers; and

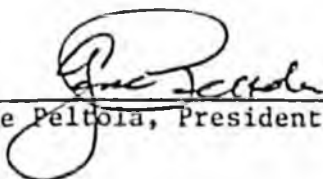
WHEREAS, The local people of Akiak are affected by this need as well as producing a hazard for the planes without airport lights; and

NOW THEREFORE BE IT RESOLVED that the City of Akiak call upon the Association of Village Council Presidents at its Annual Convention to assist the City of Akiak in their pursuit of grant funds to provide lights at their airport; and

BE IT FURTHER RESOLVED that the AVCP Administration bring this request to the State of Alaska's Department of Transportation.

Adopted by action of unanimous vote of delegates assembled at the 1987 Fall Convention of the Association of Village Council Presidents held in Scammon Bay, Alaska, on October 17, 1987, meeting in a duly constituted meeting of the AVCP Full Board of Directors with a quorum having been present.

  
\_\_\_\_\_  
Willie Kasayulie, Chairman

  
\_\_\_\_\_  
Gene Peltola, President

*support resolution*

HPB

31

# Alaska State Legislature

REPRESENTATIVE  
PAT POURCHOT

HOUSE FINANCE COMMITTEE  
COMMITTEE ON OIL AND GAS



ANCHORAGE  
P.O. BOX 104836  
ANCHORAGE, AK 99510  
(W) (907) 278-6818  
(H) (507) 338-2425


JUNEAU  
POUCH V  
STATE CAPITOL  
JUNEAU, AK 99811  
(907) 465-3712

## House of Representatives

### MEMORANDUM

DATE: April 10, 1987

TO: Senate Transportation Committee  
Senator Lloyd Jones, Chairman  
Senator Jack Coghill, Vice-Chairman  
Senator Tim Kelly  
Senator Mitch Abood  
Senator Bettye Fahrenkamp

FROM: Representative Pat Pourchot   
Representative Red Boucher

SUBJECT: CSHB 31 (Transportation), "An Act relating to registration of commercial and noncommercial vehicles; and providing for an effective date."

We continue to hear complaints of commercial vehicles with out-of-state license plates operating on our highways. While some operators may pay the required registration fee, others do not. Enforcement of registration laws is difficult as there is no visual means to quickly identify the illegal nonregistered operator.

In addition, many new residents or nonresidents working temporarily instate fail to comply with state registration requirements, choosing instead to maintain their vehicle registration in other states. These residents benefit from our roads and jobs without paying the required fees.

CSHB 31 (Trans) would eliminate distinctions between nonresident and resident commercial vehicles for purposes of registration, assessing fees, and display of license plates. Only licensed ICC and FMC carriers and unladen commercial vehicles operating under a one-way trip permit would be exempted - although prominent display of permits would be required.

Additionally, this bill would shorten the length of time a nonresident, noncommercial vehicle is exempt from state registration requirements and require proof of any exemption from registration.

We consider this legislation to be an important element of the Alaska residency and local hire issues in its attempt to enforce our vehicle registration laws and to legally, but forcefully, discourage the use of nonresident commercial vehicles.

CSHB 31 (Trsp) has received no opposition and unanimously passed the House and the Senate State Affairs Committee.

SUMMARY

CSHB 31 (TRSP)

"Relating to registration of  
commercial and noncommercial motor vehicles"

Background

Current State law or regulations require the registration of all vehicles operating instate. However, many new residents or non-residents working temporarily instate illegally maintain their vehicle registration in other states. These operators benefit from our roads and jobs without paying the required fees.

Current State law also does not specifically address the handling of nonresident commercial vehicles operating temporarily instate. Regulations now provide for permitting or registration for such vehicles. However, with the exception of licensed ICC and FMC carriers, the regulations do not require the display of a permit of registration for nonresident commercial vehicles. Thus, it is difficult for law enforcement officers and the public to distinguish between a vehicle holding a valid temporary permit and one operating illegally instate.

Additionally, fees for temporary permits for nonresident commercial vehicles are now determined administratively by prorating the resident commercial vehicle fee for the number of days the nonresident vehicle is registered for use instate. This method does not appear to result in fees appropriate for the privilege of operating nonresident commercial vehicles in Alaska.

CSHB 31 (TRSP) would accomplish the following:

1. Shorten the length of time a nonresident, noncommercial vehicle is exempt from State registration requirements and require proof of any exemption from registration.
2. Eliminate the distinction between resident and nonresident commercial vehicles for purposes of registration, assessing fees, and display of license plates.
3. Limit the authority for issuance of special permits and the exemption from normal registration to only short-term, one-way unladen commercial vehicles and licensed ICC and FMC carriers. Permits would have to be prominently displayed.

## BILL HISTORY

**BILL:** HB 31  
**NAME:** CSHB 31 (TRSP)  
**TITLE:** "An Act relating to registration of commercial and noncommercial motor vehicles; and providing for an effective date."

**PRIME SPONSOR:** Pourchot  
**CO-SPONSORS:** Boucher, Taylor, Donley

**CURRENT STATUS:** (S) TRA

<u>Date</u>		<u>Page</u>	<u>Action</u>
01/12/87	(H)	25	Profile released
01/19/87	(H)	25	Read the first time -- Referral(s) State Affairs, Transportation
01/28/87	(H)	84	STA Rpt 6 DP
01/28/87	(H)	85	0 Fiscal note/analysis published 1/28/87
02/13/87	(H)	217	TRA Rpt CS(TRSP) 5 DP
02/13/87	(H)	218	Co-sponsor added: Taylor
02/16/87	(H)		Rules to calend 2/16/87
02/16/87	(H)	248	Read the second time
02/16/87	(H)	248	TRA CS adopted unan consent
02/16/87	(H)	249	Advanced to third reading unan consent
02/16/87	(H)	249	Read the third time CSHB 31 (TRSP)
02/16/87	(H)	249	Passed Y37 N- X3
02/16/87	(H)	249	Effective date same as passage
02/16/87	(H)	252	Co-sponsor added: Donley
02/16/87	(H)	253	Transmitted to (S)
02/17/87	(S)	324	Read the first time - Referral(s) State Affairs, Transportation
03/31/87	(S)	772	STA Rpt 4 PD
03/31/87	(S)	772	Referred to Transportation

STATE OF ALASKA  
THE LEGISLATURE

POUCH Y STATE CAPITOL  
JUNEAU, ALASKA 99811  
967 465 3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

January 20, 1987

SUBJECT: Registration of Motor Vehicles - HB 31  
TO: Representative Pat Pourchot  
FROM: Michael F. Ford *M. F.*  
Legislative Counsel

The following is a sectional analysis of HB 31, as requested:

Section 1

Lowers the nonresident exemption from registration of a non-commercial vehicle from 90 to 60 days, and the requirement that registration take place after employment is lowered from 15 to 10 days after the person becomes employed. Requires commercial vehicles to be registered when use begins, except as provided in AS 28.10.011 and 28.10.131(c).

Section 2

Requires the person claiming nonresident exemption from registration to provide proof of qualification for the exemption.

Section 3

Technical amendment in conjunction with section 4.

Section 4

Allows the owner of a commercial vehicle temporarily operating in-state to register a commercial vehicle, while maintaining title in another jurisdiction.

Section 5

Requires owners of commercial vehicles licensed by the I.C.C. or the F.M.C., and registered in another jurisdiction

who desire to retain registration and title in the other jurisdiction, to register the commercial vehicle, but exempts the owner from title requirements.

Section 6

Adds an additional exemption from registration requirements for an unladen commercial vehicle making a single continuous trip not exceeding 10 days.

Section 7

Requires special permits issued under AS 28.10.151 to be prominently displayed.

Section 8

Technical amendment in conjunction with section 4.

Section 9

Effective date.

MFF:mkr  
m8/026

BILL NO: CSHB 31 (Trsp)

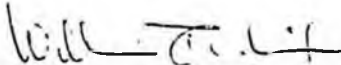
DATE: February 19, 1987

TITLE: An Act relating to registra- CONTACT: Bill Brown  
tion of commercial and 465-4335  
noncommercial motor vehicles.

The bill will require full registration of commercial vehicles not used as legitimate interstate carriers, and reduce the time period in which a person is required to register a vehicle.

All commercial vehicles may now obtain a "trip permit" that allows them to operate in Alaska for up to 90 days. This gives summer commercial operators an advantage over Alaska residents who must pay full fees. This bill restricts use of the trip permit to only licensed interstate carriers, and requires temporary operators to pay full fees. This is done to put non-residents on an equal economic basis with Alaska residents while, at the same time, not placing a restrictive burden on legitimate interstate carriers.

The Department of Public Safety supports this bill.

  
\_\_\_\_\_  
WILLIAM R. NIX  
Acting Commissioner

DEPARTMENT OF PUBLIC SAFETY  
PERMIT

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

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

Bill Version: CSHB 31(Trsp)  
Publish Date: \_\_\_\_\_

Revision Date: \_\_\_\_\_  
Title: An Act relating to registration  
of commercial and noncommercial motor...

Agency Affected: Public Safety  
BRU: Motor Vehicles

Sponsor: Pourchot  
Requestor: Senate State Affairs

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						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

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

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

**FUNDING: (Thousands of Dollars)**

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

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

Will not have any fiscal impact. There may be a slight increase in revenue, however, we are unable to predict the amount.

Prepared by: Bill Brown  
Division: Motor Vehicles

Phone: 465-4335  
Date: 2-15-87

Approved by Commissioner: [Signature]  
Agency: Public Safety

Date: 2/15/87

**Distribution (by preparer):**

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

*JNR*  
*2/19/87*

HB

74

06-12-04-04-00 (12-55-7-07-01-04)

STATE OF ALASKA -- COMPONENT BUDGET ANALYSIS

ALSFRMA 16133 5/27/87

AGENCY: DEPARTMENT OF PUBLIC SAFETY  
CATEGORY: PUBLIC PROTECTION

PROGRAM: MOTOR VEHICLES  
SUB-PROGRAM: ADMINISTRATION

LEG. FIN.

\*\*\*\*\* C. C. ANALYSIS \*\*\*\*\* :

LEGISLATIVE INTENT:  
IT IS THE INTENT OF THE LEGISLATURE THAT THE PERSONALIZED LICENSE PLATE PROGRAM BE CONTINUED.

\*\*\*\*\* SEN REV ANALYSIS \*\*\*\*\*

\*\*\*\*\* HOUSE ANALYSIS \*\*\*\*\*

THE HOUSE COLUMN RESTORES PROGRAM RECEIPTS BY \$29.6 AND REDUCES GF BY THE SAME AMOUNT.

LEGISLATIVE INTENT:  
IT IS THE INTENT OF THE LEGISLATURE THAT THE PERSONALIZED LICENSE PLATE PROGRAM BE CONTINUED.

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

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

Bill Version: CSHB 74 (Trans)  
 Publish Date: \_\_\_\_\_

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						
TRAVEL						
CONTRACTUAL		.8	.2	.2	.2	.2
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	.8	.2	.2	.2	.2
CAPITAL						
REVENUE		7.5	1.5	1.5	1.5	1.5

FUNDING: (Thousands of Dollars)

GENERAL FUND		.8	.2	.2	.2	.2
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : (Attach a separate page if necessary)

See page 2.

JNR  
3/4/87

Prepared by: Bill Brown  
 Division: Motor Vehicles  
 Approved by Commissioner: [Signature]  
 Agency: Public Safety

Phone: 465-4335  
 Date: 3-5-87  
 Date: 3/5/87

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. CSHR 74 (Trans)

## 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 29.10.181(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.

# CONTINUATION of FISCAL NOTE ANALYSIS

For Bill/Resolution No. CSHB 74(Trans)am

## EXPENDITURES:

Personal Services	
MVR III, Anchorage, incumbent, 10D	36.5
Contractual	
Motorcycle Plates @ \$2.50 x 250	.6
Postage @ \$.76 x 250	.2
Specialized Plates @ \$5.00 x 200	1.0
Postage @ \$1.76 x 200	.4
	<u>38.7</u>
TOTAL	38.7

After the original impact of 250 personalized motorcycle license plates and 200 specialized plates the first year, it is estimated there will be 50 motorcycle plates and 20 specialized plates issued in FY89 and subsequent years.

## REVENUES:

Motorcycle Plates @ \$30 x 250	7.5
Specialized Plates @ (\$35 x 200)	(7.0)

FY88 is based on issuance of 250 personalized motorcycle license plates at the cost to owner of \$30 per plate. Revenue loss is based on registration fees that would not be collected on Specialized plates for 200 vehicles at \$35 per vehicle. An assumption is made the Pearl Harbor survivor plates would be no fee.

FY89 and subsequent years based on issuance of 50 new motorcycle license plates per year, \$1.5. Revenue loss would remain the same on the Specialized plates, (\$7.0), again assuming they will be no fee.

## INFORMATION:

As a result of the FY88 budget decrement, the Division of Motor Vehicles plans to discontinue issuing personalized license plates as of July 1, 1987. The amendment adopted on the House floor changed the word "may" to "shall". Therefore, the division would be required to continue issuing these plates, and funding for the current position is included in this fiscal note.

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, it was the intent of the department to not issue any personalized license plates under AS 28.10.181(c), including motorcycles. Since the House amendment mandates issuance of the plates, funding is requested to retain the position.

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

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

Bill Version: CSHB 74 (Trans)am  
Publish Date: \_\_\_\_\_

Revision Date: \_\_\_\_\_  
Title: An Act relating to motor vehicle registration and license plates

Agency Affected: Public Safety  
BRU: Motor Vehicles

Sponsor: Sund  
Requestor: House Finance

Components: Field Services

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
PERSONAL SERVICES		36.5	37.6	38.7	39.9	41.1
TRAVEL						
CONTRACTUAL		2.2	.3	.3	.3	.3
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	38.7	37.9	39.0	40.2	41.4

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

REVENUE		.5	(5.5)	(5.5)	(5.5)	(5.5)
---------	--	----	-------	-------	-------	-------

FUNDING: (Thousands of Dollars)

GENERAL FUND	-0-	38.7	37.9	39.0	40.2	41.4
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	38.7	37.9	39.0	40.2	41.4

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

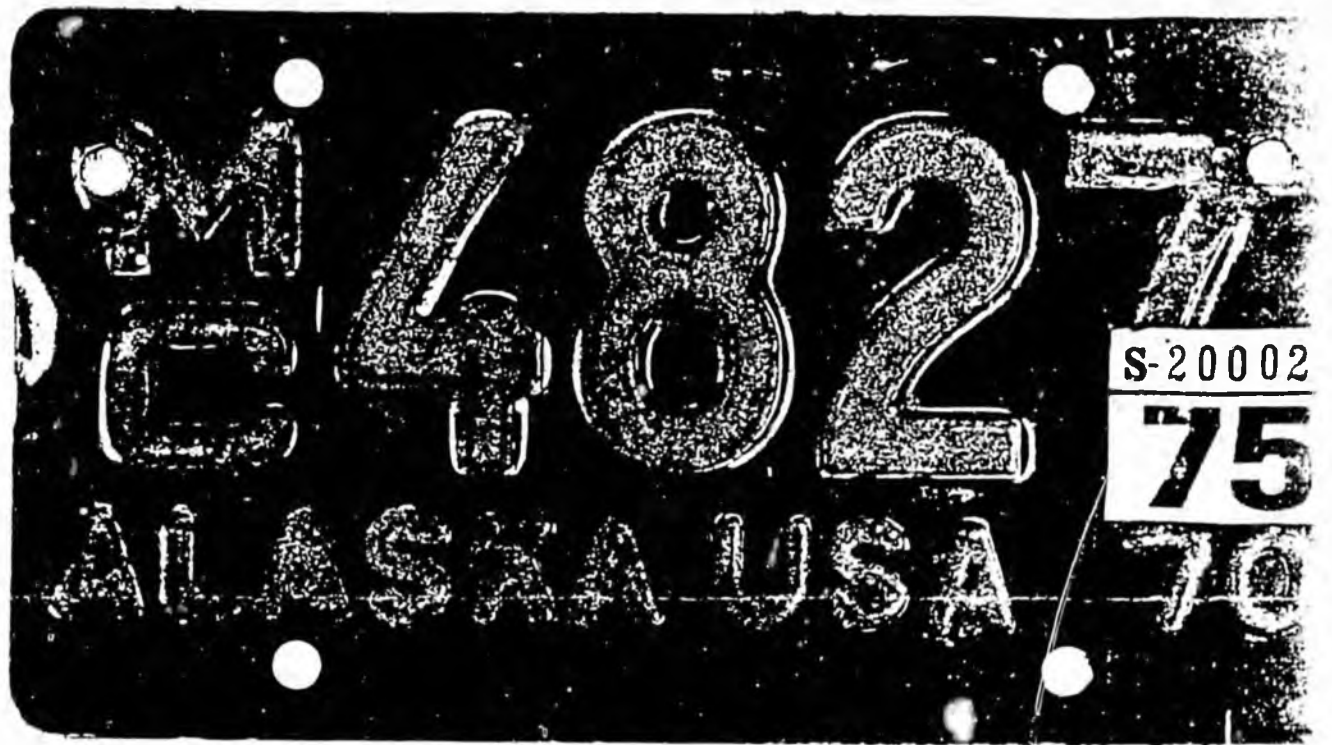
The current DMV Special Program Unit which issues personalized plates is not funded in the FY88 operating budget. Since the House amendment changed "may" to "shall", DMV will be required to continue to issue these plates and funding for the current position is included in this fiscal note.

Prepared by: Charles R. Hosack Phone: 269-5551  
Division: Motor Vehicles Date: 4-2-87

Approved by Commissioner: [Signature] Date: 4/2/87  
Agency: Public Safety

Distribution (by preparer):

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



1970



A

Dear Mike:

2 copies F.V.I.

17 States are now honoring Pearl Harbor Survivors with individual license plates.

Please!

Paul Faulken  
State Chairman, Alaska

FEB 6 1983

(C)

Pearl Harbor from July 1987!

**NEW SECTION ADDED TO BILL**

**Substitute Senate Bill No. 5136**

State of Washington, 50th Legislature, 1987 Regular Session

by Committee on Transportation (originally sponsored by Senators Owen, Bender, Warnke, Conner, Stratton and Garrett)

Read first time 1/29/87.

AN ACT Relating to motor vehicle license plates; and adding a new section to chapter 46.16 RCW.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

**NEW SECTION.** Sec. 1. A new section is added to chapter 46.16 RCW to read as follows:

(1) A resident of this state may, in addition to the application required by RCW 46.16.040, apply to the department for a set of license plates designed by the department to indicate that the recipient of the plates is a survivor of the Japanese attack on Pearl Harbor if he or she:

(a) Was a member of the United States Armed Forces on December 7, 1941;

(b) Was on station on December 7, 1941, during the hours of 7:55 a.m. to 9:45 a.m. Hawaii

tance not to exceed three miles;

(c) Received an honorable discharge from the United States Armed Forces; and

(d) Is certified by a Washington state chapter of the Pearl Harbor Survivors Association as satisfying the qualifications in (b) of this subsection.

(2) The plates shall be issued upon payment of the regular license fee and furnishing of proof satisfactory to the department that the recipient fulfills the requirements provided by subsection (1) of this section. Only one motor vehicle owned by the applicant may be so licensed at any one time.

(3) If the license plates issued pursuant to this section are lost, stolen, or mutilated, the recipient of the plates shall be issued replacement plates upon request and without charge.

(4) The plate shall remain with the recipient upon transfer or other disposition of the vehicle, and may be used on another motor vehicle registered to the recipient in accordance with the provisions of RCW 46.16.595 for such transfers.

Signed by Gov  
1420 Hrs. 14 April 1987  
25 July 1987

**1st Plane Shot Down**

By Cpl. Steve Spanovich, 295576

*Was this the first Japanese airplane to be shot down during the attack on Pearl Harbor and if so, who claimed the kill?*

As I remember it, only a few people were witness to the crash of the Japanese airplane that was shot down and crashed onto the grounds of the U.S. Naval Hospital. It was shot down a few minutes after the attack began and could have been the first enemy aircraft destroyed on Dec. 7, 1941. As an eye witness to the incident, this is how it happened as I remember it.

I was a patient in "J" ward (one of the single-story wards across the street from the main hospital building). On the morning of Dec. 7, several of us "up" patients were sitting on the sunporch reading the Sunday newspaper and discussing the possibility of walking over to the slop-chute at the Marine barracks in the afternoon for a pitcher of beer.

As I was serving with the 1st Defense Battalion, I was looking forward to visiting with some of my friends. The "up" patients who planned to go with me were from the sub base.

We never bothered to look up from reading the newspaper when we heard the first airplane

coming in with what seem like a power dive. As the sound of the engine became louder and louder, and finally ended in a thunderous crash, one of the sub-sailors commented that the pilot didn't pull out of his dive and crashed into the ground near by. But, after the sounds of another airplane, followed by the sounds of another doing the same thing, someone made the remark that they all couldn't be crashing onto the ground in broad daylight. We decided to get up and go outside to see what was going on.

As we gathered in the street in front of the main hospital building, some doctors and nurses came out of the entrance to stand on the steps near the flag pole.

About this time, we heard the approach of a low-flying airplane and we all looked up in time to see an airplane with large red balls painted on the underside of its wings, and a large torpedo hanging from the underside of the airplane itself. The nose of the torpedo was painted bright red.

As the aircraft passed almost directly above our flag pole and continued over some palm trees in the direction of the inner har-

(Continued on Page 38)

# State of Virginia Authorizes Distinctive Auto Plates for Survivors

*Late this summer or early fall, survivors in Virginia can have their autos easily identified.*

In December of 1986, Robert B. Ball, Sr., representing the County of Henrico in the Virginia House of Delegates pre-filed a bill (House Bill #876) amending the Code of Virginia to provide that the Commissioner of Motor Vehicles could issue "appropriately designed license plates identifying the vehicle as registered to a Pearl Harbor survivor." When the General Assembly convened on January 14, 1987, the bill was considered by the appropriate committees and on the floors of the House of Delegates and the Senate, passed both houses and was sent to the Governor. Signature by Governor Gerald Baliles on March 30, 1987, made the new law effective as of July 1, 1987.

The accompanying photograph shows the Governor affixing his signature in the presence of Delegate Ball and a representative delegation of PHSA members: (left to right) Max Green, Clark Martin, John Gunther and Brandon Perkins. The passage of the legislation was successful because of the support and efforts of the Virginia members in contacting their Delegates and Senators and urging their approval.

It is expected that the Com-

missioner of Motor Vehicles will approve the application process and the design of the license plate in June 1987 and the first plate will be issued in August. Effort is being made to have the PHSA logo appear on the plate, as authorized by the National Executive Board. The Division of Motor Vehicles has requested that applications be certified by the Virginia State Chairman; the language of the law replicates the qualifications for PHSA membership.

#### 1987 SESSION

#### HOUSE BILL NO. 876

Offered January 14, 1987

Prefiled December 17, 1986

*A BILL to amend the Code of Virginia by adding a section numbered 46.1-105.15, relating to special license plates for survivors of the attack on Pearl Harbor.*

#### Patron-Ball

*Referred to the Committee on Roads and Internal Navigation*

*Be it enacted by the General Assembly of Virginia:*

*1. That the Code of Virginia is amended by adding a section numbered 46.1-105.15 as follows:*

*§ 46.1-105.15. Special license plates for survivors of the attack*



*on Pearl Harbor. — A. Upon receipt of an application on a form prescribed by the Commissioner and receipt of written evidence that the applicant is an honorably discharged former member of one of the armed forces of the United States and, while serving in the armed forces of the United States, was present during the attack on the island of Oahu, Territory of Hawaii, on December 7, 1941, between the hours of 7:55 a.m. and 9:45 a.m., Hawaii time, the*

*Commissioner shall such applicant appropriate designed license plates identifying the vehicle as registered to a Pearl Harbor survivor. Issuance of such licenses shall be limited to passenger vehicles and pickup trucks as defined in § 46.1-105.15.*

*B. The Commissioner shall charge ten dollars plus the prescribed cost of state license plates for each set of plates issued under the provisions of this section.*

## THE CONSTITUTION AND BY-LAWS

*Pearl Harbor Gram  
July, 1987!*

Senator

2-  
22-11-87  
my

I would like to ask your help in getting a bill amended and passed. Last year H.B. 74 was introduced; its purpose was to permit motorcycle owners to have custom or "vanity" license plates. The original bill allowed the motorcycle owner to have six characters (letters or numbers) for artistic expression. This is a reasonable number, as the current plates have six; indeed, Representative Menard of Wasilla remarked that even seven would be preferable.

The problem is that Bill Brown of DMV testified that the Department of Public Safety "recommended that the plates have four (characters)...because of their small size." (16 Feb 87, House Transportation Committee). On the same day, Representative Miller of North Pole rose to the bait, and made a motion that only four characters per plate be allowed. Committee Substitute H.B. 74 was thus created without the knowledge of, nor input from, the concerned public.

Let me argue the case for an amendment back to the original language permitting six characters per "vanity" plate.

First, please look at the enclosed Xerox of two plates; one is current, one is from 1970. Note that motorcycle plates have had six characters for the past seventeen years.

Second, four letters and numbers makes creativity difficult. Six would allow more artistic freedom, and would, therefore, be more in demand. To restrict the permutations would make the program less popular, and perhaps a money-loser rather than a money-maker for the State's coffers. (The Fiscal Note of 9 Feb 87

projects but a small net profit for the program).

Third, a restriction to only four characters means that duplication will be difficult to avoid; hence, a rider may be unable to get a desirable combination ( such as HD74, an acronym for a popular bike, the Harley Davidson seventy-four cubic inch model).

Fourth, again, look at the Xerox of the 1987 plate. If six characters were used, then the fifth and sixth characters would replace the month&year stickers, and the miniscule  $\frac{M}{K}$ . The new letters or numbers need be no smaller than the current ones!

Fifth, the custom plate makes the motorcycle more recognizable. For example, my personal machine is an Italian make, a Ducati. The plate I want would say DUCATI ; instead of the random number gibberish, 8795  $\frac{M}{K}$  . Ask yourself, which would be easier for a patrolman or witness to remember if I were to be seen leaving the scene of a crime, or, to be zapped with a radar gun? The answer is obvious.

As for the rest of the Bill, the Pearl Harbor Survivors plate, I have no objection.

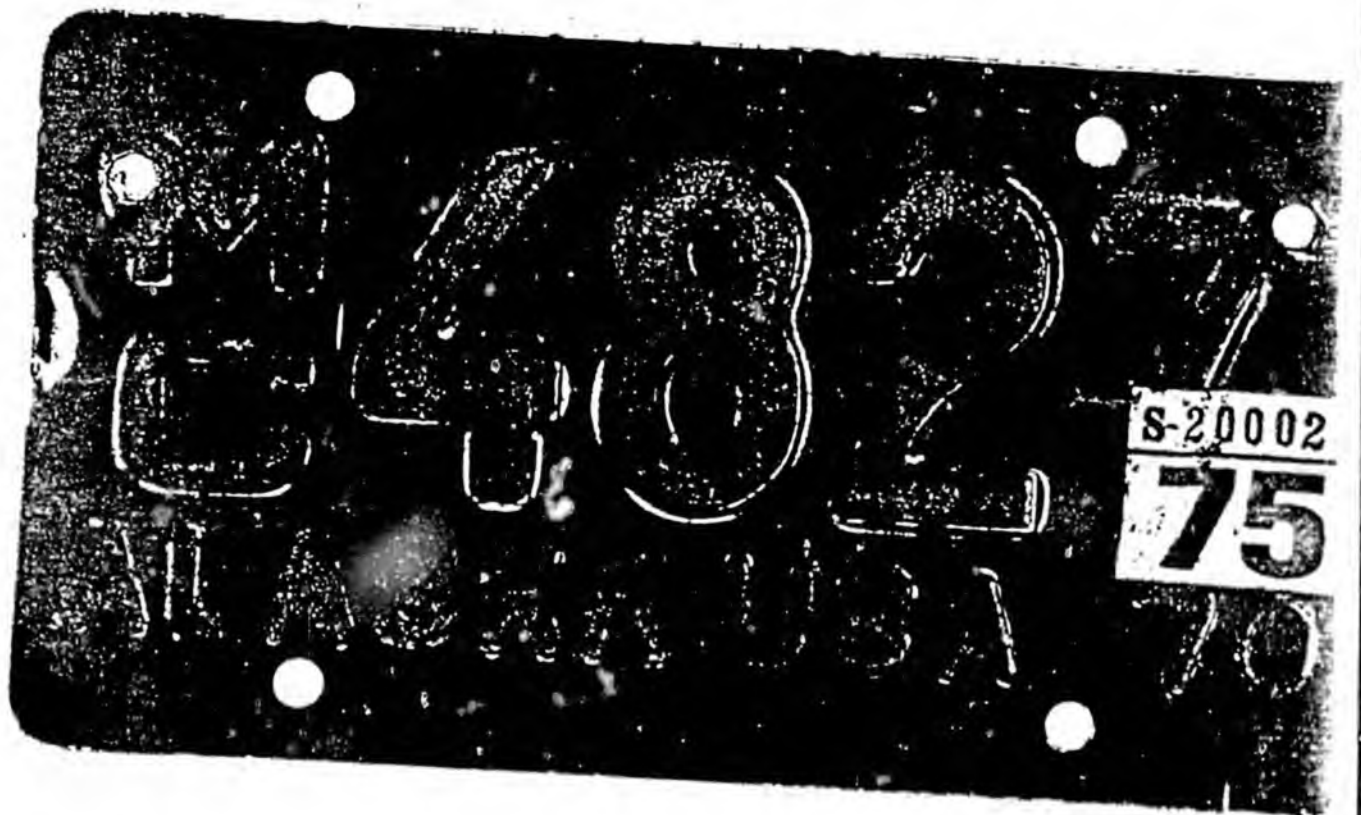
I thank you for your time and for your cooperation in this small matter.

Yours,

Paul Stoddard

P.O. Box 916

Fairbanks, AK, 99707



State Affairs Committee  
Transportation Committee

HB 74  
RECEIVED  
APR 21 1987

Senators,

I am writing you in regards to the Committee Substitute for House Bill #74, "An Act Relating to Motor Vehicle Registration and License Plates." These are the so-called "vanity plates."

The original bill called for a maximum of six letters (or numbers, in combination) on the plates. (Representative Martini suggested even seven digits.) The purpose of vanity plates is, obviously, to allow the citizen to "customize" his/her vehicle. The program of personalized plates is a break-even or near equal of revenue for the State, and, presents no enforcement check problem; re: testimony given by Mr. Brown of DMV, Home State Affairs Committee, 2 Feb 87.

My problem with CS HB 74 is this: the number of letters is now restricted to four. Mr. Brown (Chief of Drivers Services (?), Dept. of Public Safety, DMV) advocated only 4 letters on motorcycle plates "because of their small size"; House Trans. Committee, 16 Feb 87. I am amazed that he could testify thusly, with a

AK, 99707  
Fairbanks

PO Box 916

Paul Stead

Thanks for your time,

six, as proposed in the original bill.

community, the constituents directly impacted, want

four letters; please consider the motorcycle

one individual swayed the committee to substitute

without problems of duplication. The testimony of

six digits is to allow a degree of artistic freedom

1970, the number has been six. The reason for

from a collection). Since at least as far back as

the current one is from my Decat; the older one is

(Please look at the enclosed Xerox of my plates)

now have six letters & numbers in combination.

Straight face; Motorcycle plates in Alaska



HB

78

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						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

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

REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

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

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  
Agency: Department of Commerce and Economic Development

Date: April 14, 1987

Distribution (by preparer):

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

SENATE COMMITTEE REPORT

FURTHER:

DATE TURNED INTO OFFICE May 12, 1987

Mr. President:

TRANSPORTATION Committee considered CSHB 78 (L&C)

operation of farm equipment on state highways

and recommended:

replace with CS FOR \_\_\_\_\_ )  same title  
 or adopt \_\_\_\_\_ CS FOR \_\_\_\_\_ )  new title

attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

letter of intent adopted \_\_\_\_\_

Committee  attached or  adopted fiscal note(s)

new  updated or  previous  
 zero  fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

*[Handwritten signatures]*

\_\_\_\_\_

*[Handwritten signature: David Jones (Do Pass)]*  
Chairman signature and recommendation

Committee Backup Attached

MEMORANDUM

TO: Representative Mike Miller

FROM: Staff *Jena*

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.

*Sectional Analysis*



Dept. of Transportation & Public Facilities

# Position Paper

**BILL NO:** HB 78

**APPROVED:** Mark S. Hickey  
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 "daylight 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.

For further information call Susan Fleischhauer at 465-3900.

Position Paper DCT

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

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

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

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

Agency Affected : \_\_\_\_\_  
BRI: \_\_\_\_\_  
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

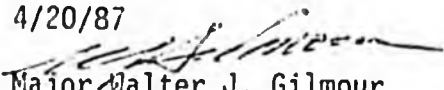
**Distribution (by preparer):**

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

BILL NO: CSHB 78 (L&C)

DATE: 4/20/87

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

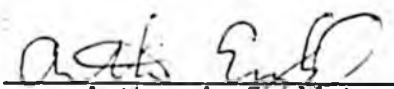
CONTACT:   
Major Walter J. Gilmour  
Acting Director  
Alaska State Troopers

DEPARTMENT OF  
PUBLIC SAFETY  
POSITION 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

Position Paper: Dept of Public Safety

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

Bill Version: CSHB 78 (L&C)

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

**REQUEST**

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

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

Sponsor: Rep. Miller

Requestor: House Transportation

Agency Affected: Public Safety

BRU: Alaska State Troopers

Components: Detachments & CIB

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

	FY 87	FY 88	FY 89	FY 90	FY 91	FY 92
OPERATING						
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

Division: Alaska State Troopers

Phone: 269-5691

Date: 4/20/87

Approved by Commissioner: Arthur 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

*Jan 4/23/87*

HB

101

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

REQUEST: 3/27/87

Bill Version: HB101  
Publish Date: \_\_\_\_\_

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

Agency Affected: DOT&PF

Title: An Act Relating to State Toll  
Facilities

BRU: Design and Construction

Sponsor: Cato

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

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						
<b>TOTAL OPERATING</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>CAPITAL</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>REVENUE</b>	-0-	-0-	-0-	-0-	-0-	-0-

**FUNDING: (Thousands of Dollars)**

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

**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 is no fiscal impact in adding tunnels to existing toll authority. The specific fiscal impacts of a Whittier Toll Road would be subject to AS 37.15.730.

Prepared by: William R. Snell, Regional Director  
Division: Central Region

Phone: 266-1440  
Date: \_\_\_\_\_

Approved by Commissioner: *M. L. S. Willy*  
Agency: DOT&PF

Date: 3/31/87

**Distribution (by preparer):**

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

SENATE COMMITTEE REPORT

FURTHER: FINANCE

5/13/87

DATE TURNED INTO OFFICE 2-25-88

Mr. President:

TRANSPORTATION Committee considered CSHB 101(Fin)

state toll facilities

and recommended:

replace with  ~~CS~~ FOR SCS CS HR 101 (TRSP)  same title  
 or adopt \_\_\_\_\_  CS FOR \_\_\_\_\_ )  new title

attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

letter of intent adopted \_\_\_\_\_

Committee  attached or  adopted fiscal note(s)

new  updated or  previous

zero  fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

*Tim Keel*  
*[Signature]*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

*[Signature]*  
Chairman signature and recommendation

Committee Backup Attached

# Alaska State Legislature



## House of Representatives

### Committee on Transportation

Rep. Bette Cato, Chairman

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

February 26, 1988

TO: Senate Transportation Committee Members

FROM: Representative Bette Cato *BC*

SUBJECT: HB 101

I have reviewed the proposed committee substitute for CSHB 101 and I am happy with the changes.

Essentially, the proposed changes would allow ANY state toll facility to be constructed provided the conditions in AS 37.15.730 are met. Originally, HB 101 required Knik Arm Crossing and the Whittier Toll road be the first state toll facilities constructed.

Thank you for considering CSHB 101.

FISCAL NOTE

REQUEST:

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

Title: State Toll Facilities

Sponsor: Finance

Requestor: Senate Transportation

Agency Affected: Department of Revenue

BRU: Treasury

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

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 88	FY 89	FY 90	FY 91	FY 92	FY 93
OPERATING						
PERSONAL SERVICES	-	-	-	-	-	-
TRAVEL	-	-	-	-	-	-
CONTRACTUAL	-	-	-	-	-	-
SUPPLIES	-	-	-	-	-	-
EQUIPMENT	-	-	-	-	-	-
LANDS & STRUCTURES	-	-	-	-	-	-
GRANTS, CLAIMS	-	-	-	-	-	-
MISCELLANEOUS	-	-	-	-	-	-
TOTAL OPERATING	-	-	-	-	-	-
CAPITAL	-	-	-	-	-	-
REVENUE	-	-	-	-	-	-

FUNDING: (Thousands of Dollars)

GENERAL FUND	-	-	-	-	-	-
FEDERAL FUNDS	-	-	-	-	-	-
OTHER	-	-	-	-	-	-
TOTAL	-	-	-	-	-	-

POSITIONS:

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

ANALYSIS: Attach a separate page for analysis.

Prepared By: Milt Barker MB

Division: Treasury

Approved by Commissioner: [Signature]

Agency: Department of Revenue

Phone: 465-2350

Date: February 23, 1988

Date: 2/23/88

Distribution (by preparer):

Legislative Finance

Legislative Sponsor

Requestor

Office of Management and Budget

Impacted Agency(ies)

Original sponsor: Cato

IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

SENATE CS FOR CS FOR HOUSE BILL NO. 101 (Transportation)

IN THE LEGISLATURE OF THE STATE OF ALASKA

FIFTEENTH LEGISLATURE - SECOND SESSION

A BILL

For an Act entitled: "An Act relating to state toll facilities."

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

\* Section 1. AS 19.05.040(11) is amended to read:

(11) establish, levy, and collect tolls, fees, charges, and rentals for the use of state roads, highways, bridges, tunnels, crossings, and causeways; and

\* Sec. 2. AS 37.15.720 is amended to read:

Sec. 37.15.720. STATE TOLL FACILITIES. The state is authorized to acquire, construct, equip, and maintain toll bridges, tunnels, highways, roads, crossings, and causeways found to be necessary by the commissioner of transportation and public facilities.

\* Sec. 3. AS 37.15.730 is amended to read:

Sec. 37.15.730. REVIEW OF TOLL FACILITY PROJECTS [KNIK ARM CROSSING]. A toll facility may be financed under AS 37.15.610 - 37.15.760 [NOTWITHSTANDING THE PROVISIONS OF AS 37.15.720 THE FIRST STATE TOLL FACILITY TO BE FINANCED UNDER AS 37.15.610 - 37.15.760 IS THE KNIK ARM CROSSING NEAR ANCHORAGE] if the following conditions are met for that toll facility:

(1) the department submits to the governor and the legislature a feasibility study that finds that the toll facility [CROSSING] is financially feasible and able to produce revenue adequate to repay the bonds with which it is financed;

(2) if financing in addition to revenue bonds is required to finance the toll facility [ANTICIPATED], the department submits to

1 the governor and legislature a finance plan that includes [TO INCLUDE]  
2 an estimate of the total cost of the toll facility [PROJECT] and a  
3 description of the sources of money that will be used to finance the  
4 total cost of the toll facility [PROJECT]; and

5 (3) the office of management and budget reviews the fea-  
6 sibility study and the finance plan, if required, and reports its  
7 findings and recommendations to the governor and legislature not later  
8 than 90 days after the study and plan are received by the office.

9 \* Sec. 4. AS 37.15.760(7) is amended to read:

10 (7) "toll facilities" means highways, roads, bridges,  
11 tunnels, crossings, and causeways upon which tolls, charges, rentals,  
12 or other user fees are placed by the commissioner of transportation  
13 and public facilities.

5-0493X  
Utermohle  
1/26/88

Original sponsor: Cato

1 IN THE HOUSE

2 SENATE CS FOR CS FOR HOUSE BILL NO. 101 ( )

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to state toll facilities."

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

8 \* Section 1. AS 19.05.040(11) is amended to read:

9 (11) establish, levy, and collect tolls, fees, charges, and  
10 rentals for the use of state roads, highways, bridges, tunnels, cross-  
11 ings, and causeways; and

12 \* Sec. 2. AS 37.15.720 is amended to read:

13 Sec. 37.15.720. STATE TOLL FACILITIES. The state is authorized  
14 to acquire, construct, equip, and maintain toll bridges, tunnels,  
15 highways, roads, crossings, and causeways found to be necessary by the  
16 commissioner of transportation and public facilities.

17 \* Sec. 3. AS 37.15.730 is amended to read:

18 Sec. 37.15.730. REVIEW OF TOLL FACILITY PROJECTS [KNIK ARM  
19 CROSSING]. A toll facility may be financed under AS 37.15.610 -  
20 37.15.760 [NOTWITHSTANDING THE PROVISIONS OF AS 37.15.720 THE FIRST  
21 STATE TOLL FACILITY TO BE FINANCED UNDER AS 37.15.610 - 37.15.760 IS  
22 THE KNIK ARM CROSSING NEAR ANCHORAGE] if the following conditions are  
23 met for that toll facility:

24 (1) the department submits to the governor and the legisla-  
25 ture a feasibility study that finds that the toll facility [CROSSING]  
26 is financially feasible and able to produce revenue adequate to repay  
27 the bonds with which it is financed;

28 (2) if financing in addition to revenue bonds is required  
29 to finance the toll facility [ANTICIPATED], the department submits to

1 the governor and legislature a finance plan that includes [TO INCLUDE]  
2 an estimate of the total cost of the toll facility [PROJECT] and a  
3 description of the sources of money that will be used to finance the  
4 total cost of the toll facility [PROJECT]; and

5 (3) the office of management and budget reviews the fea-  
6 sibility study and the finance plan, if required, and reports its  
7 findings and recommendations to the governor and legislature not later  
8 than 90 days after the study and plan are received by the office.

9 \* Sec. 4. AS 37.15.760(7) is amended to read:

10 (7) "toll facilities" means highways, roads, bridges,  
11 tunnels, crossings, and causeways upon which tolls, charges, rentals,  
12 or other user fees are placed by the commissioner of transportation  
13 and public facilities.  
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*Ray  
Right -  
with other senators.*

---

MEMORANDUM

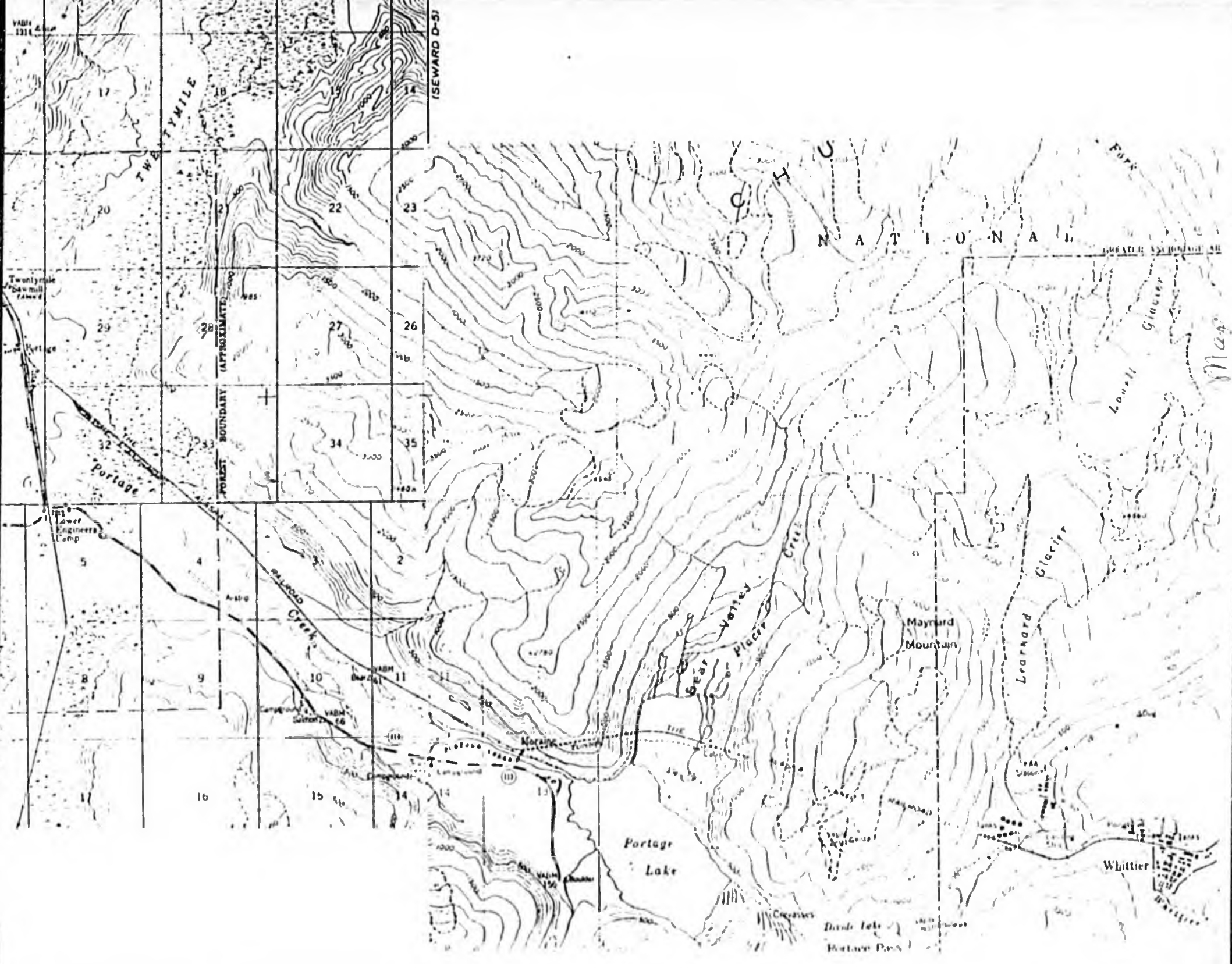
TO: Lloyd  
FROM: Ray  
DATE: January 26, 1988  
SUBJECT: Possible Senate CS for CS for HB 101 (finance)  
-Relating to State Toll Facilities

Existing law mandates the Knik Arm Crossing will be the first state toll facility to be financed under AS 37.15.610-37.15.760 (Toll facility revenue bonds).

The CS for HB 101 (finance) adds the Whittier Toll Road onto the list, making the Whittier toll road and the Knik Arm crossing the first two facilities to be financed.

The Senate CS I had legislative legal draw up drops both the Knik Arm and Whittier facilities from the list to receive priority funding, and simply states "A toll facility may be financed under AS 37.15.610- 37.15.760. The negative I see in doing this is, whoever had the Knik Arm Crossing originally put in to receive priority funding may not want it gone now.

*Draft is attached*



VADN 1914

T.W. MILE

(SEWARD D-5)

CHITINA NATIONAL FOREST

FOREST BOUNDARY (APPROXIMATE)

PORTAGE

Lower Engineers Camp

Chitina Creek

Bear Noted Placer

Maynard Mountain

Portage Lake

Learhard Glacier

Lowell Glacier

Whittier

Divide Lake  
Butane Pass

Map

# Alaska State Legislature

## House of Representatives

### Committee on Transportation

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

Rep. Bette Cato, Chairman  
Representative Bette Cato



Section Analysis House Bill 101 - An act relating to toll facilities.

#### Section 1.

Title 19 pertains to the duties and powers vested in the Department of Transportation. Sec. 19.05.040 specifically outlines the powers of the department. HB 101 Section 1 adds new language that would provide the department with the power to establish, levy, and collect tolls, fees, charges and rentals for the use of state roads, highways, bridges, tunnels crossings and causeways.

#### Section 2.

Amends AS.37.15.720 to add the word tunnels to those state toll facilities the state is authorized to acquire, construct, equip and maintain.

#### Section 3.

AS.37.15.730 is amended to say the first state toll facility to be financed is the Whittier Toll Road. This changes the current language from the Knik Arm Crossing to the Whittier Toll Road.

Several other slight language changes have been made to this section.

- a. Line 24 Page 1 changes the word "crossing" to "project".
- b. Line 29 Page 1 changes to words "to include" to "that includes".
- c. Line 9 Page 2 adds the word "tunnels" to the definitions for toll facilities.

*sectional analysis*

WHITTIER TRANSPORTATION ALTERNATIVES  
Economic Analysis and Financing Options

Executive Summary

Overland access to Whittier is currently limited to a rail shuttle service between Portage and Whittier provided by the Alaska Railroad. Concern has been expressed that the shuttle does not provide the level of convenience of a direct highway link, and that the cost and frequency of existing service may constrain potential economic development of the community.

Since development of Whittier during World War II there has been significant community and regional interest in improving access. A number of concepts have been evaluated, cost estimates have been prepared, and projects have been determined to be feasible from an engineering perspective.

One issue that has not been addressed in previous efforts is the potential use of access tolls or other local revenue sources to finance construction and operation of transportation improvements. To evaluate that potential, high, medium, and low traffic and revenue forecasts were prepared for a number of access options. Net revenues and financing capacity were determined using updated construction and operating cost estimates prepared in previous analyses.

Factors leading to significant increases over present traffic volumes include local and regional population growth, steadily increasing numbers of non-resident tourists and tour ship activity, and potential increases in recreational boating activity if the proposed Shotgun Cove harbor project is constructed. From a current level of approximately 147,000 passengers per year, annual transportation demand by the year 2007 is projected to grow to 310,000 passengers for the low forecast, and up to 942,000 passenger trips under the high forecast.

Transportation options selected for analysis were chosen from previously studied concepts, including improved rail service, joint use of the existing rail tunnel and alignment for one lane vehicular traffic, and construction of a new one lane tunnel. The study focused on five alternatives that would have the highest probability of minimizing or eliminating the necessity for construction and operating subsidies, while at the same time meeting the goal of increasing ease of access to the community.

In terms of initial outlays the least cost access improvement would be to supplement the existing train shuttle with Budd car service. Such service, similar to the new winter Anchorage-Fairbanks run, could be provided during peak periods and for those winter days when no shuttle service is scheduled. Projected operating costs for this alternative, however, are relatively high in comparison to the other scenarios considered.

The development of an electric train vehicle shuttle between Bear Valley and Whittier appears to have the best potential to fund a significant proportion of initial capital outlays through user tolls. Major cost components, totalling an estimated \$30.6 million, would include:

- the construction of a new road to Bear Valley (starting from the vicinity of the Begich-Boggs Visitor Center at Portage Lake);
- parking/staging areas at Bear Valley and Whittier;
- electrification and other improvements to the Passage rail tunnel through Maynard Mountain;
- and the purchase of electric locomotives and flatcars to operate the shuttle service.

Projected construction financing capacity for the electric train vehicle shuttle ranges from \$12.8 million for the low traffic and revenue forecasts up to \$37.8 million for the high growth scenario.

Among the alternatives which included direct vehicular access, joint use of the existing rail tunnel from Bear Valley to Whittier has the greatest potential for financing start-up costs through user tolls, with construction financing capacity estimated to range from \$8.2 million to \$35.8 million. A major concern, however, is the wide variation in previous estimates of the cost of improving the tunnel to accommodate vehicular traffic, ranging from \$35.6 million to \$133.5 million in current (1986) dollars.

For each of the above alternatives the feasibility of project development will depend on the accuracy of previously prepared estimates of construction and operating costs. As the estimates used in these analyses were based on preliminary design concepts, and in some cases were updated from studies dating back several years, it is strongly recommended that detailed construction and operating cost estimates should be prepared prior to selecting a transportation improvement plan.



Dept. of Transportation & Public Facilities

# ***Position Paper***

**BILL NO:** HB 101

**TITLE:** An Act Relating to State  
Toll Facilities

**APPROVED:** Mark S. Hickey *MSH*  
Commissioner

**DATE:** 3/31/87

---

The Department of Transportation and Public Facilities supports expanding the current toll facility authority to include tunnels. In addition, while we see no problem with the addition of the Whittier Toll Road facility to AS 37.15.730, we question why the references to the Knik Arm Crossing are being deleted. This legislation reinforces the desire to ensure that projects such as this are financially feasible and able to produce revenues to cover their costs whenever possible.

In March, 1986, an economic analysis and financial plan for transportation access to Whittier was completed. A copy of the Executive Summary of the Whittier Transportation Alternatives is attached.

Attachment

For further information call Susan Fleischhauer at 465-3900.

*DOT Position Paper*

MAR 15 1987

RESOLUTION OF THE ALASKA MUNICIPAL LEAGUE

RESOLUTION NO. 87-4

A RESOLUTION CALLING FOR THE SUPPORT  
OF LEGISLATION WHICH PERTAINS TO THE FINANCING  
AND CONSTRUCTION OF TOLL ROAD FACILITIES.

WHEREAS, the current ferry, barge and rail lines through Whittier and terminating in Anchorage constitute an important established transportation and supply link for the State of Alaska and its citizens, and

WHEREAS, Whittier and other Alaskan communities have enjoyed a demonstrated increase in use over the past two years as both a debarkation point for tourists and as cargo handling ports for rail barge traffic, and

WHEREAS, the cost-effective and timely movement of goods and tourists to the major economic and population centers of the state would result in lower costs to consumers and improve distribution to remote communities as well as increase the beneficial impact of the tourism industry by increasing its capacity, and


WHEREAS, in times of contracting economic conditions, it has been shown that public works projects which will benefit the state as a whole, are a way to increase employment in the short run and in turn provide long term public benefits as a result;

NOW, THEREFORE, THE ALASKA MUNICIPAL LEAGUE RESOLVES, that we support legislation which pertains to the financing and construction of toll road facilities.

We also support the creation of new legislation which would allow for tunnels to be considered viable toll road activities.

Adopted this 15th day of November 1987.

Supporting Resolutions<sup>34</sup>



*Unique — even in Alaska!*

## THE CITY OF WHITTIER

March 31, 1987

The Honorable Representative Bette Cato  
P.O. Box V  
Juneau, AK 99811

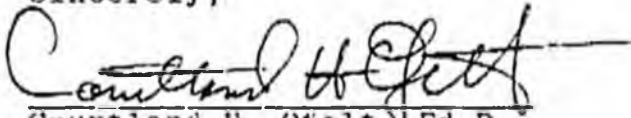
Dear Representative Cato,


Please extend our warmest greetings to your staff and colleagues. We are submitting this letter for your perusal in lieu of in person testimony on HB 101 while it is in committee.

We perceive this measure to be a first step if you will, in the process of enabling a project of this nature to go forward. At this time, the measure costs us nothing but the energy spent on its consideration in the legislature. It is our strongly held belief that this measure is essential for us to even begin to consider any of the options that have been suggested for improved transportation access from Portage to Whittier. Through this legislation we envision a future project that will be self sufficient with regard to the retirement of initial financial obligations.

We believe that sometime in the future a road will be constructed which will serve to connect the last unpaved link between Whittier and Anchorage. This will thereby increase the utility of the Port of Whittier as a freight handling terminal for the entire state by enhancing current rail only operations. It would also add to the convenience of the many visitors from Anchorage who utilize Whittier as the closest access to the recreational opportunities on Prince William Sound. Other benefits would include the impacts that would be felt by the fishing industry in western Prince William Sound and the flexibility that could be enjoyed by the tourism industry in their scheduling through this port.

Sincerely,

  
Courtland H. Ofelt, Ed.D.  
City Manager

  
Georgia L. Buck,  
Mayor



CITY OF WHITTIER, ALASKA  
RESOLUTION NO. 11-20-86D

A RESOLUTION OF THE CITY OF WHITTIER, ALASKA, CALLING FOR THE SUPPORT OF LEGISLATION WHICH PERTAINS TO THE FINANCING AND CONSTRUCTION OF TOLL ROAD FACILITIES.

WHEREAS, the current ferry, barge and rail lines through Whittier and terminating in Anchorage constitute an important established transportation and supply link for the State of Alaska and its citizens; and,

WHEREAS, Whittier has enjoyed a demonstrated increase in use over the past two years as both a debarkation point for tourists and as a cargo handling port for rail barge traffic; and,

WHEREAS, the cost-effective and timely movement of goods and tourists to the major economic and population centers of the state would result in lower costs to consumers and improved distribution to remote communities as well as increase the beneficial impact of the tourism industry by increasing its capacity; and,

WHEREAS, in times of contracting economic conditions, it has been shown that public works projects which will benefit the state as a whole, are a way to increase employment in the short run and in turn provide long term public benefits as a result; and,

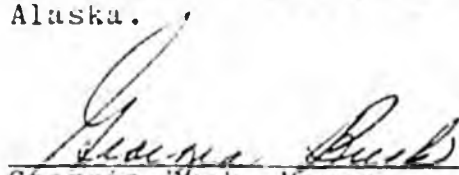
NOW, THEREFORE, THE WHITTIER CITY COUNCIL RESOLVES:

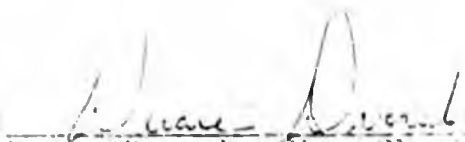
That we support legislation which pertains to the financing and construction of toll road facilities.

We also support the creation of new legislation which would allow for tunnels to be considered viable toll road activities.

Resolution No. 11-04-86 which also pertains to this issue is hereby repealed upon the passage of this measure.

PASSED AND APPROVED this 20th day of November, 1986 by a duly-constituted quorum of the city council of Whittier, Alaska.

  
\_\_\_\_\_  
Georgia Buck, Mayor  
City of Whittier, Alaska

ATTEST:   
\_\_\_\_\_  
Duane Dvorak, City Clerk  
City of Whittier, Alaska

H B

1 2 3

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

Bill version: HB 123  
Publish date: 2/11/87

REQUEST

Bill/Resolution No.: \_\_\_\_\_  
Title: Relating to International Airport Revenue Bonds

Sponsor: Governor  
Requestor: House Rules Committee  
Date of Request: 12/9/86

FISCAL DETAIL

Agency Affected: DOT&PF  
BRU: Anchorage International Airport

Components: Commissioner's Office

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-	-0-
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

**ANALYSIS:** There is no identifiable fiscal impact for this bill. A private sale of International Airport Revenue Bonds may enable the State to move quickly to take advantage of favorable market conditions.

Prepared By: William R. Snell Phone: 266-1440  
Division: Central Region Deputy Commissioner Date: 12/9/86  
Approved by Commissioner: Rocky Gutierrez Date: 12/12/86  
Agency: Department of Transportation & Public Facilities

Distribution (by Agency preparing fiscal note):

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

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

Bill version: HB 123  
Publish date: 2/11/87

**REQUEST**  
Bill/Resolution No: \_\_\_\_\_  
Title: Issuance of International  
Airports Revenue Bonds  
Sponsor: Governor  
Requestor: \_\_\_\_\_  
Date of Request: \_\_\_\_\_

**FISCAL DETAIL**  
Agency Affected: Department of Revenue  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

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

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

**FUNDING: (Thousands of Dollars)**

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

**POSITIONS:**

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

**ANALYSIS:** Attach a separate page for analysis.

Prepared By: Milt Barker *Wilton B. Barker*  
Division: Treasury

Phone: 465-2350  
Date: December 10, 1986

Approved by <sup>For</sup> Commissioner: *Wilton B. Barker*  
Agency: Department of Revenue

Date: 12-11-86

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget

SENATE COMMITTEE REPORT

FURTHER: FINANCE

5/11/87

5/11/87

DATE TURNED INTO OFFICE May 14, 1987

Mr. President:

TRANSPORTATION Committee considered HB 123

issuance of international airport revenue bonds; efd.

and recommended:

replace with CS FOR \_\_\_\_\_ )  same title  
 or adopt \_\_\_\_\_ CS FOR \_\_\_\_\_ )  new title

attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

letter of intent adopted \_\_\_\_\_

Committee  attached or  adopted fiscal note(s)

new  updated or  previous  
 zero  fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

[Signature]  
[Signature]  
Tim Kelly

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

[Signature]  
Chairman signature and recommendation

Committee Backup Attached

STEVE COWPER  
GOVERNOR

STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

February 10, 1987

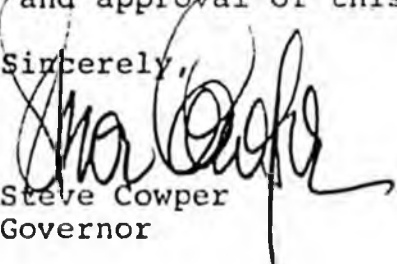
The Honorable Ben Grussendorf  
Speaker of the House  
Alaska State Legislature  
P.O. Box V  
Juneau, AK 99811

Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill that relates to the manner by which international airport revenue bonds may be sold. The principal purpose of this bill is to authorize the sale of international airport revenue bonds by either private or public sale (similar, for example, to the Alaska Industrial Development Authority's authority under AS 44.88.090(d)). Present law requires that airport revenue bonds be sold by public sale. While a public sale is often desirable, it is at times in the best interests of the state to sell bonds by private or negotiated sale. For example, a private sale may enable the state to move quickly to take advantage of favorable market conditions. The bill provides this desirable flexibility.

I urge your prompt review and approval of this legislation.

Sincerely,

  
Steve Cowper  
Governor

HB

167

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

**REQUEST:**

Bill Version: CSHB 167(SA)  
Publish Date: HOUSE 3/23/87

Revision Date: \_\_\_\_\_  
Title: An act relating to mandatory safety devices  
Sponsor: Cotton, Ulmer, Koponen, et al  
Requestor: \_\_\_\_\_

Agency Affected: Health  
BRU: State Health Services

Components: Public Health Administration services - EMS

**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-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
---------	-----	-----	-----	-----	-----	-----

**FUNDING:** (Thousands of Dollars)

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

**POSITIONS:**

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

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

Enactment of HB 167 would have no direct fiscal impact on the Department of Health and Social Services.

Prepared by: Mark S. Johnson  
Division: PUBLIC HEALTH

Phone: 465-3027  
Date: March 12, 1987

Approved by Commissioner: [Signature]  
Agency: Dept. of Health & Social Services

Date: 3/19/87

**Distribution (by preparer):**

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

STATE OF ALASKA 1987 LEGISLATIVE SESSION  
FISCAL NOTE

REQUEST  
Revision Date: \_\_\_\_\_  
Title: "An Act relating to  
mandatory use of safety devices."  
Sponsor: Cotten, Ulmer, Koponen, ...  
Requestor: House Judiciary

Bill Version: CSHB 167(SA)  
Publish Date: HOUSE 3/23/87  
Agency Affected: PUBLIC SAFETY  
BRU: Highway Safety Planning Agency  
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						
TOTAL OPERATING		0	0	0	0	0
CAPITAL						
REVENUE						

FUNDING:: (Thousands of Dollars)

GENERAL FUNDS		0	0	0	0	0
FEDERAL FUNDS						
OTHER						
TOTAL		0	0	0	0	0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

No fiscal impact is anticipated. Amendment reduces the maximum fine for violation of the child restraint law from \$300 to \$15 and changes it from primary to secondary enforcement. This negative revenue impact will be offset by fines collected for violation of the adult use provision.

Prepared by: Ellen Moore, Program Coordinatory Phone: 465-4375  
Division: Highway Safety Planning Agency Date: 3/23/87

Approved by Commissioner: *[Signature]* Date: 3/23/87  
Agency: Public Safety

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

SENATE COMMITTEE REPORT

FURTHER:

SA  
L&C  
FIN

DATE TURNED INTO OFFICE May 14, 1987

Mr. President:

TRANSPORTATION

Committee considered CSHB 167 (JUD) am

mandatory use of safety devices in motor vehicles

and recommended:

replace with \_\_\_\_\_ CS FOR \_\_\_\_\_ )  same title  
 or adopt \_\_\_\_\_ CS FOR \_\_\_\_\_ )  new title

attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

letter of intent adopted \_\_\_\_\_

Committee  attached or  adopted fiscal note(s)

new  updated or  previous  
 zero  fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

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

Fahrenkamp No Rec  
Kelly No Rec  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Lord Jones (Do Pass)  
Chairman signature and recommendation

Committee Backup Attached

Position Paper

House Bill No. 167

For an Act entitled: "An Act relating to mandatory use of safety devices."

This act repeals and reenacts AS 28.05.095 to require that "a person may not occupy a motor vehicle while in operation unless restrained by a safety belt." Children under 4 years old are required to be in a U.S. Department of Transportation (DOT) approved child safety device, and children between four and six must be in an approved safety device or secured by a seatbelt.

This bill would exempt school bus and emergency vehicle passengers from the requirement, vehicle operators engaged in the delivery of mail and others<sup>1</sup> as determined by regulation where a restraint is impractical for medical or other physical conditions.

The Department of Health and Social Services strongly supports the passage of this bill for the following reasons:

- 1) Motor vehicle crashes are a leading cause of death, injury and longterm disability;
- 2) Numerous studies have shown that seat belts and other vehicle safety restraints substantially reduce the likelihood of death or injury to motor vehicle occupants involved in crashes;
- 3) Efforts to educate the public about the benefits of seatbelts have failed to convince the majority of vehicle occupants to use them.

Background

Motor vehicle crashes are the leading cause of death for persons between 1 and 35 years of age. For teenagers, car crash fatalities outnumber the next five causes of death combined.

Nationally, over the past decade more than 450,000 persons have died on America's highways. Every year over 40,000 persons are killed in automobile accidents in the United States, and more than 300,000 people suffer moderate to severe and critical injuries. Many of the injured are young people who will never work again for the rest of their lives.

In Alaska, from 1980 through 1984, unintentional injuries (accidents) have been the leading cause of death. Motor vehicle crashes and drowning have been the chief causes of these deaths. In 1985 there were 127 deaths and more than 6,000 Alaskans were injured as a result of motor vehicle crashes in this state.

According to the Division of Insurance, bodily injury claims payments for private passenger non-fleet automobile liability in Alaska totaled over six million dollars in 1983 and was over eight million in 1984. These amounts do not include paid losses from other third party payers, such as Medicare, Medicaid, General Relief Medical, Indian Health Service or Workers' Compensation. Clearly, in addition to the unacceptable losses from premature death and disabilities, motor vehicle crashes create a significant financial

Position Paper

Health & Social Services

burden which is shared by all citizens.

Worldwide, about 30 countries have mandated seat belt use. In Great Britain seat belt use rose from about 40% to 90-95% with the passage of a mandatory use law. At the same time, the number of individuals treated in emergency rooms as the result of motor vehicle crashes has dropped 15%. There were also 15 to 20% fewer fatalities in the years since the passage of the law.

In Canada, four provinces have enacted mandatory seat belt use laws. The effectiveness of these laws in increasing belt use has been shown to be dependent on the degree to which they are enforced. In provinces where strict enforcement has been practiced belt use has been as high as 80%. Deaths due to motor vehicle crashes have declined 11% and injuries 6% in provinces with mandatory use laws.

In this country, twenty-five states and the District of Columbia now have mandatory belt use laws. New York was the first state to pass such a law. Seatbelt use there has ranged from 39% to 76%. These use rates have resulted in about a 9% drop in motor vehicle crash fatalities.

It is clear that the use of seat belts can reduce the number of deaths and disabilities due to motor vehicle crashes. A mandatory seat belt use law would go far to achieve this goal and complement existing traffic safety legislation regarding driving while intoxicated, maximum speed limits, and licensing requirements.

Position

The Department of Health and Social Services strongly supports this bill because it can result in decreases in the number of deaths, disabilities and injuries caused by motor vehicle crashes.

Recommended by:

Elizabeth Ward  
Elizabeth Ward, M.N.  
Director  
Division of Public Health

Date:

March 18, 87

Approved by:

Myra M. Munson  
Myra M. Munson, Commissioner  
Department of Health and  
Social Services

Date:

March 19, 1987

QUESTIONNAIRE COMBINED VERSIONS A AND B  
LAW REQUIRING SAFETY BELTS FOR ALL VEHICLE OCCUPANTS  
BY  
POLITICAL AND GENERAL DEMOGRAPHICS

ROW PERCENTAGES  
JANUARY 23, 1987

	ARE YOU FOR OR		TOTAL
	AGAINST A SAFETY		
	BELT LAW?		COLUMN
	For	Against	PERCENT
STATE SENATE DISTRICTS:			
IDist A-Ketchikan.....	83.2%	16.8%	4.2%
IDist B-Haines-Sitka.....	69.4%	30.6%	4.6%
IDist C-Juneau.....	68.7%	31.3%	6.4%
IDist D-Kenai.....	49.8%	50.2%	4.3%
IDist E-S.Anc-Valdez-MatSu.....	60.6%	39.4%	10.7%
IDist F-HD 8-10....	65.7%	34.3%	12.3%
IDist G-HD 9-11.....	63.1%	36.9%	9.6%
IDist H-HD 12-13..	63.9%	36.1%	9.2%
IDist I-HD 14-15.....	66.9%	33.1%	10.1%
IDist J-HD 17-18.....	59.8%	40.2%	4.8%
IDist K-Fairbanks.....	55.6%	44.4%	11.3%
IDist L-Barrow-Nome.....	71.2%	28.8%	3.8%
IDist M-Ft. Yukon-Bethel.....	89.0%	11.0%	4.1%
IDist N-Dillingham-Kodiak.....	67.0%	33.0%	4.6%
AREAS OF ALASKA:			
IHD 1,2,4,5,6,22-26.....	68.4%	31.6%	29.7%
ISitka.....	65.7%	34.3%	2.0%
IKodiak.....	65.7%	34.3%	2.2%
IAnchorage.....	65.1%	34.9%	43.4%
IMatSu.....	69.4%	30.6%	6.6%
IGreater Fairbanks.....	56.8%	43.2%	16.1%
SEAT BELT USEAGE:			
IAlways Wear.....	80.4%	19.6%	39.2%
IMostly Wear.....	63.6%	36.4%	20.7%
ISometimes Wear.....	57.5%	42.5%	16.8%
IHardly Ever Wear.....	50.8%	49.2%	13.5%
INever Wear.....	39.5%	60.5%	9.8%
ITOTAL ROW PERCENT.....	65.1%	34.9%	100.0%

- Survey Results -

HB

256

per: Gail Horetski  
HB 256

- Pull out Sec. 3

Says this is house keeping.  
No controversy  
Should pass whether  
Highway is open yr. round  
or not

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Roger McKay HB 115

# STATE OF ALASKA

## DEPARTMENT OF FISH AND GAME

### DIVISION OF BOARDS

STEVE COWPER, GOVERNOR

BOX 3-2000  
JUNEAU, ALASKA 99802  
PHONE (907) 465-4110

JAN 27 1988

January 22, 1988

The Honorable Steve Cowper  
Governor, State of Alaska  
P. O. Box A  
Juneau, AK 99811-0101

Dear Governor Cowper:

The past several years the Alaska Board of Game has received a number of requests to change its regulations for hunting in the Dalton Highway Corridor. In November 1987, the board received two more requests to change the corridor regulations. The requests focus on two main issues. The use of firearms for subsistence hunting and access for off-road vehicles (ORV) through the corridor for hunting.

The Alaska State Legislature prohibits hunting with the use of firearms within the Dalton Highway Corridor (AS 16.05.789). The corridor extends five miles on either side of the highway from the Yukon River north to Prudhoe Bay. In keeping with this statute, the board adopted regulations allowing only bow and arrow hunting in the corridor. The village of Wiseman is within the corridor and residents of that village are restricted to hunting with bow and arrow while in the corridor. A resident of Wiseman has requested that villagers be allowed to use firearms for subsistence hunting.

The legislature also closed the highway corridor to the use of ORVs (AS 19.040.210). There is an exception that allows access along certain trails to mining claims by ORV. Therefore, it is against the law for everyone but miners to use ORVs in the corridor. However, the legislature did not add a penalty clause to the law so it is not enforceable. The board banned the use of motorized vehicles, except boats, aircraft, and licensed highway vehicles, for hunting in the corridor. This action made the ban on ORVs in the corridor enforceable when they are used for hunting since there is a penalty for violating game regulations. Residents of Fairbanks have requested that they be allowed access through the corridor at specified points so they can hunt beyond the corridor.

In light of the current statutes, the board does not feel it appropriate to abandon its regulations. However, the board requests that the legislature consider the effects of the current statutes that control use within the Dalton Highway Corridor.

Sincerely,

*Brenda Johnson /bos*

Brenda Johnson, Chairman  
Board of Game

cc: Sen. Jack Coghill  
Sen. Bettye Fahrenkamp  
Sen. Ken Fanning  
Rep. Mark Boyer  
Rep. Mike Davis  
Rep. Steve Frank  
Rep. Niilo Koponen  
Rep. Mike Miller  
Rep. Richard Shultz  
Rep. Kay F. Wallis  
C. H. Rowe

BETH: FYI

1-27-88

CALL FROM MR. C.H. ROWE (AFTER LISTENING TO AGBABA SHOW  
LAST NIGHT.)

- A. SUPPORTS BEING ABLE TO HUNT ALONG DALTON HWY.
- B. CONCERNS ABOUT BEING ABLE TO USE VARIOUS VEHICLES FOR HUNTING ALONG DALTON HWY. TURNED INTO SEN. FAHRENKAMP LAST YEAR. SHE SAID A LOCAL MEETING WOULD BE HELD, APPARENTLY SHE DID NOT HOLD A LOCAL MEETING.
- C. IF CANNOT OPEN UP ROADS & TRAILS FOR HUNTING, THEN CAN RS 2477 BE USED FOR HUNTING?
- D. HIS THOUGHT THAT WITH NEW GAME BOARD RULE, ONLY HUNTERS USING GUIDES WITH AIRCRAFT COULD HUNT. LOCAL HUNTERS WHO DO NOT USE GUIDES WOULD BE ELIMINATED FROM HUNTING THE CORRIDOR.

Bob



Petition directed to the Alaska Game Board to ask them to let hunters and fishermen use the already existing roads and trails along the Dalton Highway to cross over the five mile corridor to hunt or fish.

NAME	ADDRESS	ALASKA RESIDENT
Dwight G Gosnell	3116 Glenview DR AK	99504 yes/234
J Lowell J Thompson III	3800 Gray Wolf Drive	99687 YES/174
Thomas W. Wilhelmsen	615 FISCHER ST ANCH. AK	99518 YES/104
THOMAS W. WILHELMSEN	615 FISCHER ST ANCH AK	99518 YES/64
PATRICK G. COLFS	2810 BROOKRIDGE ANCH. AK.	99504 205/134
Robert Adams Robert E	416 <sup>D</sup> Beluga ST	FT. RICH. AK 99505 1/2



