

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672

6174 HOUSE TRANSPORTATION

578

1        recommendations the commission considers appropriate. The report and  
2        any recommendations shall be submitted no later than the 10th day of  
3        each regular legislative session.

4        \* Sec. 2. This Act takes effect immediately under AS 01.10.070(c).  
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7  
8

**FISCAL NOTE**

**REQUEST:**

Revision Date: \_\_\_\_\_  
Title: An Act establishing the  
Alaska-Soviet Far East Commission  
Sponsor: Rules Committee  
Requestor: Governor

Agency Affected: Office of the Governor  
BRU: Commissions and Special Offices  
Components: Alaska-Soviet Far East  
Commission

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

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	50.1	52.2	53.8	55.5	57.2	59.1
TRAVEL	77.7	77.7	77.7	77.7	77.7	77.7
CONTRACTUAL	94.1	94.1	94.1	94.1	94.1	94.1
SUPPLIES	1.9	1.5	1.5	1.5	1.5	1.5
EQUIPMENT	14.8	.5	.5	.5	.5	.5
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS	50.0	60.0	70.0	80.0	90.0	100.0
<b>TOTAL OPERATING</b>	<b>288.6</b>	<b>286.0</b>	<b>297.6</b>	<b>309.3</b>	<b>321.0</b>	<b>332.9</b>

CAPITAL						
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REVENUE						
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**FUNDING: (Thousands of Dollars)**

GENERAL FUND	238.6	226.0	227.6	229.3	231.0	232.9
FEDERAL FUNDS						
OTHER	50.0	60.0	70.0	80.0	90.0	100.0
<b>TOTAL</b>	<b>288.6</b>	<b>286.0</b>	<b>297.6</b>	<b>309.3</b>	<b>321.0</b>	<b>332.9</b>

**POSITIONS:**

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

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

See attached analysis

Estimate for program receipts, i.e., private sector donations, contributions. There would be a need to include expenditure/receipt authority within the powers of the Commission.

Prepared by: Michael A. Nizich, Director  
Division: Administrative Services

Phone: 465-3616

Date: 1-12-90

Approved by Commissioner: Garrey Peska  
Agency: Office of the Governor

Date: 1/12/90

**Distribution (by preparer):**

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

PERSONAL SERVICES 50.1

Fiscal note assumes Anchorage location of commission staff consisting of one Program Coordinator, Range 18.

Request for New Position form is attached. Salary shown is step A for FY 91. Personal Services request for subsequent years includes a one-step merit increase.

TRAVEL 77.7

Travel has been averaged to incorporate the travel costs from statewide locations of the public members and assumes eight commission meetings.

Anchorage: 5 meetings

Public members

travel @ 450/person x 6 people	=	2,700	
per diem @ 80/day x 3 days x 7 people	=	<u>1,680</u>	
five meetings @		4,380	= 21,900

Juneau:

Public members

travel @ 450/person x 6 people	=	2,700	
per diem @ 80/day x 3 days x 7 people	=	1,680	

Administrative staff

travel @ 366/person x 1 person	=	366	
per diem @ 80/day x 3 days x 1 person	=	240	4,896

Fairbanks:

Public members

travel @ 450/person x 7 people	=	3,150	
per diem @ 80/day x 3 days x 7 people	=	1,680	

Administrative staff

travel @ 436/person x 1 person	=	436	
per diem @ 80/day x 3 days x 1 person	=	240	5,506

TRAVEL (continued)

Soviet Far East:

Public members

travel @ 2100/person x 7 people = 14,700  
per diem @ 1050/person x 7 people = 7,350

Administrative staff

travel @ 2100/person x 1 person = 2,100  
per diem @ 1050/person x 1 person = 1,050 25,200

Additional public member travel:

Accompany delegations - assumes 2 public members  
for three delegations

travel @ 2100/person x 2 people = 12,600  
per diem @ 1050/person x 2 people = 6,300 18,900

Additional administrative staff travel

Juneau:

travel @ 366/trip x 2 trips = 732  
per diem @ 80/day for total 6 days = 480 1,212

Total Travel: 77,704

CONTRACTUAL 94.1

Professional Services:

Interpreter services, delegations hosting  
expenses, professional services contracts 60,000

Communication:

Telephone (toll costs, base/local  
fixed costs, centrex network costs)  
350/mo x 12 months 4,200  
Telecopier charges -- 25/mo x 12 months 300  
Teleconference charges -- 8 @ 450 3,600  
Postage -- 300/mo x 12 3,600 11,700

CONTRACTUAL (Continued)

Transportation:

Freight and express charges -- 75/mo x 12 900

Advertising, Printing & Binding:

Subscriptions	75	
Advertising -- 8 meetings x 350	2,800	
Printing -- 4 newsletters x 800 each	3,200	
Annual report	13,500	
Forms, misc.	750	20,325

Minor Repair, Maintenance 1,200

Rental for Space:

Fiscal note assumes availability of office space  
within existing leased space in Anchorage.

Total Contractual: 94,125

SUPPLIES AND MATERIALS 1.9

Office and library supplies, 150/mo x 12 =	1,800	
Data processing supplies =	75	1,875

EQUIPMENT 14.8

Communication Equipment:

network hookup, 1 station =	1,500	
1 position phone =	500	2,000

Data Processing Equipment:

1 PC workstation 4,500

Furniture/Office Equipment:

Desk, chair, etc. =	5,000	
1 5-drawer lateral file cabinets =	425	
Bookcases =	175	
Photocopier =	1,800	
1 calculator =	75	
typewriter =	800	8,275

Total Equipment: 14,775

MISCELLANEOUS 50.0

Estimate for program receipts, i.e., private sector  
donations and contributions, for identified  
Commission projects. 50,000



**NOME CHAMBER OF COMMERCE**  
**COMMITTEE FOR COOPERATION, COMMERCE, AND PEACE**  
**BOX 251, NOME, ALASKA 99762**

Wendy RM 17  
 465-4858  
 Rep Foster

James R. Ayers  
 System Director  
 Alaska Marine Highway System  
 P O Box R  
 Juneau, Alaska  
 99811-2505

1/29/90

Wendy

JAN 29 1990

Dear Mr. Ayers:

Thank you for your reply and interest in seeing ferry service between Alaska and the Soviet Far East. The next step is to invite Viktor Mukhortov and appropriate Soviet officials to discuss a plan to provide economical ferry service across the Bering Strait.

Bering Air is scheduling a flight this morning at about 10:00 am. I am forwarding a copy of your letter to be hand delivered to the Port Director, Viktor Mukhortov. An invitation to come to Alaska to meet with you and review his proposal would be very helpful. Ron Miller with the Office of International Trade is very familiar with the process of extending an invitation on the State level.

While in Alaska, Mr. Mukhortov could meet with private sector groups interested in tourism to the Soviet Far East (SFE) and marketing the ferry as a part of existing tourism routes with Alaska and Canada. If Viktor comes through Nome, we will provide his accommodations and meals, and arrange for him to see Grantley Harbor in Teller, Gambell on St. Lawrence Island, and meet with the City and see the Port of Nome.

With Bering Air resuming flight service to Provideniya and seeking permission to service other communities in the SFE, the development of a summer ferry route to the SFE will enhance air connections, increase tourism and provide Western Alaska with additional income and jobs.

Sincerely

*Jim Stimpfle*

Jim Stimpfle  
 Chairman, Committee for Cooperation, Commerce, and Peace  
 (907) 443-2002

cc: Rep. Richard Foster, Chairman Transportation Committee  
 Ron Miller, Office of International Trade  
 Viktor Mukhortov, Port Director Provideniya

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STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

November 27, 1989

The President  
The White House  
Washington, DC

Dear Mr. President:

Business, cultural and educational exchanges between Alaska and the Soviet Far East and North continue to expand rapidly.

Alaskans are proud to be among the leaders in warming relations between the Soviet Union and the United States and we thank you for your efforts in this area. Together, our two countries can help make the world a better, safer place to live.

The purpose of this letter is to request that you place three items on the agenda for your summit meeting with President Gorbachev in the summer of 1990. The items are:

1. Visa free travel between Alaska and the Soviet Far East and North.
2. New consulate offices in Anchorage and Khabarovsk.
3. A direct commercial air route between Alaska and the Soviet Far East.

VISA FREE TRAVEL

As a result of the agreement signed by Secretary of State James Baker and Soviet Foreign Minister Edward Shevardnadze in Wyoming in September 1989, certain indigenous people from Alaska's northwest coast and the Soviet Union's northeast coast are now allowed to visit visa free.

Extension of the visa free travel privileges to all residents of the Soviet Far East and North and to all residents of Alaska would help greatly in our efforts

to expand business, cultural and educational exchanges between our regions.

Due to the heavy demands being placed on the Soviet and American Embassies to process visas, delays are often lengthy, making travel planning uncertain and difficult.

#### CONSULATE OFFICES

As relations warm, numerous Soviets are traveling to Alaska and just as many Alaskans are traveling to the Soviet Far East and North.

Alaska has invited 80 Soviets to attend a seminar in Anchorage in April of 1990 on how to do business in Alaska. Officials in Khabarovsk and Magadan have, in return, invited 80 Alaskans to attend seminars in their regions at the same time on how to do business in the Soviet Union.

Alaska is inviting 160 Soviet citizens from around the Soviet Union to attend a conference on issues common to the northern regions of the world to be held in September of 1990 in Anchorage.

Many schools, cultural and business organizations are also planning exchange visits at their own initiative.

A Soviet consulate office in Anchorage and an American consulate in Alaska's sister state of Khabarovsk would be very helpful in organizing and implementing visits between the regions.

I respectfully request that the 1990 summit agenda include discussion of increasing the number of Soviet consulate offices in the U.S. and the number of Soviet consulate offices in the U.S.S.R. These new offices would greatly enhance our ability to continue expanding the working relationships between Alaska and the Soviet Far East and North.

#### COMMERCIAL AIR ROUTES

Officials of Aeroflot in the Soviet Far East and Alaska Airlines have been working diligently to open a route between Anchorage, Magadan and Khabarovsk. These efforts continue to be thwarted by counter proposals from Moscow calling for Aeroflot to receive landing rights in Los

November 27, 1989

Angeles or San Francisco in exchange for Alaska Airlines' landing rights in Magadan or Khabarovsk.

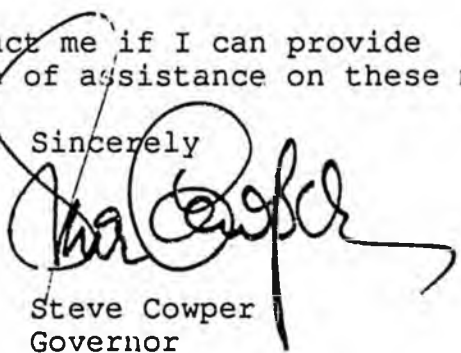
Officials at the highest levels in Khabarovsk and Magadan agree with us in Alaska that we should simply strive to open the route between Alaska and the Soviet Far East and separate the question of landing rights for Aeroflot at a major U.S. west coast city.

I believe that benefits from improved commerce will result immediately if an air route between Anchorage, Khabarovsk and Magadan is opened. This issue is much too important for us to allow it to be delayed by negotiations over landing rights in other U.S. west coast cities.

In summary, I ask that each of the above subjects be placed on the agenda for the 1990 summit meeting and that agreements be signed allowing the implementation of these ideas.

I invite your staff to contact me if I can provide additional information or be of assistance on these matters.

Sincerely

A handwritten signature in black ink, appearing to read "Steve Cowper", written over the word "Sincerely". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Steve Cowper  
Governor

cc: Secretary of State James Baker  
Soviet Foreign Minister Edward Shevardnadze  
Ambassador Yuri Dubinin



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

November 15, 1989

Ambassador Yuri V. Dubinin  
Embassy of the Soviet Socialist Republics

VIA: Facsimile

Your Excellency:

I write to express concern and seek your assistance in connection with a newly imposed requirement by the Soviet Ministry of Civil Aviation that has interrupted an Alaska charter airplane service between Nome and Provideniya on the Chukotsk Peninsula in the Soviet Far East.

The charter service, Bering Air, Inc., has operated 85 flights since July across the Bering Strait that separate our countries. It has carried both Soviets and Alaskans and helped transport members of my party during my visit to the Soviet Far East in September. The charter service has operated safely and is an important link in the warming relations between our countries.

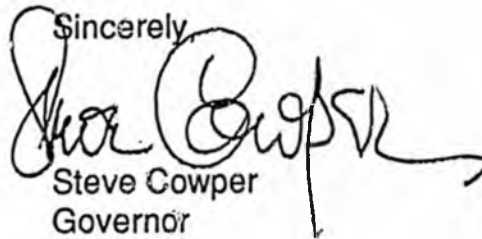
On Tuesday, November 14, Bering Air received a cable from the Soviet Civil Aviation Ministry informing them of a new requirement that all flights carry a Soviet navigator. That requirement has the effect of shutting down Bering Air because of the prohibitive costs of transporting a Soviet navigator from Moscow to Nome.

Yesterday's development has resulted in some immediate problems. Stranded in Provideniya is the 11-year-old son of Bering Air's president, Jim Rowe, and a delegation of Soviets planning to spend two weeks in Alaska on a friendship mission.

We are contacting agencies in the U.S. government about this problem including the State Department and Federal Aviation Administration. I would appreciate any efforts on your behalf to resolve the problem in Moscow. At a minimum, we would like Bering Air to receive permission to complete its current schedule of flights. For the long term, we believe the requirement for a Soviet navigator on Bering Air flights to Provideniya is unnecessary and burdensome.

Thank you in advance for your efforts on this matter. I stand ready to assist you in any way possible.

Sincerely,

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Steve Cowper  
Governor

R

**NOME CHAMBER OF COMMERCE****COMMITTEE FOR COOPERATION, COMMERCE, AND PEACE****BOX 251, NOME, ALASKA 99762**

Rep. Richard Foster  
Chairman  
Transportation Committee  
Rm #17  
465-4858, Wendy

1/23/90

Thank you for the opportunity to testify on issues of travel between Alaska and the Soviet Far East in the Bering Strait region.

To summarize, I believe that the Transportation Committee could be most helpful in directing appropriate State agencies, (Governor's Office of International Trade, and Dept. of Transportation) to work with Soviet officials in waiving or recommending regulations that will enhance the cultural, educational, and commercial opportunities for Alaskans and Soviets to travel back and forth.

Specifically, a letter to appraise Soviet and US officials of the Committee's interest to develop affordable means of transportation across the Bering Strait.

Yuri V. Dubinin, Ambassador  
Union of Soviet Socialist Republics  
1125 Sixteenth Street, NW  
Washington, DC 20036  
FAX (202) 347-5028

U S Dept. of State  
Office of Soviet Affairs  
Washington, DC 20520  
20520  
FAX (202) 347-5028

Invite Viktor Mukhortov to Alaska to meet with the Transportation Committee, State officials, and the US Coast Guard to present his proposal for ferry service within the next two months. This will also give the private sector the opportunity to discuss ground support services and tourism potential with him so that he has a clear idea of the costs involved.

Sincerely

  
Jim Stimpfle  
Chairman, Committee for Cooperation, Commerce, and Peace  
(907) 443-2002



Anchorage Daily News/Dee Boyles

ATTN: Wendy  
c/o Rep. Foster  
465-4858  
Rm 17

**NOME CHAMBER OF COMMERCE**  
**COMMITTEE FOR COOPERATION, COMMERCE, AND PEACE**  
**BOX 251, NOME, ALASKA 99762**

ATTN: Wandy  
c/o Rep. Foster  
465-4858  
Rm 17

**PRESS REL**

January 6, 1990

RE: Soviet Ferry service from Provideniya  
to Alaska across the Bering Strait.

Viktor Mukhortov, the Port Director of Provideniya in the Soviet Far East, called on the telephone to Nome, Alaska. He wants to establish ferry service between the Eskimo communities of the Bering Strait this summer.

In March, the United States and the Soviet Union will implement the VISA-WAIVER program for US and Soviet Eskimo people to visit one another without the need for visas.

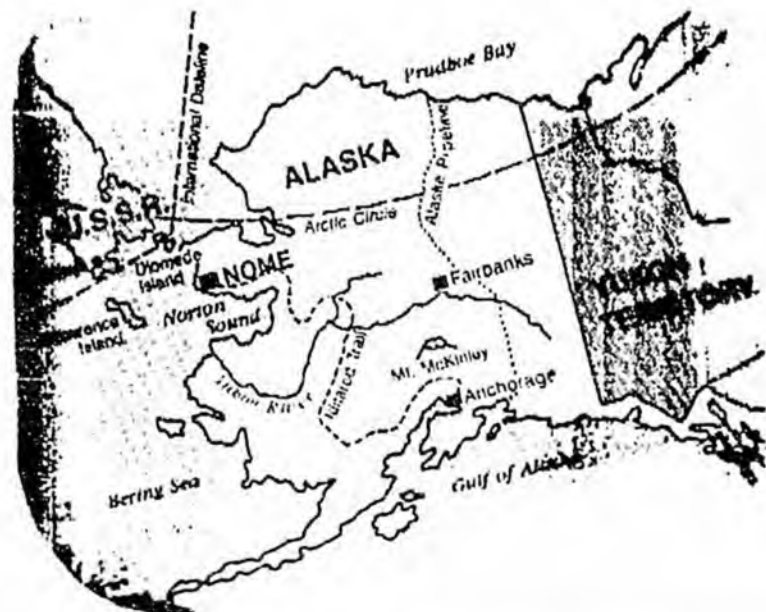
After 40 years of separation, the Siberian Yupik Eskimo people will be able to visit one another in the communities of Nome, Provideniya, Gambell, Little Diomed, Anadyr, Lavrentiya and Uelen. These "designated entry points" and the surrounding regions, (Nome and Kobuk census areas of Alaska and Iultinsky Rayon, Providenskiy Rayon, and Chukotsky Rayon, eastern Anadyrskiy Rayon, and the Chukotsky Autonomous Okrug) are open to travel for Eskimo peoples. Passports are required.

Ferry service to the communities of Gambell, Alaska on St. Lawrence Island, Teller, and Nome to the Soviet communities across the Bering Strait. It is hoped that US and Soviet citizens will visit one another reestablishing ties of kinship and culture.

For additional information contact:

Viktor Murkhortov, Provideniya  
tel. 2-21-35  
tel. 2-22-67  
Telex 145638.

Jim Stimpfle, Chairman,  
Committee for Cooperation,  
Commerce, and Peace  
(907) 443-2002



**NOME CHAMBER OF COMMERCE**  
**COMMITTEE FOR COOPERATION, COMMERCE, AND PEACE**  
**BOX 251, NOME, ALASKA 99762**

Jim Ayers  
System Director  
Alaska Marine Highway System  
P O Box R  
Juneau, Alaska  
99811-2505

Jan. 5, 1990

RE: Soviet Ferry to Gambell, Teller, and Nome, Alaska  
1990

File No. 140-3745-C, April 17, 1989

Dear Mr. Ayers

On January 4, I was contacted by Viktor Mukhortov, the Port Director of Provideniya, asking help to provide ferry service between Alaska and the Soviet Far East. Previous discussions with George Davidson, the Systems Director, and the Governor's Office of International Trade, Ron Miller (tel. 561-5585) indicated interest in providing some help from the State to implement service from the Port of Provideniya, servicing the Eskimo communities on both sides of the Bering Strait.

Since the initial contact in April of 1989, much progress has been made in establishing cultural, educational, and commercial relations between the State of Alaska and the Magadan region of the Soviet Far East.

Mr. Mukhortov (telex 145638, tel. 2-21-35, or 2-22-67 Provideniya) indicated that he has support from his government officials to implement ferry service across the Bering Strait for this year. Last year we were very close to implementing service with the help of Alaska Maritime Agency, (Bill Lorch, tel. 272-0714), the USCG inspection team, (CDR Blais, tel. 271-5137), State Dept. (Wayne Nell, tel. 202-647-4088), and support from our Congressional delegation.

In view of the fact, that a visa-walver agreement for US/Soviet Eskimo people will be in effect by March or April of this year, the tremendous potential for tourism development, and 85 flights by Bering Air from Nome to Provideniya, I believe that State assistance in developing this ferry service is warranted. It is time to put together a working group on a State level to assist with the necessary permits, authorizations, fees, and technical requirements on the federal level.

page 2

Mr. Ayers

1/5/90

The communities of Teller, Gambell, and Nome are interested in a ferry service connecting US/Soviet communities in the Bering Strait.

Your attention to this matter will benefit all Alaskans and develop new employment opportunities for Western Alaska.

Sincerely

Jim Stimpfle  
Chairman, Committee for Cooperation, Commerce, and Peace  
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cc: Congressional Delegation  
Ron Miller, Gov.'s Office International Trade  
Wayne Nell, US State Dept.  
Bill Lorch, Alaska Maritime Agency  
CDR Blais, US Coast Guard  
Mayor Gambell  
Mayor of Teller  
City of Nome

# Oceans of red tape blocking Bering ferry prompt Nome SOS

NOME (AP) — A Nome man is asking the state to help clear the regulatory hurdles to provide ferry service between Alaska and Siberia.

Jim Stimpfle of the Committee For Cooperation, Commerce and Peace of the Nome Chamber of Commerce said Monday the Soviet Union is interested in providing the service, but help is needed to "jump through all the necessary hoops."

Stimpfle has written the director of the Alaska Marine Highway System asking for help.

The ferry service idea has been percolating since last spring when it was raised by Vik-

tor Mukhortov, director of the Port of Provideniya, Stimpfle said. It nearly became a reality last fall, but the plan fell apart when regulatory requirements imposed an additional burden of \$8,000 per trip, he said.

The Soviet Union already provides ferry service for native villages along the Siberian coast, Stimpfle said. With east-west travel expected to increase dramatically as a visa-waiver program goes into effect this spring, the Soviets are interested in expanding the service across the Bering Strait, he said.

In a telephone conversation with Mukhortov last week, See Bering ferry, page B-2

Continued from page B-1

Stimpfle said he learned the Soviet government has approved the concept. And the Soviet government is considering purchasing a new \$4 million ferry if it appears Alaska traffic will make it worthwhile, he said.

The stationing of a customs agent in Gambell and the expected arrival of an immigration official in Nome already have eased some of the expense facing the venture last year, Stimpfle said. The largest remaining cost will be obtaining marine pilot services for the vessel in Alaska waters, he said.

The Coast Guard already has agreed to provide free vessel inspections, he said.

In his letter to Jim Ayers of the Alaska ferry system, Stimpfle said the project needs state help to obtain the necessary permits and meet technical requirements at the state and federal level.

"With this ferry, you will engender greater economic and employment opportunities for western Alaska," Stimpfle said Monday.

Once the regulatory problems are cleared up, private sector involvement will be needed to provide booking, catering and promotional service, he said.

Among the possibilities are cruise ship companies, travel agencies and Bering Air, a Nome-based air taxi which already has made 85 flights to the Soviet Union, Stimpfle said.

Tourists would be needed to make the service feasible, Stimpfle said, because the population of western Alaska is too small to make it economical.

## Nome man wants Bering ferry

THE ASSOCIATED PRESS

**NOME** — A Nome man is asking the state to help clear the regulatory hurdles to provide ferry service between Alaska and Siberia.

Jim Stimpfle of the Committee For Cooperation, Commerce and Peace of the Nome Chamber of Commerce said Monday the Soviet Union is interested in providing the service, but help is needed to "jump through all the necessary hoops."

Stimpfle has written the director of the Alaska Marine Highway System asking for help.

The ferry service idea has been circulating since last spring when it

was raised by Viktor Mukhortov, director of the Port of Provideniya, Stimpfle said. It nearly became a reality last fall.

The Soviet Union already provides ferry service for native villages along the Siberian coast, Stimpfle said. With east-west travel expected to increase dramatically as a visa-waiver program goes into effect this spring, the Soviets are interested in expanding the service across the Bering Strait, he said.

## The Alaska Economic Report

The Alaska Economic Report Circulation Office

EFFORTS STILL UNDERWAY ON CROSS-BERING STRAIT FERRY SERVICE: Nome businessman Jim Stimpfle, promoting increasing Alaska-Soviet ties across the Bering Straits, has asked for state help to clean regulatory hurdles for an Alaska-USSR ferry service across the straits. The Soviets are interested in the service and could move to purchase a \$4 million new vessel if U.S. approvals are granted. The ferry would largely depend on summer tourists. The Soviets already provide ferry service to remote communities along the Siberian coast.

SJR 50, (cont'd)

judicial enforcement of that law.

If passed by the legislature, the amendment will be placed before the voters at the next general election.

Introduced January 15, 1988 and referred to State Affairs; Judiciary.

Flexible Lending & Collecting Policies

SENATE CONCURRENT RESOLUTION NO. 32, by Sens. Fischer, Halford, Faiks, Jones, Sturgulewski, Uehling, Kerttula, and Kelly. Would urge the financial institutions of the state to adopt more flexible lending and collection policies in order to help improve the state economy in the present economic climate.

Introduced January 11, 1988 and referred to Finance.

Winter Olympics Account  
(suspends Uniform Rules)

SENATE CONCURRENT RESOLUTION NO. 33, by the Rules Committee. Would suspend Uniform Rule 23(a) regarding the preceding Thursday notice requirement of a committee meeting and the five day notice of the first hearing on a bill in consideration of SB 319, which would increase the amount that may be contributed from the permanent fund dividend to the Alaska Winter Olympics account.

Introduced January 11, 1988 and referred to Rules. Note: also see section entitled "Bills & Resolutions Passed by the Senate," this report.

Commission on Alaska-Soviet Relations  
(establishing)

SENATE CONCURRENT RESOLUTION NO. 34, by Sens. Hensley, Josephson, Sturgulewski, Binkley, Duncan, and Zharoff. Requests the Governor to appoint a nine member commission on Alaska-Soviet relations from government, civic, academic, cultural, and business leaders in the state to make recommendations to the Governor and the legislature on "mutually beneficial relationships between the people of the state and our Siberian neighbors". The resolution cites earlier efforts, exchanges, and agreements between the federal and state governments and the Soviets as a model. A report on the commission's findings and recommendations would be made to the governor and the legislature by February 1, 1989.

Introduced January 12, 1988 and referred to State Affairs.

Fetal Alcohol Syndrome  
(awareness week)

SENATE CONCURRENT RESOLUTION NO. 35, by Sens. Binkley, Hensley, Zharoff, Sturgulewski, Eliason, Josephson, Coghill, Rodey, Kelly, Uehling, Duncan, Halford, Fanning, Fischer, Szymanski, Fahrenkamp, Kerttula, Faiks, Jones and Abood. Requests the Governor to proclaim May 8 - 14, 1988 Fetal Alcohol Syndrome Awareness Week, and to request that schools, health care organizations and practitioners, and other public and private agencies observe the week with appropriate activities.

Introduced January 15, 1988 and referred to State Affairs.

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 \*  
 \* DELIVER TO: LIOCROD  
 \*  
 \*  
 \* ORIGINAL  
 \* SENT: 01/23/90 TIME: 08:30  
 \* FROM: LIOCBET  
 \* SUBJECT: (H)TRANS;FL#2;TRAVEL;1-23-90  
 \* PRINT DATE: 01/23/90 TIME: 08:30  
 \*  
 \*\*\*\*\*

T/C NO: 90-01-146  
 DATE: JANURAY 23, 1990  
 SPONSOR: HOUSE TRANSPORTATION COMMITTEE  
 SUBJECT: AIR TRAVEL BETWEEN ALASKA AND SIBERI  
 MODERATOR: WALLY RICHARDSON  
 SITE: BETHEL

PARTICIPANT LIST

\*\*\*\*\*  
 TESTIFIED

NAME/REPRESENTING	ADDRESS
1. DIANA CARPENTER, BOX 367, BETHEL	99559
2.	
3.	
4.	
5.	

\*\*\*\*\*  
 OBSERVED

NAME/REPRESENTING	ADDRESS
1.	
2.	
3.	
4.	
5.	

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 TESTIFIED:  
 UNABLE:  
 OBSERVED:  
 TOTAL:

START TIME: END TIME:

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 \*  
 \* DELIVER TO: LIOCROD  
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 \* ORIGINAL  
 \* SENT: 01/23/90 TIME: 08:41  
 \* FROM: LIOCROM  
 \* SUBJECT: 90-01-146; FL2; AK. SIBERIA; 1-23  
 \* PRINT DATE: 01/23/90 TIME: 08:42  
 \*

T/C NO: 90-01-146  
 DATE: JANUARY 23, 1990  
 SPONSOR: HOUSE TRANSPORTATION COMMITTEE  
 SUBJECT: LPH: TRAVEL AK.(NOME) AND SIBERIA  
 MODERATOR: ROXANNE BARRON  
 SITE: NOME

PARTICIPANT LIST

\*\*\*\*\*  
 TESTIFIED

NAME/REPRESENTING	ADDRESS
1.	
2.	
3.	
4.	
5.	

\*\*\*\*\*  
 OBSERVED

NAME/REPRESENTING	ADDRESS
1. LEW TOBIN	
2. JOSEPH DAVIS, NOME CUB SCOUTS	
3.	
4.	
5.	

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TESTIFIED:  
 UNABLE:  
 OBSERVED:  
 TOTAL:

START TIME: END TIME:

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 \* DELIVER TO: LIOCROD  
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 \* ORIGINAL  
 \* SENT: 01/23/90 TIME: 08:53  
 \* FROM: LIOCNOM  
 \* SUBJECT: 90-01-146;FL3;AK.SIBERIA;1-23E  
 \* PRINT DATE: 01/23/90 TIME: 53  
 \*  
 \*\*\*\*\*

T/C NO: 90-01-146  
 DATE: JANUARY 23, 1990  
 SPONSOR: HOUSE TRANSPORTATION COMMITTEE  
 SUBJECT: LPH: TRAVEL AK.(NOME) AND SIBERA  
 MODERATOR: ROXANNE BARRON  
 SITE: NOME

PARTICIPANT LIST

\*\*\*\*\*  
 TESTIFIED

NAME/REPRESENTING	ADDRESS
1.	
2.	
3.	
4.	
5.	

\*\*\*\*\*  
 OBSERVED)

NAME/REPRESENTING	ADDRESS
1. LAURA KOSELL/D.O.T./P.F.	
2.	
3.	
4.	
5.	

\*\*\*\*\*

TESTIFIED:  
 UNABLE:  
 OBSERVED:  
 TOTAL:

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\*  
\* DELIVER TO: LIOCROD  
\*  
\* ORIGINAL  
\* SENT: 01/23/90 TIME: 08:17  
\* FROM: LIOCTOM  
\* SUBJECT: 90-01-146; PL; TRAVEL; 1-23-90  
\* PRINT DATE: 01/23/90 TIME: 08:17  
\*  
\*\*\*\*\*

T\C NO: 90-01-146

DATE: 1-23-90  
SPONSOR: HOUSE TRANSPORTATION  
SUBJECT: TRAVEL BETWEEN AK AND USSR  
MODERATOR: TOM FILLIFANT  
SITE: ANCHORAGE

#### PARTICIPANT LIST

\*\*\*\*\*  
TO TESTIFY:

1. RON MILLER

\*\*\*\*\*  
TO OBSERVE:

1. RAY KRIEG

BACKUP NUMBER - 561-1199  
EMAIL ADDRESS - LIOCTOM

\*\*\*\*\*  
\*  
\* DELIVER TO: LIOCROD  
\*  
\*  
\* ORIGINAL  
\* SENT: 01/23/90 TIME: 08:16  
\* FROM: LIOCBET  
\* SUBJECT: (H)TRANS;PL#1;TRAVEL;1-23-90  
\* PRINT DATE: 01/23/90 TIME: 08:17  
\*  
\*\*\*\*\*

T/C NO.: 90-01-146

DATE: JANUARY 23, 1990  
SPONSOR: HOUSE TRANSPORTATION COMMITTEE  
SUBJECT: TRAVEL BETWEEN ALASKA AND SIBERIA  
MODERATOR: WALLY  
SITE: BETHEL

I AM EXPECTING SOMEONE BUT WILL NOT CALL IN UNT

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 \* DELIVER TO: LIOCROD  
 \*  
 \* ORIGINAL  
 \* SENT: 01/23/90 TIME: 08:18  
 \* FROM: LIOCROM  
 \* SUBJECT: 90-01-146; PL#1; AK/SIBERIA; 1-23  
 \* PRINT DATE: 01/23/90 TIME: 08:18  
 \*  
 \*\*\*\*\*

T/C NO: 90-01-146

DATE: JANUARY 23, 1990  
 SPONSOR: HOUSE TRANSPORTATION COMMITTEE  
 SUBJECT: TRAVEL BETWEEN ALASKA AND SIBERIA  
 MODERATOR: ROXANNE BARRON  
 SITE: NOME

PARTICIPANT LIST

\*\*\*\*\*  
 TESTIFIED

NAME/REPRESENTING	ADDRESS
1. RICHARD STERN/BERING AIR	
2. JIM STIMPLE/NOME CHAMBER OF COMMERCE	
3.	
4.	
5.	

\*\*\*\*\*  
 OBSERVED

NAME/REPRESENTING	ADDRESS
1. GARY HART/CHECKER CAB	
2. DON STULTZ/CROWLEY MARITIME CO.	
3.	
4.	
5.	

\*\*\*\*\*

TESTIFIED:  
 UNABLE:  
 OBSERVED:  
 TOTAL:

START TIME:

END TIME:

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 \*  
 \* DELIVER TO: LIOCROD  
 \*  
 \* ORIGINAL  
 \* SENT: 01/23/90 TIME: 09:26  
 \* FROM: LTCCHOM  
 \* SUBJECT: H.TRANS;PL;TRAVEL;1-23-90 E  
 \* PRINT DATE: 01/23/90 TIME: 09:27  
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 \*\*\*\*\*

T/C NO: 90-01-146  
 DATE: JANUARY 23, 1990  
 SPONSOR: HOUSE TRANSPORTATION  
 SUBJECT: TRAVEL BETWEEN ALASKA AND SIBERIA  
 MODERATOR: CHARLENE DITTON  
 SITE: HOMER

PARTICIPANT LIST

\*\*\*\*\*  
 TESTIFIED

NAME/REPRESENTING	ADDRESS
1. CAPTAIN ED MURPHY, SOUTHEAST PILOTS, BOX 977, H	
2. JAMES A. HAAS, 177 BUNNELL ST., HOMER 99603	
3.	
4.	
5.	

\*\*\*\*\*  
 OBSERVED

NAME/REPRESENTING	ADDRESS
1.	
2.	
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4.	
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TESTIFIED:  
 UNABLE:  
 OBSERVED:  
 TOTAL:

START TIME: END TIME:

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JAN 23 90

H. TRANS COMMITTEE

8:20 AM

GRUS, Leman, FOSTER

limit test. to 3 minutes

name on line. - B. AIR travel

RWCH. INT TRADE - LOW MILLER.

Ferry System to follow. w/ list of speaker.

8:23 Hudson.

Richard Stern

Don Stoltz

Tim Stimpfle

Gary Hart.

Richard Stern - name - testimony

2 parts. overall

specific

entry still req. visas and invitation to participate  
it is becoming easier - more & more people.

oversight:

PTA, St. Alaska,

{ ministry Civil Aviation  
Soviet Military.

Beijing Air

have auth. for 4 Far east cities, but no  
used as yet plus lack of information.

Civil (ministry) requires Soviet navigator.

② AIR TRAVEL → [ome - Prov.]

began mid July 1989

hosted prominent soviet navigator. showed inside cockpit operations plus efforts to learn language. 87 flights were waived of requirement. Mid November routine request have been denied.

→ capsule summary to date - no flights since Nov.

Leman - what is projected costs w/ w/ navigator  
\$3,000 / flight. ome → prov.

prov. → ome.

includes cost of customs to nome, salary, etc

if we bring navigator, requires travel, 1<sup>st</sup> class to us, salary, room & bd., about \$12,000<sup>00</sup>

Hudson - how many flights - & are they full capacity  
87 from mid-July till Nov. capacity generally full. i

0208

if ~~large~~ freight is allowed, this could increase.

W<sup>m</sup> Lorch. Re: Ferry service - no testimony.

MR. Ron Miller - Int. Trade Office - Anch.

the latest, according to Civil Ministry, is no problem. but the military is insisting. comply w/ letter of the law.

Tru-zub-off

③

#. Trans. Comm.

Victor Trubtsoff. <sup>SP</sup>, minister Aviation for  
Magadan Province, meeting w/ his people  
back in Moscow. Negotiations are underway  
but no resolution expected shortly.

Possibly Aeroflot is using this as leverage to  
get involved.

Gusendorf — military concern may be cloaking  
other issues — what in the area of  
reciprocity re: Aeroflot?

Miller — recently we had a Soviet flight  
land in Anch, pick up navigator —  
request of military <sup>(w. J.C.)</sup> and continue on.  
but we did not require navigator from  
Anch and Magadan province.

our navigator requirements are not as severe  
financially.

we hope it doesn't get to the point that  
nothing flies w/o navigator — we think they  
will realize the profitability of the exchange.

they have unrealistic perspective in the  
exchange. They see Rowe as getting rich.  
Simply trying to get everything they can  
from Americans — we've cautioned them  
but that's one of the problems.

④ 0360

U.S. & USSR have yet to sign agreement on designated corridor.

"it's difficult to peel away the issues in these situations." I wouldn't be surprised if something comes up before we can resolve this navigator issue.

Foster - do I understand correctly - FAA is not the snag in this situation. "Not this time. but somehow, in the past, there was criticism of Soviet airports and inadequate facilities, consequently, Soviets then demanded navigator.

Hudson - any long term solution is to require military to military resolution. do you know if military is negotiating?

Miller - that is being coordinated by consulate of military affairs. they met in Nov. in effort to, drag feet, to get improvements at Soviet airports by USA.

Foster - what can we do in Committee?

Miller - send letter to Amb. Dr. Dabirion stressing importance, and ~~the~~ inconsistency of late military concerns.

Gov. has sent several letters. we need to keep pressure up.

6

Cmdr. Tierman. Coast Guard

- proposed ferry btwn Dne Providence.
  - Soviet vessel - there will be some inspections - called "control verification" -
  - special interest vessel program. - req. to report w/in 14 day prior to coming into country. there is a way to get around this - through gov't to gov't.
- don't see any problems

Foster - What prob. do you foresee?

Tierman - don't see any if all is worked out well in advance.

and preliminary inspection. but generally Soviets are familiar.

Gussendorf - what are oppty. times.

Tierman not sure, because not sure of specifics of vessel, possibly close in scope to the M/V Aurora.

Ed Murphy - SW pilots assn. Homer. Re: state pilotage.

- it doesn't appear clear, but there is a general rule, (Nome is west of the required area) but general rule may apply.
- port of Nome is not exactly a defined port.

Ques. Hudson - can vessel beach in Nome - like old landing craft.

Murphy - can't tell.

(7)

Beth Kertulla - rep. of Assn. Marine Pilots. A/G's office.

Hudson - is there any liability? frequent travel for native people

can you think of any liability.

Beth - hard to answer that, I suppose there could be some, but I couldn't answer it off hand.

Stimpfle - re: ferry. considering purchase new ferry - high speed  
pass / cargo ferry - from W. Germany. Recently spoke w/  
port director Progidanya. He did receive permission  
to go ahead and begin talks between W.A. WSR.  
One question - could it pay for itself? Original  
concept has 2X weekly trips to Gambell. Recent discussions  
has developed into coastal visits from Diomed<sup>Wales</sup>, Teller &  
Nome. Lots of red white & blue tape. We will need  
c's 0633 end Side A. -

Side B.

Com. Tierman - vessel could stop along coastal communities  
and pick-up passengers but could not drop  
them off in another Alaskan port. Jones  
Act restricts.

Don Stoltz - what are requirements of Coast Guard?

Tierman - pilotage question - fed & state reg.

- under old States Rights rule -
- if state does not reg. pilotage, then Fed may
- ~~if~~ most licences have both qualification.

7

Hudson - could us built vessel be run between us ports if it were foreign crew?

Tierman - probably not.

Randy Baum - requirements for pilotage.

- need experience in that particular port. once you meet dockings & undockings required, then you would be awarded license.

Foster - ask Stimpfle - what can we do?

Stimpfle - there's a barrelload of regulation to protect certain interests - we're witnessing unraveling of these restrictions. hopefully this will continue. in view of the fact that in March, the visa waiver agreement will be signed, it may not mean much because there's no safe scheduled travel means.

Recommend - appoint working group to address these catch-22's transportation issues. begin to resolve all regulations & make waivers to resolve the issues.

Grassendorf - to Ron Miller - 2 issues of ferries - and airlines. shouldn't tie up the two issues may facilitate resolution of the issues. surface vessel approach would probably be easiest

Miller - I agree - there are 2 separate matters. no one has done analysis to determine viability nor cost analysis.

8

Short window of activity (summer). No business analysis to see if profitable.

Requirements by C.G. and other technicalities seem like they can be worked out but can it be economically viable?

Hudson. Needs to be some cooperative analysis. I believe technicalities can be worked out and Jones Act could be waived but you're right, can it pay?

12278

Gambell - Branson Tunjiyak - (Ques.) Regards Ak Maritime Assn. \$10,000 fee. could it be waived.

Tierman - not aware.

~~Hudson~~ Tunjiyak - another Q. - traditional used by skin boat.

Tierman - no coast guard regs. maybe immigration & emigration.

Foster - how long does it take?

Tung - 1 hour.

Stimpfle - regarding Miller's discussion on economic viability. There needs to be consensus from State / Fed & USSR to define parameter.

Re: Ak Maritime Assn - est. price before immigration and to handle/insure all requirements be met.

This is the problem - no one knows how much they would be liable for.

Tierman - re: skin boats, if passengers, then there would be coast guard requirements. if over 12 passengers, then SOLIS Regulations would kick in.

9

Tungian - we have been considering it.

Hudson - back to Stimpfle - could you develop informal survey to determine possible usage. That could help determine usage.

Stimpfle - approximately \$150 R.T. between Prov. & Gambell. state needs to work on this. there is exciting potential here & the state needs to work on this. Also, we need to consider icebreaker cruises.

Foster - can skiboat just have passengers chip in?

Tierman - no sharing of expenses permitted.

Savanna -

Kotz

Bethel - Diane Carpenter - happy to see/hear teleinterview chn of Paths Committee. "Paths across the horizon." Agree considerable tourism benefits. Need to consider ferry travel all along the coast.

back to Gambell - Lenard Apangalok - one concern - one primary front was to est. <sup>traditional &</sup> cultural ties - my concern is ~~that~~ that trad. & cultural ties diminish due to economic emphasis. need state or fed to survey our village to see what potential is there.

- 1) contact w/ relatives
- 2) economics.

(13)

Foster. - have you gotten any polar bear, no, but  
we got 47 how reindeer.

0528

~~Hjornin~~  
Announcements

Thurs. Concerns of  
- Air Taxi Operators.

945 Ac

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FAX TO TIERNAN COAST GUARD.

586-7258

Addresses.



# Representative Bette Cato, Chair House Transportation Committee

SUBJECT OF MEETING:

DATE:

PLACE:

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
Harold Moeser	AMHS	P.O. Box R, Juneau AK	99811	<del>465-2734</del>	465-2734	Y	(N) Answer Questions
COR SCOT W. TIERNAN	GUARD US COAST	P.O. Box 3-5000 JUNEAU, AK	99802		586-7689	Y	N
Richard Stern	Being Air	Nome, AK				Y	N
Bon Miller	Office of Internal Trade	Anchorage	99			Y	N
Commander Tieronas						Y	N
Captain Ed Murphy						Y	N
Randal P Burns	Dept of Commerce	P.O. Box D-44 Juneau			465-2335	Y	N
						Y	N
						Y	N
						Y	N
						Y	N

# **TRUCKING OVERVIEW**

STATE OF ALASKA  
THE LEGISLATURE

POUCHY - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907-465-3800

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

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 2/1/90*

# TRUCKING ISSUES AND REQUIREMENTS

## 1. COMMERCIAL MOTOR VEHICLE SAFETY INSPECTION PROGRAM:

- FEDERAL REQUIREMENT
- FY 90 RECEIVED \$50,000 FEDERAL FUNDS TO DEVELOP.
- FEBRUARY 1990 ADDITIONAL \$175,000 IN FEDERAL FUNDS WILL BE RECEIVED TO IMPLEMENT THE PROGRAM
  - purchase equipment
  - 4 positions (civil positions within state troopers)
- FY 91 ELIGIBLE FOR \$225,000 in FEDERAL FUNDS TO CONTINUE THIS PROGRAM.

## 2. COMMERCIAL DRIVER'S LICENSE PROGRAM

- FEDERAL REQUIREMENT
- PROGRAM MUST BE FULLY IMPLEMENTED BY 1992
- SCHEDULED START UP DATE JANUARY 1991
- \$100,000/ YEAR IN FEDERAL FUNDING IS AVAILABLE.  
3 GRANTS OF \$75,000 EACH ARE ALSO AVAILABLE.
- DEPT. OF MOTOR VEHICLES HAS REQUESTED \$500,000  
IN SB 137 TO FUND THIS PROGRAM

BY 1992, ALL STATES WILL BE REQUIRED TO HAVE A COMMERCIAL DRIVER LICENSE PROGRAM IN PLACE THIS PROGRAM WILL REQUIRE DRIVERS OF COMMERCIAL VEHICLES TO COMPLETE A WRITTEN EXAMINATION AND UNDERTAKE TWO COMMERCIAL VEHICLE ROAD TESTS. THE TOTAL TIME REQUIRED TO COMPLETE THESE REQUIREMENTS IS APPROXIMATELY 6 HOURS.

### 3. LIFT AXLE REGULATIONS

- THE INDUSTRY HAS BEEN WORKING CLOSELY WITH DOT AND COMMERCE TO ADOPT REGULATIONS FOR THE USE OF LIFT AXLES.  
THE ATTACHED DRAFT PROPOSED REGULATIONS REFLECT THE OUTCOME OF THESE EFFORTS  
THE SIGNIFICANT CHANGES IN THE PROPOSED REGS ARE:
  - ELIMINATION OF FIXED AXLE
  - RAISE GROSS BRIDGE FORMULA 3,000 LBS
  - CONTINUE TO ALLOW LIFT AXLE ON TRAILERS PROVIDING THE CONTROLS ARE OUTSIDE THE CAB
  - WEIGHT ALLOWANCE PER AXLE GROUP IS UNCHANGED

### 4. LONG DOUBLES/TRIPLE TRAILER USE

- CURRENTLY, LONG DOUBLES ARE PERMITTED ON:
  - PARKS HIGHWAY NORTH OF ANCHORAGE
  - SOUTH OF ANCHORAGE ON THE RICHARDSON
  - KLONDIKE HIGHWAY
- IN 1986, AN EXPERIMENTAL PROJECT ALLOWED YEAR ROUND USE OF LONG DOUBLES ON THE KENAI ROAD, (FROM ANCHORAGE TP KENAI). THIS USE WAS ON A PERMIT BASIS.
- NEW REGS PROPOSE LIMITING THIS USE TO SUMMER ONLY
- INDUSTRY WANTS TO CONTINUE CURRENT USE
- PUBLIC SAFETY, DOT, AND MANY COMMUNITIES ALONG THIS ROUTE WISH TO SEE DOUBLES ELIMINATED COMPLETELY.

### ENFORCEMENT

- ENFORCEMENT OF OVERWEIGHT/OVERSIZE AND LIFT AXLE REGULATIONS CONTINUES TO BE A PROBLEM.
- INSUFFICIENT FUNDING HAS LED TO CLOSURE OF WEIGH STATIONS THROUGHOUT THE STATE
- CUTS IN STATE TROOPER POSITIONS HAS REDUCED OVERSIGHT/ENFORCEMENT OF THESE REGULATIONS.

## POINTS OF INTEREST

ALASKA IS THE LEAST EXPENSIVE STATE IN THE NATION IN TERMS OF TAXES IMPOSED ON COMMERCIAL VEHICLES. A RECENT SURVEY SHOWS THAT COMMERCIAL USERS IN ALASKA PAY APPROXIMATELY \$2,000 PER VEHICLE/PER YEAR IN STATE USER FEES. THESE CHARGES INCLUDE MOTOR FUEL TAX, REGISTRATION AND LICENSE FEES ETC. FEES (TAXES) IMPOSED BY OTHER STATES RANGE FROM A LOW OF \$2,000 (ALASKA) TO A HIGH OF \$12,000 PER VEHICLE.

ALASKA IS ALSO THE MOST LIBERAL STATE IN TERMS OF SIZE AND WEIGHT RESTRICTIONS. MOST STATES IMPOSE A MAXIMUM WEIGHT LIMIT OF BETWEEN 90 -105,000 LBS/VEHICLE. BECAUSE OF THE UTILIZATION OF THE LIFT AXLE, ALASKA HAS NO RESTRICTION.

In the following proposed changes to regulations in 17 AAC 25, brackets and underlining are used. Language which is enclosed in brackets in an existing regulation will be deleted. Language which is underlined in an existing regulation is new language which will be added. When the proposed regulation is entirely new or when the existing regulation is repealed and readopted, neither brackets nor underlining are used.

*proposed regs*

# DRAFT

1-17-90

Register ,1990 TRANSPORTATION AND PUBLIC FACILITIES 17 AAC 25.  
17 AAC 25.

17 AAC 25.030(c) is amended to read:

(c) Except on the specifically designated highways listed in 17 AAC 25.105, or the highways designated in 17 AAC 25.106(a), 17 AAC 25.107(b) and 17 AAC 25.108(b), no semitrailer may exceed an overall length of 45 feet, and no combination of truck tractor and semitrailer, including load, may exceed a length of 70 feet, including front and rear bumpers.

17 AAC 25.030(f) is amended to read:

(f) On the specially designated highways listed in 17 AAC 25.105, no semitrailer in a truck tractor-semitrailer combination may exceed a length of 48 feet unless a permit is issued under 3 AAC 35 allowing its use and its length does not exceed 53 feet.

17 AAC 25.030(h) is amended to read:

(h) Any combination of three or more cargo-carrying units is prohibited, except between Anchorage and Fairbanks as provided in 17 AAC 25.106. For purposes of this subsection, "cargo-carrying unit" means truck, semitrailer, or trailer.

(i) A vehicle combination in excess of 75 feet in overall length that is traveling on a specially designated highway listed in 17 AAC 25.105, traveling between Anchorage and Fairbanks under

17 AAC 25.106, or traveling on a highway designated in 17.AAC 25.107(b) or 17 AAC 25.108(b), shall display an "oversized" warning sign as prescribed by 3 AAC 35.120(b). (Eff. 6/25/69, Register 30; am 9/3/72, Register 43; am 11/16/83, Register 88; am 9/1/84, Register 91; am 1/18/86, Register 97; am 9/19/86, Register 99; am \_\_\_/\_\_\_/\_\_\_, Register \_\_\_\_\_)

Authority: AS 19.05.020  
AS 19.05.040  
AS 19.10.060  
AS 44.62.030

17 AAC 25.032 is adopted to read:

17 AAC 25.032. WEIGHT DISTRIBUTION COMBINATION VEHICLES. (a) In double trailer, double semitrailer, or semitrailer-trailer combinations at least 50 percent, but not more than 70 percent, of the weight of the load shall be carried on the power unit and the first trailer or semitrailer, and not less than 30 percent of the weight of the load carried on the rear most trailer or semitrailer.

(b) In triple trailer or semitrailer combinations, or any three vehicle combinations of trailers and semitrailers, at least 40 percent of the weight of the load shall be carried on the power unit and the first trailer or semitrailer, and the remaining weight of the load shall be distributed evenly between the following two

Register ,1990 TRANSPORTATION AND PUBLIC FACILITIES 17 AAC 25.  
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trailers or semitrailers. (Eff. \_\_\_/\_\_\_/\_\_\_, Register \_\_\_\_\_)

Authority: AS 19.05.020

AS 19.05.040

AS 19.10.060

AS 44.63.030

17 AAC 25.035. REASONABLE ACCESS. Vehicles operating under the provisions of 17 AAC 25.030(f) and (g) may move to or from the specially designated highways listed in 17 AAC 25.105 to reach or return from terminals and facilities for food, fuel, or rest. When moving to or from the specially designated highways, vehicles shall use the most direct interconnecting truck route whenever possible. Vehicles moving to or from the specially designated highways under this section shall not move further than [25] 5 miles from these highways. All movement within organized municipalities and boroughs is subject to local ordinances. (Eff. 9/1/84, Register 91; am \_\_\_/\_\_\_/\_\_\_, Register \_\_\_\_\_)

Authority: AS 19.05.020

AS 19.05.040

AS 19.10.060

17 AAC 25.060(a) is amended to read as follows:

17 AAC 25.060. ALLOWABLE GROSS WEIGHTS. (a) The gross weight of

any vehicle or combination of vehicles may not exceed any of the limits provided in this section. The most restrictive limitation of the following shall determine the maximum allowable weight of every vehicle or vehicle combination.

(1)(A) The maximum gross vehicle weight for a vehicle with lift axles in the drive axle group may not exceed that weight as determined from the following formula:

$$W=500 \left[ \frac{LN + 12N + 36}{N-1} \right]$$

where

W = The maximum gross vehicle weight to the nearest 500 pounds

L = The distance in feet between extreme axles, and

N = The number of axles.

(B) The maximum gross vehicle weight for a vehicle with no lift axles in the drive axle group may not exceed that weight as determined according to the following formula:

$$W=500 \left[ \frac{LN + 12N + 36}{N-1} \right] + 3000$$

where

W = The maximum gross vehicle weight to the nearest 500 pounds

L = The distance in feet between extreme axles, and

N = The number of axles.

17 AAC 25.060(a)(3) is amended to read:

(3) The weight on any tire located on a steering axle may not exceed 600 pounds per inch of tire width based upon the manufacturer rating of tire width, while, [T]the weight on any tire located on any other axle may not exceed 550 pounds per inch of tire width based upon the manufacturers rating of tire width. (Eff. 6/25/69, Register 30; am 9/3/72, Register 43; am 9/3/74, Register 51; am 11/19/84, Register 92; am 1/18/86, Register 97; am 9/10/86, Register 100; am 4/28/87, Register 102; am 11/29/87, Register 104; am \_\_\_/\_\_\_/\_\_\_, Register \_\_\_\_\_)

Authority: AS 19.05.020  
AS 19.05.040  
AS 19.10.060  
AS 44.42.020  
AS 44.42.030

17 AAC 25.063(b) is repealed and readopted to read: (b) Lift axles may be used on the state highway system, but

(1) after December 31, 1992, lift axles are prohibited in drive axle groups;

(2) the gross vehicle weight for a vehicle equipped with lift axles in the drive axle group shall be calculated under the provisions of 17 AAC 25.060(a)(1)(A), but for vehicles first placed in service after June 30, 1990, as evidenced by vehicle registration in Alaska, or any vehicle after December 31, 1992, the lift axles in the drive axle group may not be included in the number of axles when making the calculation;

(3) the gross vehicle weight for vehicles with no lift axles in the drive axle group shall be calculated under the provisions of 17 AAC 25.060(a)(1)(B); and

(4) no vehicle first placed in service after June 30, 1990, as evidenced by vehicle registration in Alaska, may be equipped with lift axles in the drive axle group.

17 AAC 25.063(c)(3) is amended to read as follows:

(3) a three-axle (tridem) group,

(A) if all axles are fixed, the group may carry 42,000 pounds;

(B) if one axle is liftable, the two fixed axles may carry [34,000] 38,000 pounds, with the lift axle carrying any additional weight, up to a maximum of 42,000 pounds for the tridem group.

17 AAC 25.063(c)(4) is amended to read as follows:

(4) a four-axle group,

(A) if all axles are fixed, the group may carry 50,000 pounds;

(B) if three axles are fixed and one axle is liftable, the fixed tridem axle group may carry 42,000 pounds, with the lift axle carrying any additional weight, up to a maximum weight of 50,000 pounds for the four-axle group;

(C) if two axles are fixed and the other two axles are liftable, the two fixed axles may carry [34,000] 38,000 pounds, with any additional weight, up to a 50,000 pound maximum for the four-axle group, being evenly split between the two lift axles.

17 AAC 25.063(d) is amended to read:

(d) [Except as provided in (i) of this section, after December 31, 1989,] Controls for lift axles shall be located at the following locations on the vehicle or combination of vehicles:

(1) except as provided in this subsection, controls for lift axles on trucks, truck tractors, and semitrailers which control the positioning of the lift axles or which regulate the weight placed on the lift axle in the down position shall be located outside the driver's compartment and not within reach of the driver while the vehicle is in motion; [and]

(2) the up and down position controls for lift axles on trucks and truck tractors may be located in the driver's compartment if the control is only used to raise the lift axles to increase traction on drive axles in the axle group during icy road conditions or when executing a turn from one road to another, a turn into a terminal, or a turn to load or unload goods, if the turn is 45 degrees or more on roads which have a radius of less than 150 feet[.] ; and

(3) the up and down position controls for lift axles on vehicles hauling gravel or asphaltic material may be located in the driver's compartment.

17 AAC 25.063(e) is amended to read as follows:

(e) All outside tires on lift axles shall be painted in a visible cross pattern, in a color different than the patterns and colors used on the other tires of the vehicle, as shown in the typical truck tire marking diagram in this subsection. [After June 30, 1988, a] A vehicle that is an enclosed load carrier and that has lift axles, must also display diamond-shaped reflective chartreuse-green placards. The placards must measure 10 3/4 inches on each side and must have non-reflective, black, 1/2 inch high letters spelling "LIFT AXLE" set below a non-reflective black "L," as shown in the typical lift axles placard diagram in this

subsection. The placards shall be displayed on the lower rear area on both sides of the cab of the power unit, as shown on the typical placard placement diagram in this subsection when the weight of the vehicle and its load require any of the vehicle's lift axles to be used to comply with this section. When the weight of the vehicle and its load do not require any of the vehicle's lift axles to be used to comply with this section, the face of the placard shall be concealed.

17 AAC 25.063(g) is amended to read:

(g) Belly axles may be used on a semitrailer on the state highway system. [Except as provided in (i) of this section]. [After] December 31, 19[89] [a] 92 all belly axles must be self steering, and all belly axles on semitrailers first placed in service after June 30, 1990, as evidenced by vehicle registration in Alaska, shall be self steering at the time the semitrailer is placed in service.

17 AAC 25.063(i) is repealed. (Eff. 11/29/87, Register 104; am \_\_\_/\_\_\_/\_\_\_, Register \_\_\_\_\_)

Authority: AS 19.05.020  
AS 19.05.040  
AS 19.10.060

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AS 44.42.020

AS 44.42.030

17 AAC 25.105(4) is adopted to read:

(4) Alaska Route 1 (AK-1) from the Palmer-Wasilla Highway Junction to the Wishbone Hill Coal Haul Access Road after November 30, 1991. (Eff. 9/1/84, Register 91; am \_\_\_/\_\_\_/\_\_\_, Register \_\_\_\_\_)

Authority: AS 19.05.020

AS 19.10.060

17 AAC 25.106 is adopted to read:

17 AAC 25.106. THREE LOAD CARRYING UNITS. (a) Vehicle combinations with three trailers, three semitrailers or combinations of trailers and semitrailers may operate from April 16 to October 15 of each year between Anchorage and Fairbanks under a permit issued under 3 AAC 35 on the following routes:

(1) Alaska Route 1 (AK-1) from Anchorage (Potter Weigh Station) to Palmer (Palmer-Wasilla Highway Junction) and

(2) Alaska Route 3 (AK-3) from its junction with AK-1 to Fairbanks (Gaffney Road Junction).

(b) Individual units in three load carry unit combinations may not exceed a length of 28 feet. The length of the power unit

and the three load carrying units may not exceed 114 feet, measured from the front bumper of the power unit to the rear bumper of the last load carrying unit.

(c) Net engine horse power of the power unit may not be less than 400 horse power.

(d) The gross vehicle weight of vehicles operating under this section shall be calculated under the provisions of 17 AAC 25.060(a)(1)(B).

(e) No supplemental axles may be used on vehicles operating under this section.

(f) Vehicle operations under this section are only from terminal to terminal and the provisions of 17 AAC 25.035 do not apply.

(g) The commissioner may, in the exercise of his discretion, prohibit or limit the operations of vehicles subject to this section under 17 AAC 25.100. (Eff. \_\_\_/\_\_\_/\_\_\_, Register \_\_\_)

Authority: AS 19.05.020

AS 19.05.030

AS 19.10.060

AS 44.42.020

AS 44.42.030

17 AAC 25.107(b)(1) is repealed effective July 1, 1990. (Eff.

Register ,1990 TRANSPORTATION AND PUBLIC FACILITIES 17 AAC 25.  
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\_\_\_/\_\_\_/\_\_\_, Register \_\_\_\_\_)

17 AAC 25.107(b)(3) is repealed effective July 1, 1990. (Eff.

\_\_\_/\_\_\_/\_\_\_, Register \_\_\_\_\_)

17 AAC 25.108 is adopted to read:

17 AAC 25.108. OVERLENGTH PERMITS ON THE KENAI PENINSULA. (a)

After June 30, 1990, for the purpose of 17 AAC 25, overlength permits may be issued for operations between April 16 and October 15, in accordance with 3 AAC 35, on the routes listed in (b) of this section, for

(1) a single semitrailer or trailer up to 48 feet in length in a truck tractor semitrailer or trailer combination; and

(2) a truck tractor, semitrailer or trailer combination in which the individual semitrailers or trailers do not exceed 48 feet in length and the measurement from the front of the first semitrailer to the rear of the second semitrailer or trailer does not exceed 90 feet in length; and

(3) a truck trailer or truck semitrailer combination in which the trailer or semitrailer does not exceed 48 feet in length and the distance between the front of the truck to the rear of the trailer or semitrailer does not exceed 90 feet in length.

(b) The routes referred to in (a) of this section are

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(1) Alaska Route 1 (AK-1) from Homer (Ferry Terminal) to Anchorage (Potter Weigh Station) and

(2) Alaska Route 9 (AK-9) from Seward (Ferry Terminal) to its junction with AK-1. (Eff. \_\_\_/\_\_\_/\_\_\_, Register \_\_\_)

Authority: AS 19.05.020

AS 19.05.040

AS 19.10.060

AS 44.42.020

AS 44.42.030

17 AAC 25.110(22) is amended to read:

(22) "booster axle" means a truck axle that is designed to shift a portion of the vehicle weight to the steering axle [and is positioned at least 10 feet from the nearest truck axle] or is located behind the rear most axle group on a vehicle.

17 AAC 110(25) is adopted to read:

(25) "net engine horse power" means the brake horse power of the engine operating with all its normal accessories, that is available at the clutch or its equivalent. (Eff. 6/25/69, Register 30; am 9/3/72, Register 43; am 6/19/81, Register 78; am 11/16/83, Register 88; am 9/1/84, Register 91; am 1/18/86, Register 97; am 11/29/87, Register 104; am \_\_\_/\_\_\_/\_\_\_, Register \_\_\_)

Register ,1990 TRANSPORTATION AND PUBLIC FACILITIES 17 AAC 25.  
17 AAC 25.

Authority: AS 19.05.020  
AS 19.05.040  
AS 19.10.060  
AS 44.42.020  
AS 44.42.030

# 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) 485-3900  
Fax (907) 586-8365

January 9, 1990

## Legislators and Interested Parties:

The attached document provides notice that the Department of Transportation and Public Facilities proposes to adopt, amend, and repeal regulations in Title 17 of the Alaska Administrative Code regarding the operations of wheeled vehicles on the state highway system.

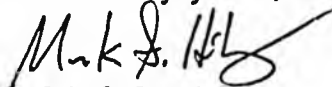
The effect of these proposals would be to:

- repeal the lift axle permit requirement,
- prohibit lift axles in the drive axle group after a specified date,
- allow for operation of longer trailers on specified routes,
- permit triple trailer combinations on certain routes,
- regulate load weights on trailers,
- amend the current tire weight allowance on steering axles,
- clarify weight allowances for fixed tandem axles in multi-axle groups,
- specify controls for lift axles,
- extend the specially designated highway length on the Glenn Highway (AK-1) after a specified date,
- revise some definitions, and
- curtail operation of winter-time long-double trailer combinations on the Kenai Peninsula.

As shown in the notice, public hearings will be conducted in Anchorage and Fairbanks for all proposed revisions, and in Palmer for comments relative to proposed changes for 17AAC15.105 only. Also, copies of the proposed regulations may be requested by writing to Bruce R. Freitag at the address shown above. Further, written statements or arguments relevant to the department's proposed

action may be presented at the appropriate public hearings or by submitting them to Bruce R. Freitag at the above address.

Sincerely yours,



Mark S. Hickey  
Commissioner

cc: Catherine McHugh, Legislative Liaison  
Administration Regulation Review Committee  
Legislation Affairs Agency  
Senate Transportation Committee  
House Transportation Committee

NOTICE OF PROPOSED CHANGES IN THE REGULATION  
OF THE DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

Notice is given that the Department of Transportation and Public Facilities, under the authority of AS 19.05.020 and 44.42.030, proposes to adopt, amend, and repeal regulations in Title 17 of the Alaska Administrative Code, dealing with the operations of vehicles operating on the state highway system, to implement AS 19.10.060, as follows:

17 AAC 25.030(f) is proposed to be amended to allow use by permit of semitrailers in truck-tractor semitrailer combinations longer than 48 feet in length but not more than 53 feet in length on specially designated routes in 17 AAC 25.105.

17 AAC 25.030(h) is proposed to be amended to allow the operation of combinations of vehicles with three cargo carrying units between Anchorage and Fairbanks under the provisions of 17 AAC 25.106.

17 aac 25.032 is proposed for adoption to require, at least 50 percent but not more than 70 percent of the load carried on double trailer or semitrailer-trailer combinations be carried on the first trailer, and at least 40 percent but not more than 60 percent of the load on triple trailer combinations be carried on the first trailer with the remainder of the load split evenly between the remaining two trailers.

17 AAC 25.035 is proposed to be amended to reduce the right of reasonable access to five miles.

17 AAC 25.060(a)(1) is proposed to be amended to provide for two gross vehicle weight formulas; one for vehicles with lift axles in the drive axle groups and a second for vehicles without lift axles in the drive axle groups.

17 AAC 25.060(a)(3) is proposed for amendment to allow a maximum tire loading of 600 pounds per inch of the width on steering axles on trucks and truck-tractors, but the maximum weight allowed on the tires on other axles or axle groups remain unchanged.

17 AAC 25.063(b) is proposed for amendment to eliminate the requirement for a permit for lift axles, to prohibit lift axles on drive axle groups after December 31, 1992, and to allow a 3,000 pound increase in allowable gross vehicle weight if lift axles are not present on trucks or truck-tractors.

17 AAC 25.063(c)(3)(B) and (4)(C) are proposed for amendment to allow tandem fixed axles in 3 and 4 axle groups with lift axles to carry 38,000 pounds of gross vehicle weight instead of the 34,000 pounds gross vehicle weight presently allowed by the department under current regulations.

17 AAC 25.063(d)(3) is proposed for adoption to allow the up down controls for lift axles on vehicles hauling gravel or asphaltic materials to be in the driver's compartment.

17 AAC 25.063(e) is proposed for amendment to require the face of lift axle placards be concealed when the lift axle is not required for legal operations.

17 AAC 25.063(g) is proposed to be amended to allow the use of non-steering belly axles until December 31, 1992 and to require belly axles on vehicles first placed in service after July 1, 1990 be self steering.

17 AAC 25.105(4) is proposed for adoption to add Alaska Route 1 (AK1) from the Palmer-Wasilla Highway Junction to the Wishbone Hill Coal Haul Access Road as a specially designated route effective December 1, 1991.

17 AAC 25.106 is proposed for adoption to allow the use of three cargo carrying units between Anchorage and Fairbanks, setting equipment standards, and conditions and times of the year when they can be used.

17 AAC 25.107(b) is proposed for amendment by the repeal of subsections (1) and (3).

17 AAC 25.108 is proposed for adoption to limit the use by permits of combinations of vehicles (long doubles) to the period April 16 to October 15 on the Kenai Peninsula after July 1, 1990.

17 AAC 25.110(22) defining the term "booster axle" is proposed for amendment to apply the term to vehicles in addition to trucks.

17 AAC 25.110(25) is proposed for adoption to define the term "rated horsepower."

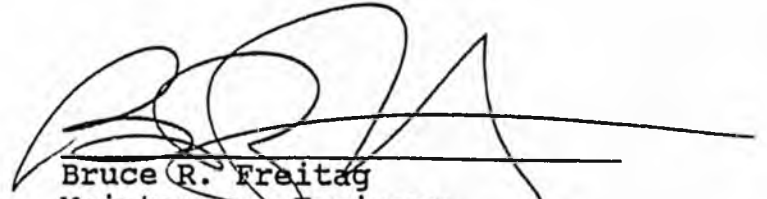
Notice is also given that any person interested may present oral or written statements or arguments relevant to the proposed action at public hearings as indicated herein.

1. Conference Room  
2301 Peger Road  
Fairbanks, Alaska,  
at 2:00 p.m. on January 23, 1990 (to receive comments on all proposed changes).
2. Conference Room, Aviation Building  
4111 Aviation Avenue  
Anchorage, Alaska,  
at 2:00 p.m. on January 25, 1990 (to receive comments on all proposed changes).
3. Borough Assembly Chambers  
350 Dahlia Street  
Palmer, Alaska  
at 2:00 p.m. on January 24, 1990 (limited to receiving comments on the amendments proposed to 17 AAC 25.105).

The hearings will be held from 2:00 p.m. until 5:00 p.m. In addition, written statements or arguments may be sent to Bruce R. Freitag, Department of Transportation and Public Facilities, P.O. Box 2, Juneau, Alaska 99811, to be received not later than February 9, 1990. This action is not expected to require an

increase appropriation. Copies of the proposed regulations may be requested by writing to Bruce R. Freitag, Department of Transportation and Public Facilities, P.O. Box Z, Juneau, Alaska 99811.

DATED: January 5, 1990



Bruce R. Freitag  
Maintenance Engineer  
Department of Transportation  
and Public Facilities

# MEMORANDUM

# State of Alaska

Department of Transportation & Public Facilities  
Engineering and Operations Standards

TO: Major J. Terry McConnaughey  
Chief of Uniformed Services  
Division of Alaska State Troopers  
Department of Public Safety

DATE: January 2, 1990

FILE NO:

TELEPHONE NO: 465-2951

FAX NUMBER: 586-8365

FROM: Jeffery C. Ottesen, Director  
Engineering & Operations Standards

SUBJECT: Truck Regulations

The following information applies to various requests our department has received for the operation of certain long single trailers and/or long truck/trailer combinations on state highways. We request the Department of Public Safety's concurrence for the specific items below:

1. Triple Trailer Combinations: Allow only on the Glenn Highway/Parks Highway from specific Anchorage freight terminals to specific Fairbanks freight terminals by normal oversize/overweight permit only during the summer months between April 16 and October 15. Further restrictions would include engine horsepower, driver experience, maximum individual trailer lengths of 28 feet, an overall maximum combination length of 114 feet, no lift axles in any axle group, and specific days of travel.

*This regulation could be added to our currently proposed regulation revision for lift axles.*

2. 53-foot Trailers: Allow up to 53-foot long trailers to operate by oversize permit on any route that presently is able to accommodate long double combination trailers, however use of any trailer longer than 48 feet would not be allowed in a double trailer combination. Again, no lift axles would be allowed with their use.

*Again this item could be incorporated in our currently proposed regulation revisions for lift axles.*

3. Kenai Peninsula Long Double Trailer Combinations: Operation of truck tractor/double trailer combinations (with up to 90' of total trailer and tongue length) are currently permitted on the Seward and Sterling Highways south of Anchorage on a year-round basis. Due to safety concerns of highway and enforcement officials, the department intends to revise the time frame for

long double trailer combinations on these highways to the period between April 16 and October 15 after July 1, 1990.

*This regulation change can be incorporated into current regulation revisions being proposed for lift axles.*

4. The logging operations on Prince of Wales Island are currently under discussion between our Southeast Region, your department, DCED, and the logging industry. I feel we should soon have industry agreement on regulation language to incorporate the Thorne Bay Road from Control Lake to Thorne Bay into an Industrial Use Highway designation. The industry, thru many discussions with our departments, now understands how they obtain oversize/overweight permits for certain "off-road" equipment and what vehicles need registration thru DMV.

I believe the above changes will on balance, be an improvement for both industry and enforcement agencies and will still preserve the integrity of our highway system and motorist safety. However, some of these items may be expected to generate some industry resistance. I would appreciate your written and oral testimony at one of the public hearings scheduled for late January on these changes.

As Bruce Freitag has previously discussed with you, our proposed lift axle regulations include dropping the lift axle permit requirements; a three-year phase out (by January 1, 1993) of all lift axles in the drive group; allowing an additional 3,000 pounds to the gross vehicle "formula" (chart) weight (as long as no axle group or tire weight is exceeded) for vehicle combinations with more than four axles when the drive group lift axles are removed; no recognition for legal weight allowance of axles added behind the last fixed axle group of a truck or trailer except on Specialty Vehicles; increasing the steering axle tire weight to 600 pounds per inch of tire width; revising the lift axle control locations such that drive group lift axles may only have an "UP-DOWN" control on the cab, while all other lift axle controls must be outside the cab and near the lift axle assembly; changing the Reasonable Access distance to five miles from twenty-five miles; and allow a three-year phase-in of steerable belly axles.

We would like to strengthen our placarding requirements for enclosed load carriers such that placards are only displayed when lift axle use is required for the load being moved. However, since the trucking industry has questioned how much this device is used for enforcement purposes, we are seeking your comments and suggestions if we should pursue this issue or drop the placarding requirement in its entirety.

We also plan to ban the use of vehicles with lift axles for hauling construction materials from any state construction or maintenance project and hope to encourage this requirement for all local government public works projects.

The regulations may also prescribe that a trip allowance of only a 1,000 pound tolerance will be allowed at state enforcement scales for any axle group weight or for the gross vehicle weight.

We will continue to work with all three agencies in our development of new or revised regulations. Thanks for your continued support. I will send you a copy of our written proposal next week. We intend to conduct public hearings in Anchorage and Fairbanks during the fourth week in January. Do not hesitate to contact me or Bruce Freitag if additional information is required.

**Attachment**

cc: Bruce R. Freitag, Maintenance Engineer, Engineering & Operations Standards  
Karl F. Mielke, Chief, Bridge Design, Engineering & Operations Standards  
Aves Thompson, Chief, Weights & Measures and Weigh Stations, DCED

# STATE OF ALASKA

## DEPARTMENT OF PUBLIC SAFETY

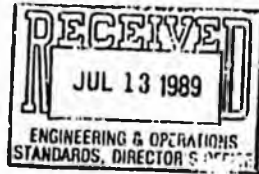
### DIVISION OF STATE TROOPERS

STEVE COWPER, GOVERNOR

Arthur English  
Commissioner  
5700 E. TUOOD ROAD  
ANCHORAGE, ALASKA 99507

July 10, 1989

Jeffery C. Ottesen, Director  
Engineering and Operations Standards  
Department of Transportation & Public Facilities  
P.O. Box 7  
Juneau, Alaska 99811-2500



Dear Mr. Ottesen:

This is in reference to your Truck-trailer size limits and routing, letter dated June 16, 1989. I have reviewed the various pieces of information provided to you from the Alaska Air National Guard for a 52 foot, 12 Ton Semi-trailer, the Alaska Loggers Association requesting 110 to 115 foot truck and trailer combinations totaling 9 axles, Sam Little's request for a 53 foot cargo trailer, Consolidated Freightways request to pull triple trailers on the Parks Highway for two round trips during any given week. Usually one round trip will occur during the period of Saturday, Sunday, Monday and the other during the period of Tuesday, Wednesday.

The Alaska State Troopers are in total agreement with the Department of Transportation and Public Facilities to deny all of the requests listed above. We support David L. Bunnell, Director of Public Works, City of Soldotna in his assessment of the highways; "due to the narrow road widths that are common in Alaska, as well as the generally poor condition that the roads are in, the motoring public has a real hard time safely passing over length vehicles. I refer mainly to the road from Portage south to either Seward or Homer."

It is unimaginable to think that the motoring public would accept triple trailers being pulled on the Parks Highway between Anchorage and Fairbanks and return over a weekend of Saturday, Sunday Monday as well and on Tuesday and Wednesday as indicated by Consolidated Freightways. We have the same problem on the Parks Highway that we have with the Seward Highway, the majority of people are timid and do not like to pass long loads as described in a triple trailer combination. When you combine doubles, triples, motor homes, motor homes towing boats and motors there is a real no passing situation that will cause a very serious and dangerous congestion of traffic behind the first tractor trailer combination.

Another problem is created by the fact there are a very limited number of pull outs on our older highways to allow a over length combination to pull off and allow the traffic to pass as indicated in the regulations.

Jeffery C. Ottesen  
Page 2  
July 10, 1989

As we have discussed many times at various meetings we continue to have a problem with our older pavements as they were not engineered to with stand continual use of over size loads.

Even though Consolidated Freightways indicates that their tractors are substantially powered using the Caterpillar 3406 Diesel Engine there are many trucks out on the road who are underpowered who will attempt to pull over length tractor trailer combinations simply because everybody else is doing it. It has been my experience early on in the doubles program that numerous tractors were having trouble getting up the Thompson Pass Hill coming out of Valdez simply because they were under powered.

The Alaska Loggers Association may feel that Prince of Wales Island is still remote and does not need to conform to the Highway Standards set out by the State of Alaska, they need to recognize that these roads are becoming more and more traveled due to the increased Ferry Terminal traffic. The motoring public on Prince of Wales Island deserves the same consideration as if they were driving on the Parks and Glenn Highways.

Thank you very much for allowing the Department of Public Safety the opportunity to review these requests. We will continue to review if requested by DOT/PF and provide commentary on each.

Sincerely,

*T. McConnaughey*  
Major Terry McConnaughey  
Chief, Uniformed Services  
Alaska State Troopers

cc: Arthur A. English, Commissioner, Department of Public Safety  
Colonel Robert E. Jent, Director, Alaska State Troopers

# MEMORANDUM

# State of Alaska

TO: Major Terry McConnaughey  
Chief of Uniform Services  
Alaska State Troopers

DATE: December 15, 1989

FILE NO:

TELEPHONE NO:

FROM: Lt. George Pollitt *G*  
Commander  
"C" Detachment

SUBJECT: Semi-doubles on the  
Kenai Peninsula

MVA statistics for the past two (2) years indicate only one MVA involving semi-doubles.

I polled all "C" Detachment supervisors and their consensus of opinion is there are few MVA's involving doubles, however, they scare and traumatize regular vehicle traffic to the degree we consider them hazards on our highways.

Any restriction placed upon their use on the Kenai would be supported by "C" Detachment.

It is felt the Seward Highway between Turnagain Pass through Hope cutoff to just north of Summit Lake and the Cooper Landing area are especially worthy of restriction semi-doubles.

*Jan  
Fax to the original  
Today & mail  
G  
12-18*

# Groups debate triple trailers

## Safety concerns surface

By MIKE PETROVSKY  
Times Writer

ANCHORAGE  
TIMES 1/26/90

A public hearing on proposed regulations to liberalize the state's policy concerning the length and number of trailers pulled by a single truck sparked concerns over safety by the state police, truckers, the Teamsters Union and citizens.

But the proposal submitted by the Alaska Department of Transportation and Public Facilities Thursday was supported by some large trucking firms.

"Why not pull all the trucks off the road and give (the business) to the railroad and the airlines?" asked Jim Doyle of Weaver Brothers Inc. He defended the proposal which would allow truckers to haul more goods on a single trip.

"The truckers know (a trucking firm owner) wouldn't put a truck on the road if he didn't think it was safe," Doyle said.

"Bull," said a group of truckers almost in unison after Doyle made the statement.

The proposal would permit triple trailers on George Parks Highway between Anchorage and Fairbanks. It would also limit the use of double trailers on the Kenai Peninsula on the Seward Highway from Anchorage to Seward and on the Sterling Highway from Anchorage to Homer from April 16 to Oct. 15. Currently haulers can use double trailers all year round on those routes.

State Trooper Brad Brown said his department was studying what hazards exist with the double and triple trailers.

He said although it seems the larger rigs are involved in a low percentage of accidents, the troopers questioned whether passing zones were long enough to allow a vehicle to pass the trucks.

Brown said in the case of the longer triple rigs, which could measure more than 75 feet under the proposal, a car travelling at 55 miles per hour would need a distance of 2,300 feet to 2,400 feet to successfully pass the truck.

See Debate, page C-4

# Debate: Long rigs may need trial period

Continued from page C-1

Brown said the trooper study on the larger rigs had yet to be completed adding that the troopers have not made an official recommendation concerning the double and triple trailers.

Ivan Pallack, a trucker with Lynden Transport Inc, who was opposed to the proposal, suggested a trial period be established where the trucks would be required to display signs explaining they are experimental vehicles and that motorists should call an 800 number displayed on the sign if they have a problem with the truck.

Bruce Freitag, maintenance and operations standards engineer with the transportation department, said Pallack's and other comments made at the meeting will be considered by his department. He said that anyone wishing to comment in writing may do so before Feb. 9. He said the department should make a decision on the proposal within a week and half after the deadline for public comment.

Bob Thornton business manager for the Teamsters Union Local 859, who said he and his union opposed the larger rigs for safety reasons, questioned the ADOTPF decision to make the proposal.

Thornton requested the transportation department put on record correspondence it had with the Alaska Trucking Associa-

tion before coming up with the proposal.

ATA is an organization representing the trucking firms some of which are in favor of the proposal. Thornton, like the majority truckers attending the meeting, questioned the safety of the double and triple trailers.

"The troopers say there have been no serious accidents involving (double trailers)," he said. "I don't understand why we have to have fatalities to stop something."

Thornton said that though the double trailers permitted now make their destinations at about the same time as the normal regular tractor trailers, he said drivers do so by traveling above the 55 mile per hour speed limit to make up time lost on on hills when they average between 15 and 20 miles per hour. He said by doing so they also tie up traffic.

Ted French, a trucker with Sea-Land Freight Service Inc., questioned the safety of the triple rigs on Alaska roads.

"Triples are legal in places like Idaho, Nevada and Oregon," he said, "but their roads are a lot better than ours."

Don Hill, a trucker who has hauled double trailers along the Seward and Sterling highways, told of his experiences with cars trying to pass his rig almost getting involved in head-on collisions.

"What hair hasn't turned gray has fallen out," he said.

Richard Whitbeck with Mammoth of Alaska Inc., proposed ADOTPF look into a

one season probation period for the double trailers. He suggested the trial period last from March 16 until Sept. 15. He said permitting the larger rigs to take the road a month earlier would allow trucking firms to take advantage of hauling for the fish processing industry before breakup.

Whitbeck said by ending the trial period in September the state could prevent the possibility of the larger rigs being on the road during early winter storms especially when traveling near the Fairbanks area.

Whitbeck said his firm was opposed to the triple trailers.

Ben Rule, who has been a trucker in Alaska since 1957, said he couldn't think of any reason why triple trailers were needed in Alaska. He said he doubted whether any money saved by the trucking firms in using the larger rigs would transfer to the consumer in the form of lower prices on store shelves.

Tim McDonald representing the Turnagain Community Council said his group opposed continuing to allow the double trailers on the Seward Highway for safety reasons.

He said during the summer rainy season the larger trucks have a tendency to splash large amounts of water onto the windshields of other vehicles causing those vehicles to slow down or stop until the driver could turn on the windshield wipers and see the road.

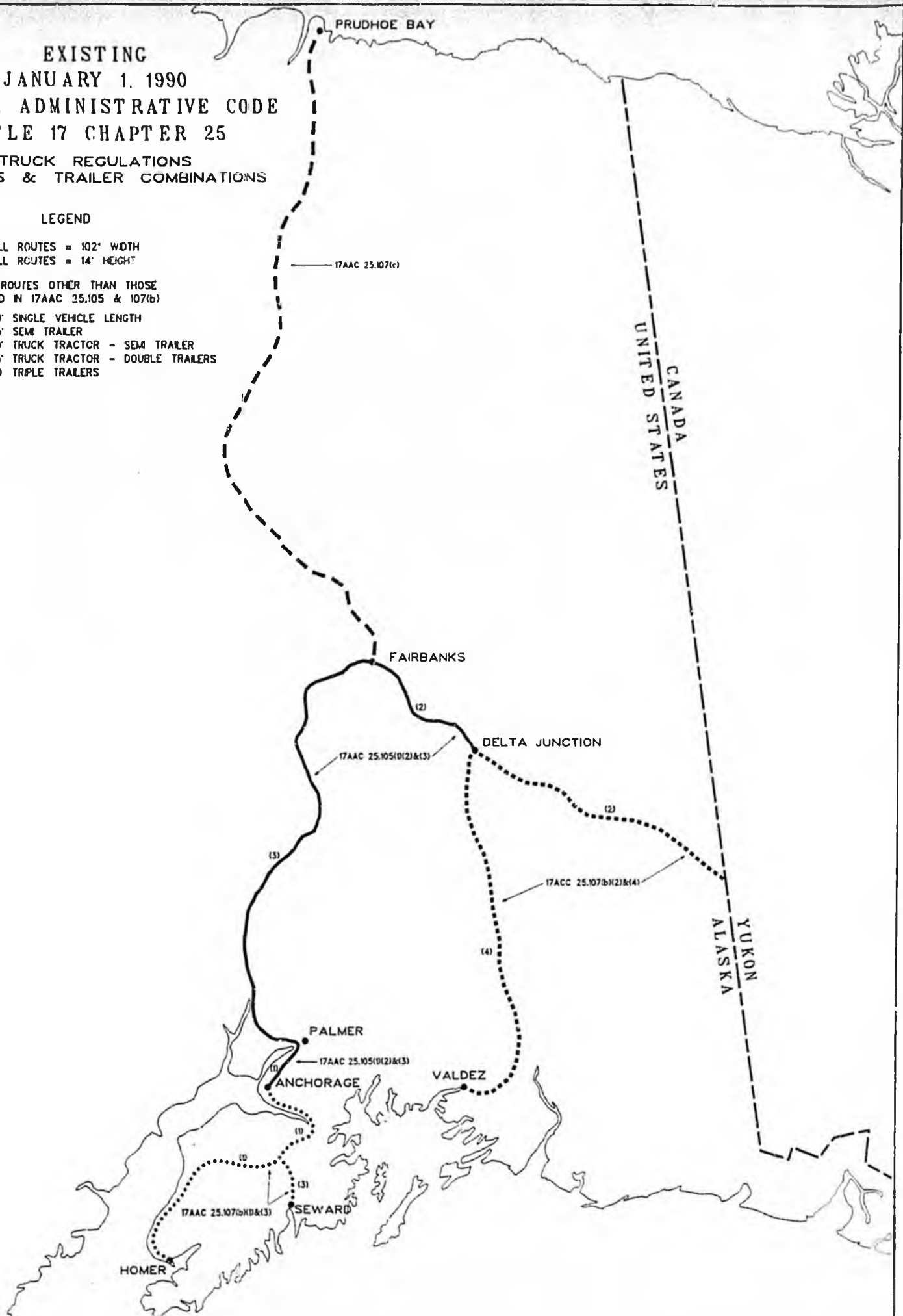
EXISTING  
 JANUARY 1, 1990  
 ALASKA ADMINISTRATIVE CODE  
 TITLE 17 CHAPTER 25  
 TRUCK REGULATIONS  
 TRAILERS & TRAILER COMBINATIONS

LEGEND

ALL ROUTES = 102' WIDTH  
 ALL ROUTES = 14' HEIGHT

ALL ROUTES OTHER THAN THOSE  
 NOTED IN 17AAC 25.105 & 107(b)

- 40' SINGLE VEHICLE LENGTH
- 45' SEMI TRAILER
- 70' TRUCK TRACTOR - SEMI TRAILER
- 75' TRUCK TRACTOR - DOUBLE TRAILERS
- NO TRIPLE TRAILERS



PROPOSED  
 APRIL 1, 1990  
 ALASKA ADMINISTRATIVE CODE  
 TITLE 17 CHAPTER 25  
 TRUCK REGULATIONS  
 TRAILERS & TRAILER COMBINATIONS

LEGEND

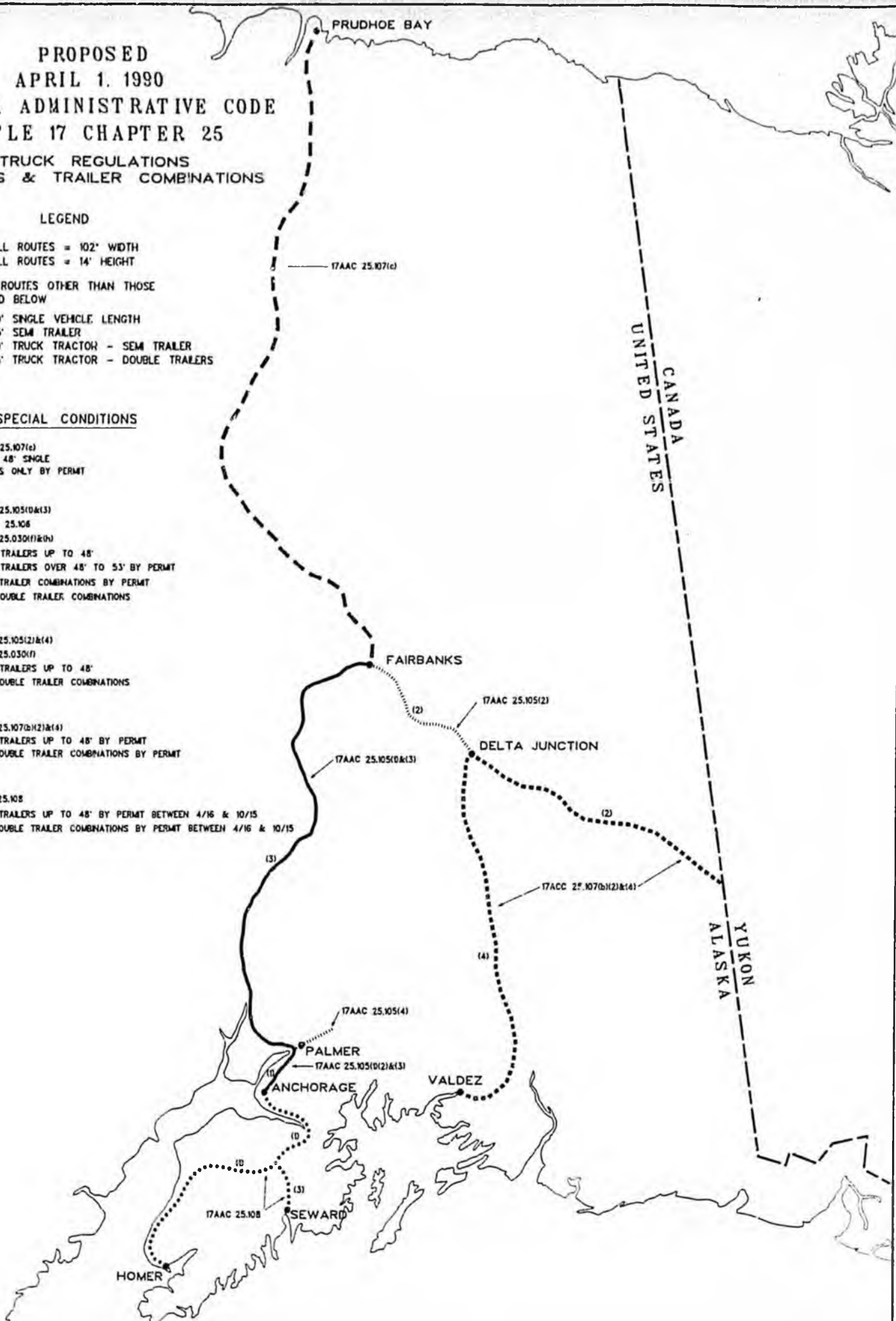
ALL ROUTES = 102' WIDTH  
 ALL ROUTES = 14' HEIGHT

ALL ROUTES OTHER THAN THOSE  
 NOTED BELOW

40' SINGLE VEHICLE LENGTH  
 45' SEMI TRAILER  
 70' TRUCK TRACTOR - SEMI TRAILER  
 75' TRUCK TRACTOR - DOUBLE TRAILERS

SPECIAL CONDITIONS

- 17AAC 25.107(c)  
 UP TO 48' SINGLE  
 TRAILERS ONLY BY PERMIT
- 17AAC 25.105(1)&(3)  
 17AAC 25.106  
 17AAC 25.030(1)&(2)  
 SINGLE TRAILERS UP TO 48'  
 SINGLE TRAILERS OVER 48' TO 53' BY PERMIT  
 TRIPLE TRAILER COMBINATIONS BY PERMIT  
 LONG DOUBLE TRAILER COMBINATIONS
- ..... 17AAC 25.105(2)&(4)  
 17AAC 25.030(1)  
 SINGLE TRAILERS UP TO 48'  
 LONG DOUBLE TRAILER COMBINATIONS
- ..... 17AAC 25.107(2)&(4)  
 SINGLE TRAILERS UP TO 48' BY PERMIT  
 LONG DOUBLE TRAILER COMBINATIONS BY PERMIT
- ..... 17AAC 25.108  
 SINGLE TRAILERS UP TO 48' BY PERMIT BETWEEN 4/16 & 10/15  
 LONG DOUBLE TRAILER COMBINATIONS BY PERMIT BETWEEN 4/16 & 10/15



January 22, 1990

Department of Transportation and Public Facilities:

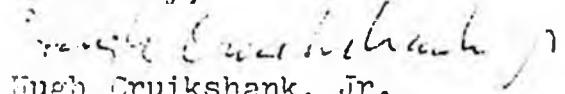
Dear Sirs:

The Turnagain Arm Community Council, composed of the residents and property owners of Indian, Bird Creek and Rainbow, strongly opposes the issuance, in winter, of permits allowing trucking companies to use long-double trailer combinations.

We oppose these winter permits because we feel that double trailers constitute a dangerous potential for disaster to the traveling public, a menace to which none of us should be subjected. Driving the Seward Highway during the vagaries of winter weather - untracked fresh-fallen snow, black ice, sleet, rain on frozen roads - can be a harrowing experience. But to allow these behemoth vehicles on a relatively narrow highway, made even more so along Turnagain Arm last year by the addition of thousands of feet of new guard rails that effectively restrict a driver's room to maneuver out of potential danger, is not a risk we feel we should be compelled to accept.

Please vote against the issuance of these winter permits.

Sincerely,

  
Hugh Cruikshank, Jr.  
President  
Turnagain Arm Community  
Council

## DIVISION OF MOTOR VEHICLES

### COMMERCIAL DRIVER LICENSE PROGRAM

#### IMPLEMENTATION PLAN

##### INTRODUCTION

Congress passed the Commercial Motor Vehicle Safety Act of 1986 (the Act) to achieve some important highway safety objectives through uniform national standards for drivers of commercial vehicles. These federal standards help guarantee commercial driver professionalism by insuring that commercial drivers are properly trained and physically qualified to operate the vehicles they drive. The U. S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), issued the Commercial Driver Testing and Licensing Standards in July 1988.

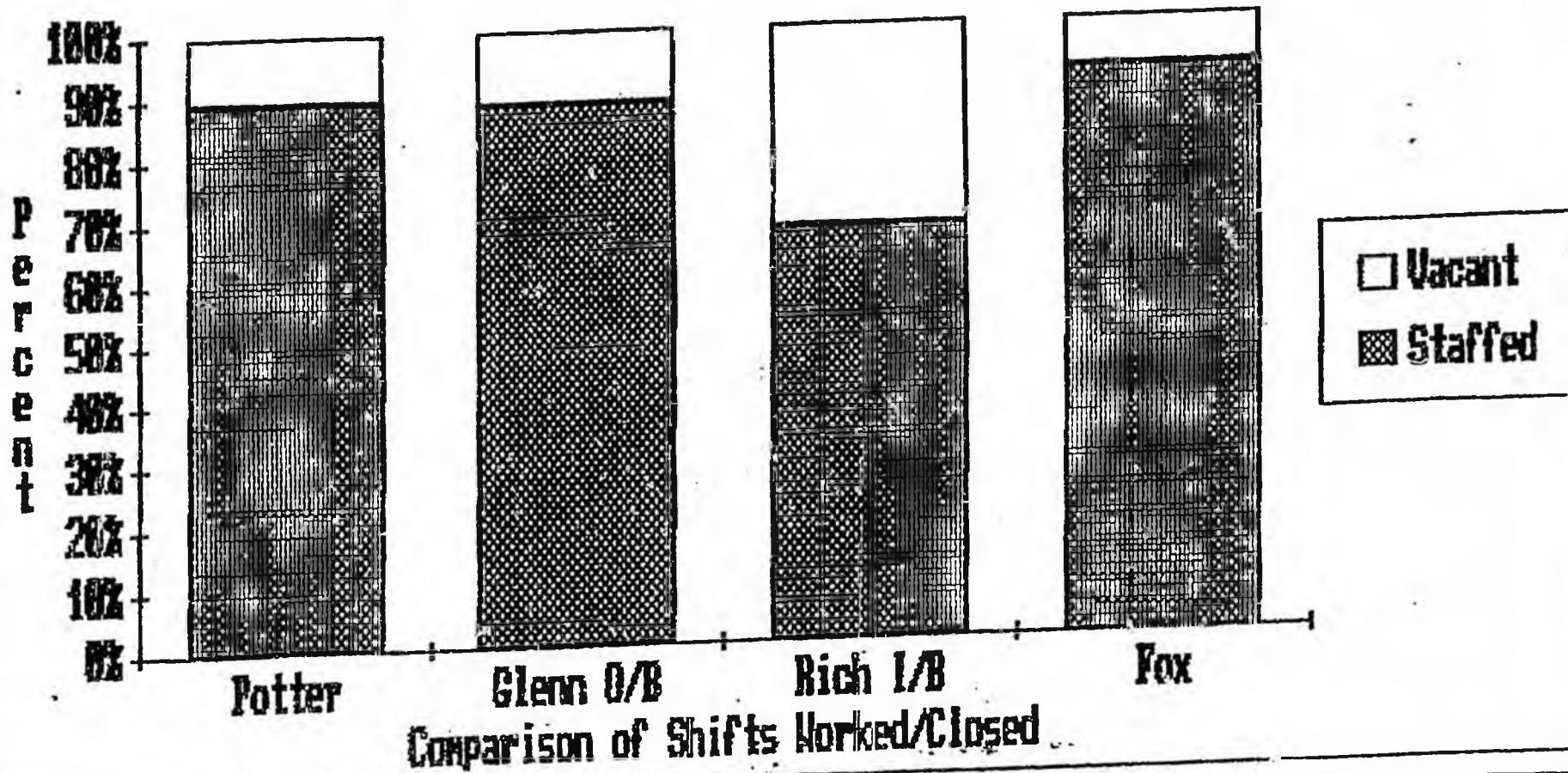
Nationwide accident statistics involving commercial vehicles had reached proportions of such magnitude that Congress and the USDOT were prompted to take this action. While data in Alaska are not as dramatic and are difficult to collect, accidents involving commercial vehicles still do occur, and the State is well advised to learn from the sad experiences of our neighbors in the Lower '48. Alaska heretofore was one of 19 states that did not issue a classified commercial driver's license.

By April 1, 1992, every commercial driver is required to have a state-issued Commercial Driver's License (CDL) that meets the minimum federal standards. Drivers will be tested and licensed according to the class of vehicle they will drive. These classes include trucks over 26,000 pounds, vehicles designed to carry 16 or more passengers including the driver, and all vehicles carrying hazardous materials that require placarding under federal regulations.

The USDOT ruled to allow exemptions from CDL requirements for drivers of emergency vehicles, military personnel driving military vehicles, and operators of farm vehicles if they are transporting agricultural products or machinery or supplies to or from the farm and drive no further than 150 miles from home. The USDOT further issued a skills test grandfather ruling for experienced drivers who could certify a good driving record for the two years prior to their application for a CDL.

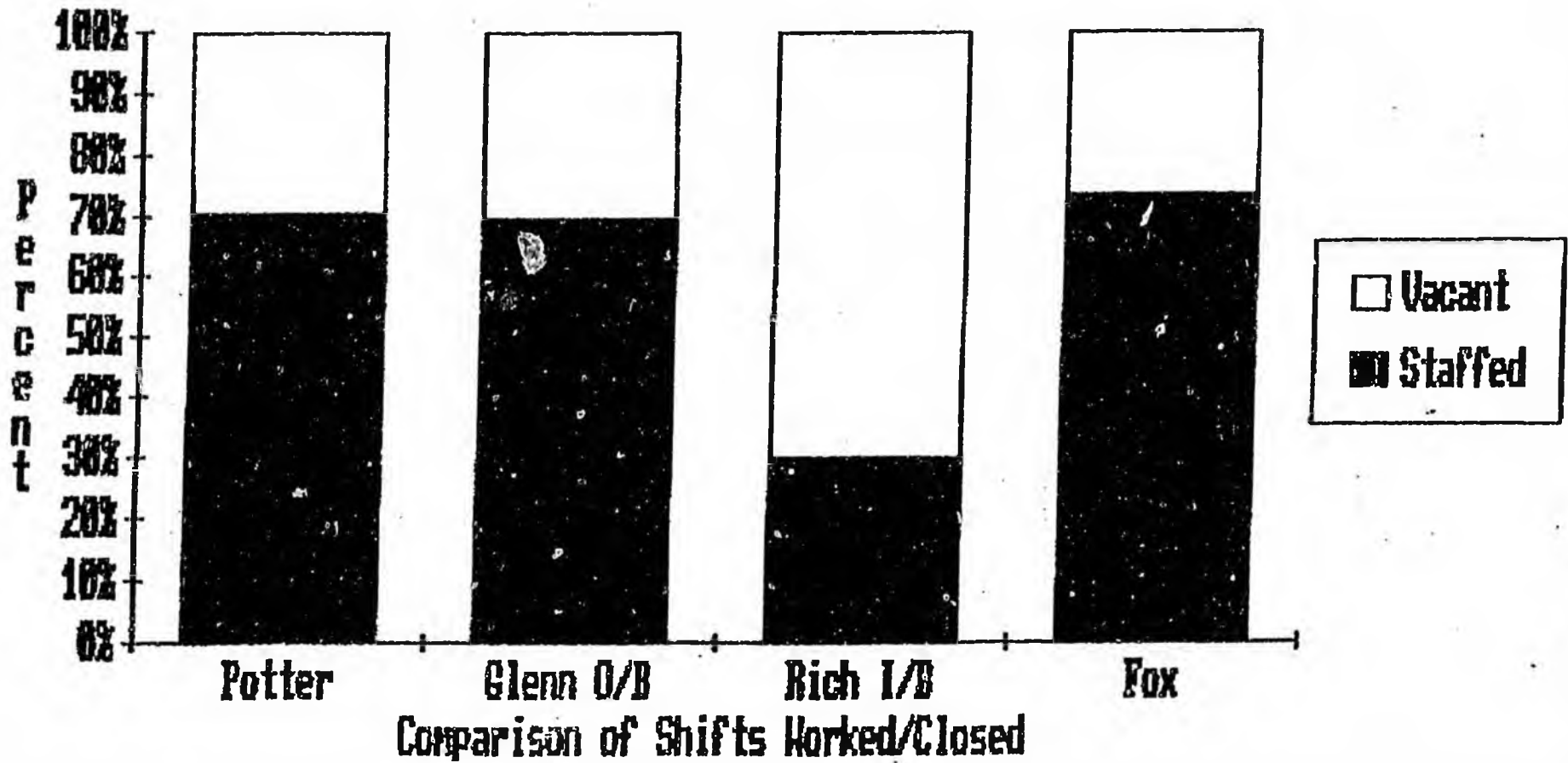
The decision to acknowledge these exemptions was left to the individual states, and Alaska has adopted them. In addition, Alaska requested the USDOT to allow waivers from the skills test, the method of administering the knowledge test, and from the photo requirement on the license document for drivers in remote areas. This would apply to drivers on roads not connected to the main highway system or not connected to roads with an average daily traffic volume of 499 or greater. While drivers in these areas would be required to pass the knowledge test, this test could be administered by U. S. mail under the waiver. The FHWA granted the waiver in August 1989.

### Division of Measurement Standards Weigh Station Staffing Proposed FY-91



Comparison of Shifts Worked/Closed

### Division of Measurement Standards Kzigh Station Staffing FY-89



JAN 30 '90 15:34 DOC AHG PERMITS (987 345 2641)

P. 2

INCREMENT/DECREMENT DESCRIPTION (Limit to 98 characters) **Weigh Station Hours of Operation**

AGENCY CONTACT/PHONE NUMBER: **Aves D. Thompson/345-7750**

DESCRIBE WHY THIS INCREMENT/DECREMENT IS NEEDED AND WHAT IT PURCHASES:

*This increment will expand the hours of operation for the Glenn and Potter weigh stations in Anchorage, the inbound Richardson and Fox weigh stations in Fairbanks, and the Valdez weigh station.*

*The Alaska trucking industry has expressed strong support for expanded hours of operation for these facilities to offer protection from improperly loaded or overloaded commercial vehicles on the highways.*

*Although this increment will not insure 24 hours per day, 7 days per week operation for all the weigh stations, it will provide nearly 24 hour coverage at the Fox, Glenn, Potter and inbound Richardson weigh stations to insure that the major portion of the commercial truck traffic passing these facilities will be weighed.*

*There is concern that since these weigh stations are frequently closed because of inadequate staffing, the traveling public and the highway system are not receiving the protection that they are entitled to and that there is no assurance of equity in competition between commercial carriers because of the ease with which illegal loads may travel the highways.*

*The increased staffing will insure a more appropriate level of protection of the State's investment in its highway system and will allow greater flexibility in adjusting the hours of operation of the weigh stations in response to varying traffic patterns.*

CODE	EXPENDITURE BY OBJECT	AGENCY REQ.	GOV'S REQ.
100	Personal Services	222.7	
200	Travel		
300	Contractual Services	5.0	
400	Supplies	1.5	
500	Equipment		
600	Lands, Buildings, Etc.		
700	Grants, Claims, Etc.		
800	Miscellaneous		
TOTAL			
I-A Transfer (NOW-ADD)			
1002	Federal Receipts		
1003	General Fund Match		
1004	General Fund	229.2	
1005	GF/Program Receipts		
1007	I-A Receipts		
POSITION INFORMATION	PFT	6.0	
	PPT		
	Non Permanent Staff Months	72	
<input type="checkbox"/> Enhance Existing Service <input checked="" type="checkbox"/> Compared to FY90 <input type="checkbox"/> New Service Compared to FY90 <input type="checkbox"/> Continuation of FY90 Service Level <input checked="" type="checkbox"/> Service Level		<input type="checkbox"/> Formula Program <input type="checkbox"/> New Facility Oper.	
IMPACT FROM CAPITAL PROJECT (NAME)			
Chapter _____ SLA _____ Page/Line _____			

**C5** INCREMENT/DECREMENT REQUEST  
 Agency Priority \_\_\_\_\_ of \_\_\_\_\_

AGENCY Commerce and Economic Development  
 DRU Division of Measurement Standards  
 COMPONENT \_\_\_\_\_  
 PROJECT \_\_\_\_\_

**FY 91**  
 Page 1 of 2  
 Revised Date: \_\_\_\_\_

The fiscal benefit of the weigh station program is evident from research conducted by the Department of Transportation and Public Facilities (DOT). For instance, according to DOT engineering studies, a legally loaded five axle truck causes approximately \$986.00 in pavement damage in a single trip along the Parks Highway from Anchorage to Fairbanks. If the same truck weighs just 4,000 pounds more, the damage increases to \$1,256.00 per trip. Approximately 56,000 trucks travel from Anchorage to Fairbanks each year. If only 2% of these trucks are over 4,000 pounds overweight, the cost in deterioration to the Parks Highway from this route alone amounts to more than \$300,000.00 per year. National surveys show that about 20% of the trucks on the nations highways are overweight.

The increment includes the following personnel distribution:

<u>NO.</u>	<u>JOB CLASS</u>	<u>RANGE</u>	<u>LOCATION</u>	<u>SALARY COST</u>
2	WSO I	12B	Anchorage	70,634.43
3	WSO I	12B	Fairbanks	110,871.00
1	WSO I	12B	Valdez	41,197.84
				<u>222,703.27</u>

The charts that follow depict the FY89 levels of coverage and the proposed FY91 staffing.

C5

**ADDITIONAL  
EXPLANATION  
FORM**

AGENCY Commerce and Economic Development

BRU Division of Measurement Standards

COMPONENT \_\_\_\_\_

**FY 91**

Page 2 of 2  
Revised \_\_\_\_\_

THE SAFETY INSPECTION OF COMMERCIAL VEHICLES IN ALASKA:  
DRIVER, EQUIPMENT AND HAZARDOUS MATERIALS-  
A PROGRAM OVERVIEW

This safety inspection program covers commercial vehicles that are rated to carry more than 10,000 pounds, buses designed to carry more than 15 passengers and any vehicle carrying hazardous materials that requires placarding. The purpose of this program is to reduce accidents, injuries and fatalities involving heavy trucks and passenger-carrying vehicles, and to ensure the safe transport of hazardous materials.

This roadside inspection program has three components of inspecting activity and has a statewide impact on commercial vehicle safety. The program encompasses the cooperative efforts of State and local enforcement agencies.

The Comprehensive Inspection Program

The Base Inspections component provides roadside safety inspections at the strategic commercial traffic hub of three State weigh stations: Glenn Outbound, Glenn Inbound and Potter. These facilities weigh 60-70% of the heavy trucks weighed in Alaska. When trucks pass inspections, inspection decals will be affixed which are valid for 90 days unless later visual inspection of the truck indicates a safety problem.

The Extended Inspections Component gives the program a statewide perspective. Teams of State inspectors will travel to the most active weigh stations throughout the State on a random basis to carry out inspection activity. All eleven weigh stations will be considered for safety inspection activity.

The Local Inspections Component provides discretionary funds, on a limited basis, when available, to local police departments to carry out commercial vehicle safety inspections on a fixed-cost basis. This focuses a concentration of effort in high population areas on enforcement of commercial vehicle safety regulations and extends the statewide nature of the inspection program.

Program Staffing

The Highway Safety Planning Agency, Department of Public Safety is the Lead Agency and administrative arm of the program, with a program coordinator meeting the federal and State support requirements. Alaska State Troopers (AST), with a staff of a Trooper Field Supervisor, a documents processor, and four civilian commercial vehicle inspectors, has the responsibility of enforcement in this three-part safety inspection program.

Furthermore, the MCSAP inspection program requires participating states to record official inspections into a national computerized data bank and 13 AAC 06.050 requires a procedure that will track citations. Cancellation is allowed when equipment is placed in compliance before the court date. This will be administered by program staff.