

ALASKA LEGISLATURE COMMITTEE FILES, 1989-1990 8672  
6199 HOUSE TRANSPORTATION

03

NORTHERN REGION

NON-COMMERCIAL SMALL

ALLAKAKET  
AMBLER  
BIRCH CREEK  
BREVIG MISSION  
BUCKLAND  
CENTRAL  
CHALKYITSIK  
CHISANA  
CHLTINA  
CHITINA SPB  
CIRCLE CITY  
DEERING  
GOLOVIN  
HUGHES  
HUSLIA  
KALTAG  
KIANA  
KIVALINA  
KOYUK  
KOYUKUK  
MANLEY HOT SPRINGS

MAY CREEK  
McCARTHY 2  
MINTO  
NOATAK  
NULATO  
POINT HOPE  
PORCUPINE CREEK  
RAMPART  
RUBY  
SELAWIK  
SHAKTOOLIK  
SHISHMAREF  
SHUNGNAC  
STEBBINS  
STEVENS VILLAGE  
ST. MICHAEL  
TELLER  
WALES  
WHITE MOUNTAIN  
WISEMAN

NON-COMMERCIAL LARGE

BEAVER  
BETTLES  
CHANDALAR LAKE  
EAGLE  
ELIM  
GALENA  
GAMBELL  
NOORVIK  
TANANA

NON-PRIMARY

FT. YUKON  
SAVOONGA  
UNALAKLEET

PRIMARY

BARROW  
DEADHORSE  
DEADHORSE HELIPORT  
FAIRBANKS INT'L  
KOTZEBUE  
NOME  
VALDEZ

SOUTHEAST REGION AIRPORTS  
BY CATEGORY

AREA POPULATION

- \* HARRIS HARBOR SPB
- \* HOLLIS SPB
- \* HOOD BAY SPB
- HYDER SPB
- KAKE SPB
- KASAAN SPB
- KLAWOCK SPB
- \* LORING SPB
- \* MEYERS CRJCK SPB
- MURPHYS PULLOUT SPB
- PENINSULA POINT SPB
- \* POINT BAKER SPB
- PORT ALEXANDER SPB
- \* PORT PROTECTION SPB
- SITKA SPB
- \* WARM SPRINGS BAY
- WRANGELL SPB

NON-COMMERCIAL SMALL

ANGOON SPB  
CRAIG SPB  
ELFIN COVE SPB  
EXCURSION INLET SPB  
FUNTER BAY SPB  
HAWK INLET SPB  
HYDABURG SPB  
KAKE  
KLAWOCK  
PELICAN SPB  
PETERSBURG SPB  
TENAKEE SPRINGS SPB

NON-COMMERCIAL LARGE

HOONAH  
HOONAH SPB

PRIMARY

GUSTAVUS  
HAINES  
HAINES SPB  
KETCHIKAN  
KETCHIKAN SPB  
METLAKATLA SPB  
PETERSBURG  
SITKA  
SKAGWAY  
SKAGWAY SPB  
WRANGELL  
YAKUTAT  
YAKUTAT SPB

\* Not in the NPIAS

## STATEMENT OF MICHAEL ZAHCHAROF

Thank you Mr. Chairman and members of the committee for the opportunity to testify in support of CSHJR No. 89. I am here representing the City of St. Paul as a council member as well as the St. Paul Village Council as its president. Further, I am the station manager at St. Paul for Reeve Aleutian Airways and speak also on its behalf.

Mr. Chairman, St. Paul is rapidly developing at a pace I did not believe would be possible. Enplanement of passengers at St. Paul has increased dramatically with the completion of the boat harbor and crab processing plant to the point that Reeve will soon increase the number of flights into St. Paul. With the new surimi plant opening this coming summer, nearly two hundred new jobs will be created and more passenger enplanements. Further, it is expected that an increasing number of factory trawlers will be using St. Paul for crew changes versus Dutch Harbor. The demand for jet service at St. Paul is already here. With the airport runway length being only 5075 feet, at least 725, or a total runway length of 5800 feet would be necessary for Reeve's B727's to service St. Paul at full capacity. For safety's sake we believe the same requirement would be prudent for B737's.

As a practical statement, St. Paul, according to DOT/PF, will never get on the State's six-year CIP list for "Expected" funding. Unless something is done legislatively at the federal level, St. Paul will always be listed as an "Alternate" for funding through the nation-wide federal discretionary funds. Situations like this concern DOT/PF, especially when it needs to fund for airport safety.

We hope that passing CSHJR 89 is not where the action stops. Letters and phonecalls to our congressional delegation will be of great help in our federal lobby efforts.

Attached in your files is a copy of a resolution passed by the City of St. Paul's City Council on March 7, 1990. A similar resolution was passed by the TDX village corporation of St. Paul on March 5, 1990. The resolutions reflect a unified plea for your strong support.

Thank you for the opportunity to speak today.

STATEMENT OF AGAFON KRUKOFF

Mr. Chairman, members of the Committee, thank you for the opportunity to speak in support of Committee Substitute for House Joint Resolution No. 89, relating to federal funding for the Saint Paul airport.

The Saint Paul airport is one of nine Non-Primary/Commercial Service airports in the State of Alaska eligible for primary entitlement funding or nation-wide discretionary funding. It is, however, the only airport not eligible for guaranteed apportionment of annual federal funds and further due to not having met certain criteria under the Airport and Airway Act of 1970, it is virtually last in priority for receiving any of the limited pool of nation-wide discretionary funds. In a nutshell, it is because St. Paul airport was federally owned until transfer was made to the State in 1984, that St. Paul is in this very unfortunate delima.

St. Paul has been listed as an "Alternate" for funding in FY1990 and FY1991 in the DOT/PF six-year CIP list. That is, it is eligible to receive federal discretionary funds - if available only. In the current fiscal year, Alaska is scheduled to receive one million dollars in such funds when Alaska needs at least six million dollars in the current year to satisfy airport safety and security concerns and land acquisition.

As a practical matter, St. Paul receiving federal funding for airport improvements including safety and security upgrades is a long shot - unless something is done to give St. Paul and other non-primary airports better priority grading. This will require all of us to work together bringing the issue to our congressional delegation and the federal DOT. This resolution alone will not do that. There should be individual letters of support to bring more federal discretionary airport funds to Alaska. There should be strong support to somehow put the St. Paul on an equal footing with other non-primary airports.

With as much development that is taking place in St. Paul because of the new boat harbor that the State has greatly invested into, the airport will soon become a bottleneck for maximum economic development on the island. The existing limited length of the runway will limit passenger enplanements at St. Paul that will prevent it from moving into the category known as the Primary Commercial Service Airport and therefore, becoming eligible for what DOT/PF calls "Expected" primary funding, versus "Alternate" for funding.

*prevent it from*

We ask for your support in the road ahead in bringing more federal dollars to Alaska to ensure adequate development of our airports, especially in rural Alaska.

REQUEST: FISCAL NOTE

Revision Date:  
Title: "A resolution relating to federal funding  
for development of St. Paul Airport"  
Sponsor: Transportation Committee  
Requestor:

Agency Affected: DOT&PF  
BRU: Central Region  
Components: Maintenance & Operations

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	5.0	5.0	5.0	5.0	5.0
CONTRACTURAL	0	50.0	50.0	50.0	50.0	50.0
SUPPLIES	0	10.0	10.0	10.0	10.0	10.0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	65.0	65.0	65.0	65.0	65.0
CAPITAL	1,913.0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND	0	65.0	65.0	65.0	65.0	65.0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	0	65.0	65.0	65.0	65.0	65.0

POSITIONS:

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

ANALYSIS:

Prepared by: Kit Duke, Regional Director  
Division: Central Region, DOT&PF

Phone: 266-1440  
Date: March 19, 1990

Approved by Commissioner: Mark S. Hickey  
Agency: Department of Transportation and Public Facilities

Date: 3/19/90

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

1) Assumptions:

- ° The estimated costs associated with HJR No. 89 assume that the Federal Aviation Administration (FAA) funds improvements to the St. Paul Airport as identified in the DOT&PF's FY90 Airport Improvement Program (AIP) Spending Plan, i.e. land acquisition, ARFF vehicle purchase and equipment storage building construction. No other improvements are currently identified for the St. Paul Airport in the Department's approved Six-Year Capital Improvement Program (CIP).

The total estimated cost of the improvements proposed for the St. Paul Airport in FY90 is \$1,913,000, of which \$1,793,438 will be funded with federal AIP funding.

- ° The State of Alaska has already received a \$1.0 million allotment of FY90 AIP discretionary funding from the FY90 set-aside for Non-primary airports. The Department has allocated the funding such that the land acquisition segment of the St. Paul Airport project will receive first priority (see attached letter). The total land cost is estimated to be \$918,000, of which \$860,625 will be funded from the \$1.0 million allotment.
- ° The estimated fiscal impacts of HJR No. 89 assume that an AIP grant for land acquisition, ARFF vehicle purchase and equipment storage building construction will be executed by, at the latest, September 30, 1990 (the last day of federal fiscal year 1990).
- ° Maintenance costs resulting from the improved facility are calculated as follows: \$5,000 for travel by qualified mechanic to repair equipment; \$50,000 for building maintenance, equipment maintenance, fuel, electricity, etc.; \$10,000 for supplies.

2) Program Summary:

- a. Positions: 0
- b. Other expenditures: 0
- c. Funding: 0
- d. Section Cost Analysis: 0

3) Computations: N/A

- 4) Economic Impact: The proposed improvements at St. Paul will result in an airport facility that is better able to accommodate the increased activity resulting from the growing fishing industry. The revenues associated with the crab, surimi and bottomfish industry benefit the state as well as the local community.

- 5) Impact on Local Government: The economy of St. Paul is highly dependent upon the fishing industry. As such, an adequate airport facility is critical to maintaining commercial ties with other parts of the state. An upgraded airport facility will complement the multi-million dollar harbor facility constructed by the Corp of Engineers in the fall of 1989.

6) FY90 Fiscal Impact: -0-

- 7) Attachment: February 22, 1990 letter from Helvi K. Sandvik, Statewide Aviation Manager, to Russel Hathaway, Federal Aviation Administration.

February 22, 1990

Russel S. Hathaway  
Manager, Airports Division  
Alaska Region  
Federal Aviation Administration  
222 W. 7th Avenue, #14  
Anchorage AK 99513

Dear Mr. Hathaway:

As you requested in our February 14, 1990 meeting, the following represents the State of Alaska Department of Transportation and Public Facilities' (DOT&PF) priorities for allocating the \$1.0 million "allotment" of FY90 discretionary funding:

- 1) the land portion of the St. Paul project at a federal share of \$860,625.
- 2) the ARFF vehicle and building at St. Paul at a federal share of \$932,813.
- 3) the McGrath Apron project at a federal share of \$3,069,155.
- 4) The Sand Point Airport Improvement project at a federal share of \$2,500,000.

As we discussed in our meeting, the priority for completing the improvements at these airports was derived by evaluating each proposed project carefully, in view of all other needs statewide and limited funding availability.

We continue to believe that in view of the FAR Part 139 and other safety concerns that would be addressed by the proposed projects at St. Paul, McGrath and Sand Point, the FAA should lobby for the allocation of funding from the FY90 "safety" discretionary set-aside pot. If the FAA is successful in obtaining sufficient additional FY90 discretionary funding to meet the needs at St. Paul and McGrath, we would fully support allocating any remaining FY90 discretionary funding to the Sand Point Airport project.

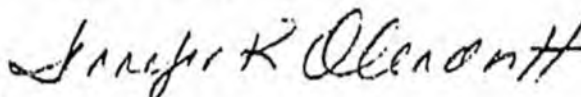
Russel Hathaway

-2-

February 22, 1990

IF there is anything that the State can offer to convince FAA Washington on the need for funding these critical airport improvements, we would gladly assist.

Sincerely,



Helvi K. Sandvik  
Manager  
Statewide Aviation

JKO

CC: Franklin Cunningham, Regional Administrator, FAA Alaska Region  
Kit Duke, Regional Director, Central Region  
W. Keith Gerken, Deputy Commissioner, Operations  
Mark S. Hickey, Commissioner  
Ron B. Lind, Director, Plans, Programs & Budget  
D. Randy Simmons, Deputy Commissioner, Budget & Finance



RESOLUTION 90-08

A RESOLUTION OF THE CITY OF SAINT PAUL, ALASKA, REQUESTING THAT THE U. S. DEPARTMENT OF TRANSPORTATION ALLOCATE DISCRETIONARY FUNDING FOR THE IMPROVEMENT OF THE SAINT PAUL, ALASKA AIRPORT

- WHEREAS: The Saint Paul Airport is classified as a "Non-Primary/Commercial Service Airport which is a carry-over classification from the time when the Island was operated by the National Marine Fisheries Service as a Sealing station; and
- WHEREAS: Under the Airport Improvement Program, Non-Primary airports are only eligible to receive AIP discretionary funding and/or very limited funding from the State of Alaska, which funding is essentially not available to the Saint Paul Airport due to demand from higher classified airports than the now outdated Saint Paul classification; and,
- WHEREAS: The present and outdated low priority of the Saint Paul Airport can not be changed without an Act of Congress; and,
- WHEREAS: Both the State and Federal governments have assisted the People of Saint Paul Island through various funding and programmatic mechanisms which would permit the development of an economy not based upon sealing but upon the rich fishery resources of the Bering Sea; and
- WHEREAS: The U. S. Government has designated Saint Paul as a Foreign Trade Zone in furtherance of the goal of economic self-sufficiency; and
- WHEREAS: The development of the Airport is an integral part of the aforesaid economic self-sufficiency which is an integral part of the development of the Port of Saint Paul; and


WHEREAS: The annual level of funding from both the Federal and State governments is never sufficient to assist Saint Paul in developing the new critical improvements essential to permit Saint Paul Airport to meet the demands brought about by the Americanization of the Bering Sea fishery; and

WHEREAS: The AIP identifies specific, set-aside discretionary funding for Non-Primary airports such as Saint Paul Airport,


NOW, THEREFORE BE IT RESOLVED by the Council of the City of Saint Paul that the Alaska State Legislature request the United States Department of Transportation, Federal Aviation Administration, to allocate a level of discretionary funding to the State of Alaska that will allow for the development of the Saint Paul Airport; and

BE IT STILL FURTHER RESOLVED that discretionary funds so set aside by the AIP for the State of Alaska be dedicated to the Saint Paul Airport for the above stated improvements.

RESOLVED AND PASSED THIS 6th day of March, 1990 by the Council of the City of Saint Paul, Alaska in public session assembled.

  
\_\_\_\_\_  
Andrey Mandregan, Jr., Vice-Mayor,  
Presiding

Attest:

  
\_\_\_\_\_  
Phyllis A. Swetsof, City Clerk

R J

## ST PAUL AIRPORT UPGRADE

Existing runway is 150' x 5075' scoria/dirt strip. Service is presently provided by Reeve Aleutians Airlines in Lockheed Electras for passenger service (three times weekly) and Northern Air Cargo (DC-8) five times a week. Several charter operators also frequent St. Paul. Passenger numbers and freight tonnages have increased substantially with the onset of processing on the island and the increasing accessibility of the port to fishing vessels in the Bering Sea. There is no terminal, no crash fire and rescue capability. Substantial potential for increased fishing industry related cargo, as well as shipment of fresh product has been identified. The airport's present status is barely adequate for present levels, much less expanded services.

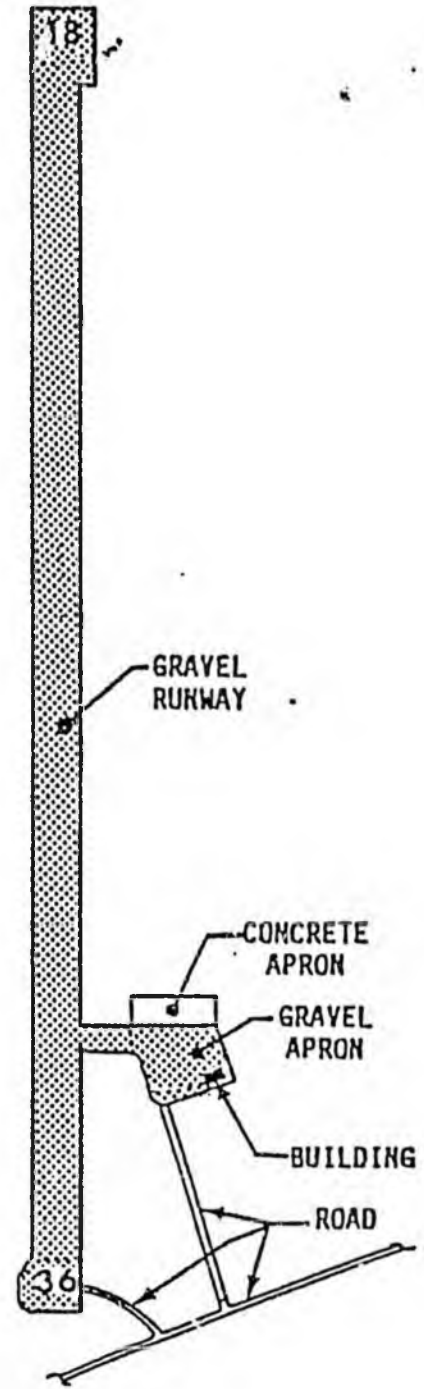
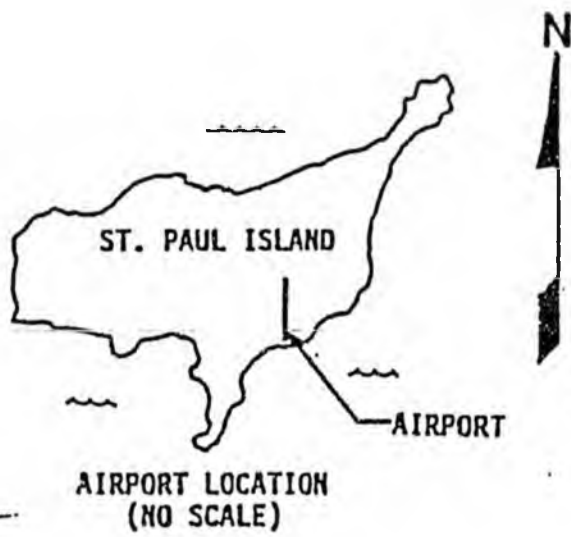
Airport upgrade discussions have been ongoing with DOT since at least 1982. Under terms of a 1984 agreement with the federal government title to the existing runway was passed to the State of Alaska. DOT expansion plans call for acquisition of additional lands for expansion to a 6500' runway, and installation of a paved landing strip. An ILS system presently serves the community, being leftover from oil exploration activities in the Bering Sea.

Reeve Aleutian service to the community in obsolete Electras is becoming more and more difficult. Reeve is presently seeking replacement airplanes, 727 and 737 variety jet class planes. Without improvements, St. Paul will see a decreased level of passenger service at a time when there is expanded demand. Increased vessel calls puts additional pressure on air service since crew changes and technical personnel are constantly moving on and off the island, and fishing industry parts and supplies are increasingly cargoed into St. Paul. In addition, with local expansion underway construction activity can be expected to maintain its present high levels for many years to come.

We have been working with DOT to complete property transactions, update the Master Plan and get some priority in capital improvements planning. The process is still something of a mystery to us, and the time window for St. Paul is becoming critical. Both from a health, safety and convenience viewpoint, and from an economic development perspective, we think that the St. Paul airport upgrade justifies a strong effort at the State level, and the attention of DOT. We need at a minimum to upgrade local capacity to handle jet traffic.

J18-067

# ST. PAUL ISLAND AIRPORT LOCATION AND LAYOUT



AIRPORT LAYOUT  
NO SCALE

1100 3740 ORIG. 3/78

CENTRAL REGION - MAJOR CHANGES  
 FEDERAL AIRPORT IMPROVEMENT PROGRAM  
 1990 EXPECTED LIST

	CHANGE (in thousands)
<u>NAKNEK AIRPORT RELOCATION</u>	
Project delayed to FY92 in order to overcome development issues.	\$ <3,281.3>
<u>NEWTOK AIRPORT RUNWAY AND APRON IMPROVEMENT</u>	
Advanced from FY93 because of priority change and available funding.	\$ 2,250.0
<u>OLD HARBOR AIRPORT RECONSTRUCTION/RELOCATE</u>	
Funding constraints; moved to FY91.	\$ <6,234.4>
<u>ST. PAUL AIRPORT CFR BUILDING, TRUCK &amp; LAND</u>	
Delayed from FY89 due to funding constraints.	\$ 2,586.1
<u>SCAMMON BAY AIRPORT RUNWAY AND APRON IMPR</u>	
Funding constraints; moved to FY90 ALT and FY92 EXP. Coordinate with Hooper Bay Airport Improvement.	\$ <1,406.3>
<u>McGRATH AIRPORT APRON CONSTRUCTION</u>	
Advanced from FY91 priority change to reflect activity.	\$ 3,370.3
<u>ST. MARY'S AIRPORT IMPROVEMENTS</u>	
Authorization increased to cover minor improvements to apron, taxiway, signing, etc. Project slipped from FY89 due to funding constraints.	\$ 1,500.0

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES  
CURRENT YEAR + SIX YEAR CAPITAL IMPROVEMENT PROGRAM

FEDERAL AVIATION FUNDS

\* PROJECT ESTIMATES IN THOUSANDS

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP		PHASE	FY'89	FY'90	FY'91	FY'92	FY'93	FY'94	FY'95	COMMENTS
	ED	ALT									
BETHEL AIRPORT HEAVY APRON CONSTRUCTION	25	EXP	4							4218.8	NEW PROJECT PRIORITY
BETHEL AIRPORT LAND ACQUISITION (MLS)	25	EXP	3							468.8	NEW PROJECT PRIORITY
BETHEL AIRPORT TAXIWAY CONSTRUCTION	25	EXP	4						3187.5		FUNDING CONSTRAINTS; MOVED FROM FY'92 EXP
CENTRAL REGION AIRPORT SIGNING	92	EXP	4		281.3						NEW PROJECT; FAA SIGNING REQUIREMENT REGULATION
CENTRAL REGION CFR VEHICLES	92	EXP	2,4				1075.0				NEW PROJECT; ADDED BECAUSE OF FAA REGULATIONS
CHERFORMAK AIRPORT IMPROVEMENTS	25	EXP	4						1406.3		NEW PROJECT PRIORITY
CHIGNIK AIRPORT RESURFACING	27	EXP	4							937.5	NEW PROJECT PRIORITY
CHIGNIK LAGOON AIRPORT RELOCATION	27	EXP	2		93.7						DESIGN STUDY TO IDENTIFY NEW AIRPORT LOCATION
	27	EXP	4						1875.0		DEVELOPMENT TIME; FROM FY'92 EXP
COLD BAY AIRPORT SAND STORAGE BUILDING	26	ALT	4		273.6						FROM FY89 EXP FOR ADD. ENTITLEMENT IN FAA CAT.
	26	EXP	4			273.6					FROM FY'89 EXP-EXCEEDED FAA ENTITLEMENT CAT.
CORDOVA AIRPORT GA APRON & TAXIWAY RECONSTRUCTION	6	ALT	4			1312.5					FUNDING CONSTRAINTS; FROM FY'91 EXP
	6	EXP	4				1312.5				FUNDING CONSTRAINTS; MOVED FROM FY'91 EXP
CORDOVA AIRPORT RUNWAY GROOVING & MARKING	6	EXP	4		445.3						NEW PROJECT; ALLEVIATES A MAJOR SAFETY CONCERN
CROOKED CREEK AIRPORT RECONST	24	ALT	4		1406.0						
	24	EXP	4			1406.0					
DILLINGHAM AIRPORT GA APRON EXPAN	26	ALT	4		2812.5						FUNDING CONSTRAINTS; FROM FY,89 ALT
	26	EXP	4			2812.5					FUNDING CONSTRAINTS; MOVED FROM FY'90 EXP
EGGIK AIRPORT RELOCATION	26	EXP	2		187.5						DESIGN STUDY REQ. TO IDENT. NEW AIRPORT LOCATION

EXP= PROJECT EXPECTED TO BE FUNDED DURING INDICATED FISCAL YEAR; ALT= PROJECT WILL BE FUNDED DURING INDICATED FISCAL YEAR IF FUNDING AVAILABLE.  
PHASE: 2= PRELIMINARY ENGINEERING; 3= RIGHT-OF-WAY; 4= CONSTRUCTION; 7= UTILITIES; 8= PLANNING/ADMINISTRATION.

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP		PHASE	FY'89	FY'90	FY'91	FY'92	FY'93	FY'94	FY'95	COMMENTS
	ED	ALT									
EGEGIK AIRPORT RELOCATION	26	ALT	4				1875.0				PRIORITY CHANGE; ADVANCED FROM FY'94 EXP
	26	EXP	4					1875.0			PRIORITY CHANGE; ADVANCED FROM FY'94 EXP
HOMER AIRPORT IMPROVEMENTS	5	EXP	4				3093.8				FUNDING CONSTRAINTS; FROM FY'91 EXP
HOOPER BAY AIRPORT IMPROVEMENTS	23	ALT	4			2250.0					NEW PROJECT; AUTHORIZED IN FY'89 BY LEGISLATURE
	23	EXP	4				2250.0				NEW PROJECT; AUTHORIZED IN FY'89 BY LEGISLATURE
IGIUGIG AIRPORT RESURF	26	EXP	4						807.2		NEW PROJECT PRIORITY
ILIAMNA AIRPORT RUNWAY IMPROVEMENTS	26	EXP	4	1382.8							COST INCREASE
KASIGLUK AIRPORT RWY & APRON IMPROVEMENT	24	EXP	4					2156.3			FUNDING CONSTRAINTS; MOVED FROM FY'91 EXP
KING SALMON AIRPORT FAA STRUCTURE REMOVAL	26	EXP	4						1875.0		FUNDING CONSTRAINTS; DELAYED FROM FY'92
KING SALMON AIRPORT RUNWAY & APRON RECONST	26	EXP	4	3131.4							
KODIAK AIRPORT SIGNING	27	EXP	4	187.5							NEW PROJECT; ADDED FOR FAA SIGNING REGULATIONS
KOTLIK AIRPORT IMPROVEMENTS	23	EXP	4					2812.5			PRIORITY CHANGE; NEW PROJECT
KWETHLUK AIRPORT RELOCATION	25	EXP	4					2812.5			FUNDING CONSTRAINTS; MOVED FROM FY'92 EXP
LARSEN BAY AIRPORT RESURFACING	27	EXP	4					937.5			NEW PROJECT PRIORITY
MCGRATH AIRPORT APRON CONST	24	EXP	4		3370.3						ADVANCED FROM FY'91- PRIORITY CHANGE
MCGRATH AIRPORT FENCING	24	EXP	4	329.1							NEW PROJECT; HIGH PRIORITY SAFETY ISSUE
MCGRATH AIRPORT RUNWAY RECONSTRUCTION	24	EXP	4				6281.3				FUNDING CONSTRAINTS; MOVED TO FY'93 EXP
MERRILL FIELD LAND ACQUISITION	7	EXP	3	2000.0							MUNICIPALITY OF ANCHORAGE PROJECT
MERRILL FIELD MASTER PLAN	7	EXP	2	300.0							MUNICIPALITY OF ANCHORAGE PROJECT

KEY: EXP= PROJECT EXPECTED TO BE FUNDED DURING INDICATED FISCAL YEAR; ALT= PROJECT WILL BE FUNDED DURING INDICATED FISCAL YEAR IF FUNDING AVAILABLE.

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## \*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP		PHASE	FY'89	FY'90	FY'91	FY'92	FY'93	FY'94	FY'95	COMMENTS
	ED	ALT									
NAKNEK AIRPORT RELOCATION	26	ALT	4				3281.3				DEVELOPMENT TIME; MOVED FROM FY'90 EXP
	26	EXP	4					3281.3			DEVELOPMENT TIME; MOVED FROM FY'90 EXP
MAPASKIAK AIRPORT RECONSTRUCTION	25	ALT	4		2671.8						ADVANCED FROM FY'94 EXP
	25	EXP	4			2671.8					ADVANCED FROM FY'94 EXP
NEW CHENEGA AIRPORT DEVELOPMENT	6	EXP	4				2578.1				NEW PROJECT; HIGH PRIORITY
NEW CHENEGA LOCATION STUDY	6	EXP	2		187.5						NEW PROJECT; TO IDENTIFY AIRPORT LOCATION
NEW KOLIGANEK AIRPORT LOCATION STUDY	25	EXP	2		187.5						NEW PROJECT; TO IDENTIFY AIRPORT LOCATION
NEW KOLIGANEK AIRPORT RELOCATION	25	EXP	2,4				1781.3				
NEWTOK AIRPORT RUNWAY & APRON IMPR	25	EXP	4		2250.0						ADVANCED FROM FY'93; PRIORITY CHANGE
MONDALTON AIRPORT APRON & RWY RECONST	26	ALT	4			1453.1					NEW PROJECT PRIORITY
	26	EXP	4				1453.1				NEW PROJECT PRIORITY
OLD HARBOR AIRPORT RECONST/RELOCATE	27	ALT	4		6234.4						FUNDING CONSTRAINTS ; MOVED FROM FY90 ALT
	27	EXP	4			6234.4					FUNDING CONSTRAINTS ; MOVED FROM FY90 EXP
PORT ALSWORTH AIRPORT ACQUISITION	26	EXP	3				1359.4				FUNDING CONSTRAINTS; AUTHORIZED IN FY'89
PORT ALSWORTH AIRPORT RESURFACING	26	EXP	4						750.0		NEW PROJECT PRIORITY
SCAMMON BAY AIRPORT RWY & APRON IMPR	25	ALT	4			1406.3					FUNDING CONSTRAINTS; FROM FY'90 EXP
	23	EXP	4				1406.3				FUNDING CONSTRAINTS; FROM FY'90 EXP
SEWARD AIRPORT GA APRON EXPANSION	5	EXP	4		750.0						PRIORITY CHANGE-SAFETY; FROM FY'91 EXP
SHELDON POINT AIRPORT RWY & APRON IMPR.	23	EXP	4						1406.3		PRIORITY CHANGE; MOVED FROM FY'93 EXP
ST. GEORGE AIRPORT IMPROVEMENTS	26	EXP	4		5625.0						

KEY: EXP= PROJECT EXPECTED TO BE FUNDED DURING INDICATED FISCAL YEAR; ALT= PROJECT WILL BE FUNDED DURING INDICATED FISCAL YEAR IF FUNDING AVAILABLE.

PHASE: 2= PRELIMINARY ENGINEERING; 3= RIGHT-OF-WAY; 4= CONSTRUCTION; 7= UTILITIES; 8= PLANNING/ADMINISTRATION.

\*\*\* CENTRAL REGION \*\*\*

PROJECT	EXP			FY'89	FY'90	FY'91	FY'92	FY'93	FY'94	FY'95	COMMENTS
	ED	ALT	PHASE								
ST. GEORGE AIRPORT LAND ACQUISITION	26	EXP	3	421.9							FUNDING CONSTRAINTS; MOVED FROM FY'88 EXP
ST. MARY'S AIRPORT APRON EXPANSION	24	EXP	4							1125.0	FUNDING CONSTRAINTS; DELAYED FROM FY'93
ST. MARY'S AIRPORT IMPROVEMENTS	24	ALT	4	1500.0							FUNDING CONSTRAINTS; MOVED FROM FY'89 EXP
	24	EXP	4		1500.0						FUNDING CONSTRAINTS; MOVED FROM FY'89 EXP
ST. PAUL AIRPORT CFR BUILDING, TRUCK & LAND	26	ALT	4	2586.1							FUNDING CONSTRAINTS; MOVED FROM FY'89 EXP
	26	EXP	4		2586.1						FUNDING CONSTRAINTS; MOVED FROM FY'89 EXP
TWIN HILLS AIRPORT IMPR & CROSSWIND IMPR.	26	EXP	4							1406.3	FUNDING CONSTRAINTS; DELAYED TO FY'95
MASILLA AIRPORT RELOCATION	16	EXP	4	3750.0							
	16	EXP	4		2812.5						ADD. AUTHORIZATION TO COMPLETE CONSTRUCTION
WILLOW AIRPORT RWY LIGHTING	16	EXP		234.4							PRIORITY CHANGE; FROM FY'89 ALT & FY'90 EXP
TOTAL EXP				17806.4	15612.3	11992.2	14997.0	12750.0	15187.5	12994.7	
TOTAL ALT				5492.1	11992.2	6421.9					

KEY: EXP= PROJECT EXPECTED TO BE FUNDED DURING INDICATED FISCAL YEAR; ALT= PROJECT WILL BE FUNDED DURING INDICATED FISCAL YEAR IF FUNDING AVAILABLE.

PHASE: 2= PRELIMINARY ENGINEERING; 3= RIGHT-OF-WAY; 4= CONSTRUCTION; 7= UTILITIES; 8= PLANNING/ADMINISTRATION.

**H J R**

**96**

# HOUSE COMMITTEE REPORT

(5)

Date Referred: April 20, 1990

FURTHER REFERRALS:

Date of Committee Action: \_\_\_\_\_

The TRANSPORTATION Committee considered:

HJR 96

HOUSE JOINT RES NO. 95

ALASKA HIGHWAY RECONSTRUCTION

Relating to reconstructing and paving parts of the Alaska Highway as authorized in the Federal-Aid Highway Act of 1973.

RECOMMENDATIONS:

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

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

ATTACHES NEW FISCAL NOTE(S):  
(Dept)

APPROVES PREVIOUS: (Date/Dept)

- fiscal impact \_\_\_\_\_
- zero fiscal note \_\_\_\_\_
- zero with analysis \_\_\_\_\_

- fiscal note(s) \_\_\_\_\_
- zero fiscal note(s) \_\_\_\_\_
- zero fn/analysis \_\_\_\_\_

SIGNING DO PASS:

SIGNING:  
(Check approp. column)

\_\_\_\_\_

*Bill Hudson*

*Steven A. Arman*

*Richard J. Jolley*

*James H. Kutner*

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

	Do Not Pass	No Rec	Amend

*Richard J. Jolley*

Chairman's Signature

## FISCAL NOTE

**REQUEST:** House Transportation Committee

Revision Date: \_\_\_\_\_  
Title: Relating to reconstruction and paving parts of Alaska  
Sponsor: House Transportation Highway  
Requestor: House Transportation Committee

Agency Affected: Department of Transportation  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

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

OPERATING	FY 91	FY 92	FY 93	FY 94	FY 95	FY 96
PERSONAL SERVICES	-0-	-0-	-0-	-0-	-0-	-0-
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>CAPITAL</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>REVENUE</b>	-0-	-0-	-0-	-0-	-0-	-0-

**FUNDING:** (Thousands of Dollars)

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

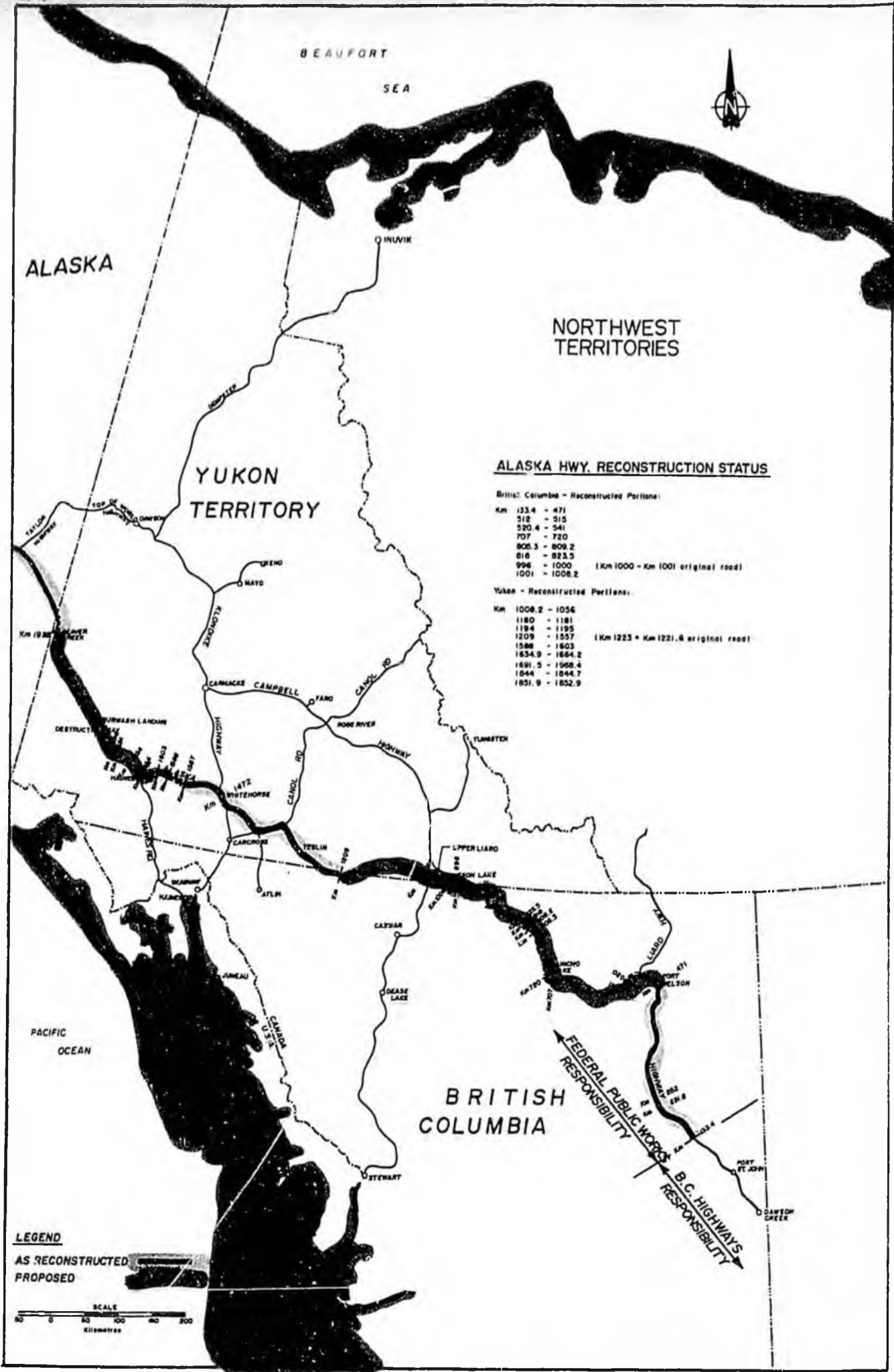
**POSITIONS:**

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

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

Prepared by: Walt M. Loh - /H Transportation Phone: 465-4858  
Division: House Transportation Committee Date: 4/25/90  
Approved by Commissioner: Mark Hickman / W. Loh Date: 4/25/90  
Agency: House Transportation Committee

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



BEAUFORT SEA

ALASKA



NORTHWEST TERRITORIES

YUKON TERRITORY

**ALASKA HWY. RECONSTRUCTION STATUS**

British Columbia - Reconstructed Portions:  
 Km 133.4 - 471  
 518 - 515  
 520.4 - 541  
 707 - 720  
 806.3 - 809.2  
 818 - 823.5  
 996 - 1000 (Km 1000 - Km 1001 original road)  
 1001 - 1008.2

Yukon - Reconstructed Portions:  
 Km 1008.2 - 1056  
 1180 - 1181  
 1194 - 1195  
 1209 - 1257 (Km 1223 - Km 1221.8 original road)  
 1588 - 1603  
 1654.9 - 1664.2  
 1691.5 - 1698.4  
 1844 - 1844.7  
 1851.9 - 1852.9

**LEGEND**  
 AS RECONSTRUCTED   
 PROPOSED 

**SCALE**  
 0 50 100 150 200  
 Kilometres

FEDERAL PUBLIC WORKS RESPONSIBILITY  
 B.C. HIGHWAYS RESPONSIBILITY



**HR**

**8**

# HOUSE COMMITTEE REPORT

(5)

Date Referred: May 3, 1989

FURTHER REFERRALS:

Date of Committee Action: 5/6/89

The TRANSPORTATION Committee considered:

HR 8

~~HOUSE RESOLUTION NO. 8~~ 1989 RURAL TRANSPORTATION EQUITY ACT] Relating to support for public transportation in Alaska, for the Rural Transportation Equity Act of 1989, and opposition to reduction of the Urban Mass Transit Administration's 1990 budget proposal.

**RECOMMENDATIONS:**

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

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

ATTACHES NEW FISCAL NOTE(s): (Dept) APPROVES PREVIOUS: (Date/Dept)

- [ ] fiscal impact \_\_\_\_\_ [ ] fiscal note(s) \_\_\_\_\_
- [  ] zero fiscal note \_\_\_\_\_ [ ] zero fiscal note(s) \_\_\_\_\_
- [ ] zero with analysis \_\_\_\_\_ [ ] zero fn/analysis \_\_\_\_\_

**SIGNING DO PASS:**

Bill Hurd  
Richard (Dorey)  
Bette Cato

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**SIGNING:**

(Check approp. column)

	Do Not Pass	No Rec	Amend
<u>Loren Lewan</u>		<input checked="" type="checkbox"/>	

Bette Cato  
 Chairman's Signature

## FISCAL NOTE

**REQUEST:**

Revision Date: \_\_\_\_\_ Agency Affected: \_\_\_\_\_  
 Title: Relating to support for BRU: \_\_\_\_\_  
Public Transportation in Alaska.  
 Sponsor: Koponen Components: \_\_\_\_\_  
 Requestor: House Transportation

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

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING						

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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**FUNDING: (Thousands of Dollars)**

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

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

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

Prepared by: House Transportation Committee Phone: \_\_\_\_\_  
 Division: Alaska State Legislature Date: \_\_\_\_\_

Approved by Commissioner: \_\_\_\_\_ Date: 5/6/89  
 Agency: House Transportation Committee

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

Alaska State Legislature  
Representative Niilo Koponen

Pouch V  
Juneau, Alaska 99811  
(907) 465-4992

House District 21

119 N. Cushman, Suite 207  
Fairbanks, Alaska 99701  
(907) 456-8172

SPONSOR STATEMENT

HR 8 "Relating to support for public transportation in Alaska for the Rural Transportation Equity Act of 1989, and opposition to reduction of the Urban Mass Transit Administration's 1990 budget proposal."

During the past winter the extreme cold weather demonstrated the need for public transportation in many communities in Alaska. Public transportation means continued access to employment and education. Alaska's smaller cities and towns demonstrate the need for public transportation systems is not restricted to large cities. Alaska's future should include a strengthening of public transportation systems and a look to exploring methods whereby public transportation can be used to supplement school transportation systems to save costs through coordination.

For too long, federal attention has been focused on the needs of larger cities for public transportation to the detriment of sparsely settled states like Alaska. Hopefully, the passage of the Rural Transportation Equity Act of 1989 will see that those inequities are redressed.

Alaska received \$169,273 last year in Urban Mass Transit Administration (UMTA) monies for communities of 50,000 or fewer, which was distributed in the following way:

<u>City</u>	<u>Loss Reported</u>	<u>UMTA reimbursement</u>
Juneau	\$1,277,923	\$46,444
Ketchikan	\$ 105,444	\$35,209
Newhalen	\$ 600	\$ 300
Bethel	\$ 20,596	\$10,298
FNSB	\$1,046,420	\$34,705
Wilson & Friend	\$ 33,853	\$16,926

Barrow is also expected to apply this year.

## Rural Transit Getting Help?

By Kim Beury

**C**ongresswoman Virginia Smith of Nebraska wants additional federal funding to help rural America, home to more than a third of the nation's population, get moving again after years of dwindling transportation services.

Smith has introduced legislation, known as the Rural Transportation Equity Act of 1989, to correct the imbalance of federal transportation funding between rural and urban areas. Presently, communities with populations under 50,000 receive less than 3 percent of the U.S. Department of Transportation's mass transit funds.

The move would double the share of Urban Mass Transit Administration (UMTA) Section 18 grants for building and operating public transit in communities of fewer than 50,000 people. Also, the legislation would establish a state-administered block grant program for rural areas and small cities, push for federal subsidies to entice commercial bus lines to run unprofitable routes (a program she calls "essential bus service"), and put more transportation representatives from rural areas in federal and state administrative positions.

"Equity is really the key word in the legislation," says David Raphael, executive director of Rural America, a Washington-based organization concerned with rural issues. Though doubling funding will not result in equity (the increase would involve a total of only 6 percent of UMTA's formula grant budget of \$132 million), Raphael says it would have important symbolic significance.

"It serves as a benchmark for recognition of rural public transportation needs," he says. Smith, vice chairman of the House Appropriations Subcommittee on Rural Development, Transportation and Related Agencies, also is pushing to change UMTA's name to the Public Mass Transportation Administration.

"Congress must be concerned about public transportation, not just urban transportation," says Smith, pointing out that in 1989, the federal government offers only \$66.2 million in mass transit funds to rural America as it spends \$168 million on the Washington, D.C., subway system alone.

However, communities of all sizes have more needs for federal transportation aid than a restrained budget can tend to. A Congress overwhelmed by urban members and already facing budget cuts may cancel out the legislation. The Bush administration has proposed a 50 percent decrease in UMTA's 1990 budget proposal.

After World War II, when car ownership increased, demand for rural passenger transportation service declined. But through federal regulation, the government required trains, buses, and airplanes to continue to stop for potential off-line passengers, even if rarely any waited. As a result, many rural lines operated at a loss. But during deregulation in 1982, the federal

government allowed commercial passenger carriers to discontinue unprofitable routes.

"For a long time it was just a given, before and after air traffic became so popular, that the intercity bus was the transportation of last resort, and that even if airlines forsake the community, even if the railroad goes somewhere else, we'll always have that passenger bus coming through," says Steven Sprague of the United Bus Owners of America.

However, between deregulation in 1982 and January 1986, more than 4,100 rural points across the nation lost bus service, according to a 1986 Interstate Commerce Commission report. "Too many citizens in our smaller communities have no cars, no buses, no taxicabs and no choice but to stay at home," says Smith, who believes her idea for an essential bus service could "get buses moving again between our towns."

Sprague says an essential bus service package would combine the efforts and the interests of free enterprise. "Obviously, a private bus company shouldn't be forced to go anywhere and lose money," he says. "By the same token, communities need bus transportation."

Smith suggests that federal assistance from the mass transit fund could be used to offer special tax credits that help failing bus systems keep rural routes and stay in business, issuing vouchers for rural passengers needing financial assistance, and using school buses as public buses.

Raphael notes that the legislation is the first such bill to focus solely on rural transportation. "Traditionally, rural transportation

topics have been addressed by being attached to a bill drafted around urban mass transit interests. Congress would let rural members add a section to the legislation, usually small and insignificant. But this bill is a signal that the way of doing business has to change."

Smith's bill begins its legislative journey in the House Public Works and Transportation Committee. Problems for a rural transit bill in a Congress where rural members are a minority can be expected, but Smith says she is confident that "rural members will join in a campaign to bring transportation in our countryside up to speed."

"As a matter of equity, our case is clear. And an investment in rural transportation makes infinite sense. It's a commitment to economic development in rural America, and it's a commitment to quality of life for millions of rural Americans." □



*"Congress must be concerned about public transportation, not just urban transportation."*

Rep. Virginia Smith

Kim Beury is the Washington correspondent for American City & County.

**S B**

**37**

STATE OF ALASKA  
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

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

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

Mary Van Nimwegen

SB 37

House: Transportation

2/16/89

# Alaska State Legislature

REPRESENTATIVE BILL HUDSON

P.O. BOX V  
Juneau, Alaska  
99811  
(907)465-3744 or 4991

COMMITTEES:

Transportation  
Resources  
Foreign Trade

FINANCE SUBCOMMITTEES

DOT/PF  
C & RA

To: Rep. Bette Cato, Chair  
House Transportation Committee

From: Rep. Bill Hudson *Bill*

Re: SB 37, "An Act designating certain highway facilities as memorials to Alaska veterans and naming certain highway facilities."

Date: April 5, 1989

---

Responding to my constituents' reactions over Section 1 of CSSB 37 (Finance) and after working with Senator Kelly's office, I respectfully request that the House Transportation Committee make the following changes to the current bill:

- 1) Delete Section 1 (page 1, lines 10 - 14).
- 2) Add a new section to read:

In Juneau, the Glacier Highway from Auke Bay (mile 12) to Echo Cove (mile 39) is designated the Juneau Veterans' Memorial Highway.

HOUSE COMMITTEE REPORT

(5)

Date Referred: March 1, 1989

FURTHER REFERRALS: FINANCE

Date of Committee Action: 4/1/89

The TRANSPORTATION Committee considered: CSSB 37(Fin)

CS FOR SENATE BILL NO. 37 (Finance) [HIGHWAY FACILITIES/VETERAN MEMORIALS]  
"An Act designating certain highway facilities as memorials to Alaska veterans and naming certain highway facilities."

RECOMMENDS:

- replacing with CS for CS for SB 37(Trans)  the same title
- the attached amendment(s)  a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

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

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact
- zero fiscal note
- zero with analysis

APPROVES PREVIOUS:

- fiscal note(s) published: \_\_\_\_\_
- zero fiscal notes(s) published: \_\_\_\_\_

SIGNING DO PASS:

Bill Hude  
Richard Storey

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SIGNING OTHER THAN DO PASS:  
(Do Not Pass, No Recommendation, Amend)

Drew A. Leman NR

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Richard Storey  
 Chairman's signature

APR 6, 89

CSB - 37

Prop Fost 8:37

Dave Gray Leg Ad. Ser. Kelly  
gave testimony on CSB 37.

051 Hld. No gesture Amendment.

068 Sharty Oliver - Veteran Adm. Council  
Support bill with amendment.

090 Ben

116 Bill moved due to next Calendar.  
8:42



# Representative Bette Cato, Chair House Transportation Committee

SUBJECT OF MEETING:  
CS/SB 37

DATE: 4/6/89

PLACE: House Transportation  
Committee #7

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Dave Gray	Son. Kelly	P.O. Box 1304 ✓ Juneau AK.	99811		3822	Y	N	SB 37
SHORTY OLIVER	VFIS ADVISORY BD	OLIVER'S TROPHIES P.O. BOX 38495	99823	789-1994	789-0993	(Y)	N	SB 37
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	

SENATE COMMITTEE REPORT

FURTHER

2/1/89  
Mr. President:

DATE TURNED INTO OFFICE 2/22/89

FINANCE Committee considered SB 37

designating certain highway facilities as memorials to Alaska veterans  
and recommended

replace with CS SB 37 (Fin) )  same title  
 or adopt CS )  new title  
 attached amendment(s) and  technical title change (HB only)  
 letter of intent adopted

do pass  
 do not pass  
 no recommendation  
 individual recommendations  
 further referral to \_\_\_\_\_

FISCAL NOTE(S)  zero  <sup>NEW SFC note</sup> fiscal impact  appropriation no FN  
 new SFC 9.0  updated  previous  
 same as previous fiscal note(s) published \_\_\_\_\_

MEMBERS SIGNING DO PASS  
[Signature]  
[Signature]  
[Signature]  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

OTHER RECOMMENDATIONS  
True Rec - no rec  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

[Signature]  
Chairman signature and recommendation  
[Signature] CHAIR  
Do Pass

Committee Backup attached

# Alaska State Legislature



REPRESENTATIVE BILL HUDSON

P.O. BOX V  
Juneau, Alaska  
99811  
(907)465-3744 or 4991

COMMITTEES:

Transportation  
Resources  
Foreign Trade

FINANCE SUBCOMMITTEES  
DOT/PP  
C & RA

To: Rep. Bette Cato, Chair  
House Transportation Committee

From: Rep. Bill Hudson *Bill*

Re: SB 37, "An Act designating certain highway facilities as memorials to Alaska veterans and naming certain highway facilities."

Date: April 5, 1989

---

Responding to my constituents' reactions over Section 1 of CSSB 37 (Finance) and after working with Senator Kelly's office, I respectfully request that the House Transportation Committee make the following changes to the current bill:

- 1) Delete Section 1 (page 1, lines 10 - 14).
- 2) Add a new section to read:

In Juneau, the Glacier Highway from Auke Bay (mile 12) to Echo Cove (mile 39) is designated the Juneau Veterans' Memorial Highway.

# **CORRECTION**

**THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY**



# Alaska State Legislature

REPRESENTATIVE BILL HUDSON

P.O. BOX V  
Juneau, Alaska  
99811  
(907)465-3744 or 4991

CO: TTEES:

Transportation  
Resources  
Foreign Trade

FINANCE SUBCOMMITTEES  
DOT/PF  
C & RA

To: Rep. Bette Cato, Chair  
House Transportation Committee

From: Rep. Bill Hudson *Bill*

Re: SB 37, "An Act designating certain highway facilities as memorials to Alaska veterans and naming certain highway facilities."

Date: April 5, 1989

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In Juneau, the Glacier Highway from Auke Bay (mile 12) to Echo Cove (mile 39) is designated the Juneau Veterans' Memorial Highway.



OFFICE OF THE PRESIDENT

MEMBER

TENTH ALASKA LEGISLATURE  
ELEVENTH ALASKA LEGISLATURE  
TWELFTH ALASKA LEGISLATURE  
THIRTEENTH ALASKA LEGISLATURE  
FOURTEENTH ALASKA LEGISLATURE  
FIFTEENTH ALASKA LEGISLATURE  
SIXTEENTH ALASKA LEGISLATURE



SENATOR TIM KELLY

P.O. BOX V  
JUNEAU, ALASKA 99811  
(907) 465-3822

P.O. BOX 210001  
ANCHORAGE, ALASKA 99521  
(907) 561-7612

April 5, 1989

Rep. Bette Cato, Chair  
Transportation Committee  
Alaska State House of Representatives  
Box V  
Juneau, Ak 99811

Re: Scheduling of SB 37, naming certain highway facilities as  
veteran memorials.

Dear Representative Cato,

I appreciate the scheduling of SB 37 for a Transportation  
Committee hearing. Attached is correspondence I recieved  
which initiated this proposal. Also attached is some  
correspondence supporting the bill.

The Senate Transportation Committee made several changes  
to SB 37 that I believe improve the bill. First, the Airport  
Way designation in Fairbanks as a veteran memorial was changed  
to the Cushman Street bridge. This change substantially  
reduces the fiscal note. It also establishes a veteran  
memorial that is appropriately located, as the bridge is  
adjacent to the city's Alaskan Memorial Park.

The second change was the addition of the Robert J.  
Mitchell Expressway. This was a House legislative proposal in  
the last session that reached a proposed final Senate calendar  
before we ran out of time.

The Senate Finance committee changes added the Crabbie's  
Crossing section and reduced the fiscal note for the Mitchell  
Expressway provision.

Naming public works can sometimes become controversial,  
not so much because there is objection to the person or  
persons to be honored, but because other names may be desired  
for the particular facility. In this case, I believe there is  
broad support for memorializing veterans in the three cities  
in this manner.

Page 2  
Rep. Cato  
April 5, 1989

Thank you for your consideration of this proposal.

Sincerely,

A handwritten signature in cursive script that reads "Tim Kelly".

TIM KELLY  
State Senator

STATE OF ALASKA  
1989 LEGISLATIVE SESSION

BILL VERSION: CSSB 37 (Fin)  
PUBLISH DATE: 2/22/89

**FISCAL NOTE**

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

REVISION DATE: \_\_\_\_\_  
TITLE: Designating highway facilities as veterans' memorials  
SPONSOR: Sen. Kelly  
REQUESTOR: Senate Finance

AGENCY: DOTPF  
BRU: Maintenance and Operations  
COMPONENTS: \_\_\_\_\_

**EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)**

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERS. SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	4.0	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND/BUILD.	0	0	0	0	0	0
GRANTS/CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL	4.0	0	0	0	0	0
CAPITAL	5.0	0	0	0	0	0
REVENUE						

**FUNDING: (THOUSANDS OF DOLLARS)**

GENERAL FUNDS	9.0	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
TOTAL	9.0	0	0	0	0	0

**POSITIONS:**

FULL-TIME						
PART-TIME						
TEMPORARY						

**ANALYSIS:**

PREPARED BY:

  
SENATOR RICK UEHLING, CO-CHAIRMAN  
SENATE FINANCE COMMITTEE

DATE: February 22, 1989

PHONE No.: 465-4821

MEMORANDUM:

TO: Charles T. Borg  
Deputy Commissioner

FROM: Dr. Jack R. Shields, Director  
Division of Veterans Affairs

DATE: 28 July 1988

SUBJECT: New designation for the following highways, roads  
and bridges to honor Alaskan Veterans.

DISCUSSION:

As a lasting memorial and tribute to Alaska's 70,000 living Veterans, to those Alaskan Veterans who paid the supreme sacrifice and gave their lives in support of this Nation, and to those Veterans who continue to be missing-in-action, the following roads and bridges are redesignated:

a. In Anchorage:

That portion of the Glenn Highway from Airport Heights Road at Merrill Field to two miles beyond the overhead entrance to Fort Richardson is redesignated: "THE VETERANS' MEMORIAL PARKWAY."

b. In Fairbanks:

That portion of the Airport Way road from the airport to Fort Wainwright is redesignated: "THE VETERANS' MEMORIAL PARKWAY."

c. In Juneau:

The bridge crossing Gastineau Channel and known as the Douglas Bridge, is redesignated: "THE VETERANS' MEMORIAL BRIDGE."

1. This proposal is introduced to establish a permanent and significant memorial to Alaska's 70,000 Veterans, to all Alaskan Veterans who will subsequently reside in our Great Land and to those who may become Veterans as a result of their dedication to our principles of freedom. Veterans need memorials with high public visibility to maintain an awareness of the sacrifices of the few and to acknowledge

this tribute. These memorials, in that sense, become educational. They denote our spirit of caring and remind our children of the struggle that has been made to maintain our way of life.

This redesignation of the specified locations will not have a negative effect on any location. Specifically, no persons' names are involved and no previous personalized dedication will be usurped.

2. There is no apparent reason that there would be any major opposition to this memorial. The Veterans' organizations are being polled to provide a solid Veterans' support. Additionally, it is planned to outline this proposal in the Vets' Forum (newsletter) to give it extensive exposure to comment.

3. There are an infinite number of locations that could be redesignated, but if this would become an option under consideration, the only viable course of action would be to designate other locations in addition to those specified.

4. The costs involved would be minimal and would be the expense of new signs and whatever administrative costs were involved.

5. Numerous other states have adopted similar terminology in establishing Veterans' memorials by redesignating highways, bridges, buildings, parks, tunnels, et al.

6. As with other major Veterans' issues, the legislative members who are Veterans themselves are most apt to be pro on these redesignations at Anchorage, Fairbanks and Juneau.

STEVE COWPER, GOVERNOR

**DEPARTMENT OF MILITARY  
AND VETERANS AFFAIRS**

OFFICE OF THE ADJUTANT GENERAL

FRONTIER BUILDING  
SUITE 523  
3601 C STREET  
ANCHORAGE ALASKA 99503 5939  
PHONE 371 243 7858  
AUTOVON 626 1442

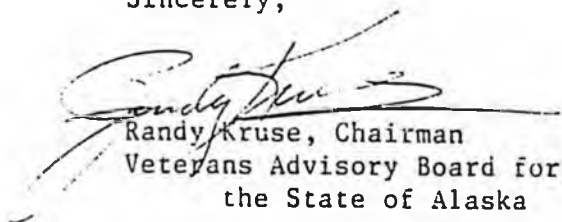
January 13, 1989



Senator Tim Kelly  
P.O. Box V  
Juneau, AK 99811

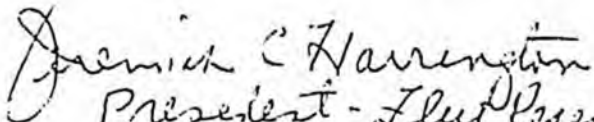
Dear Senator Kelly;

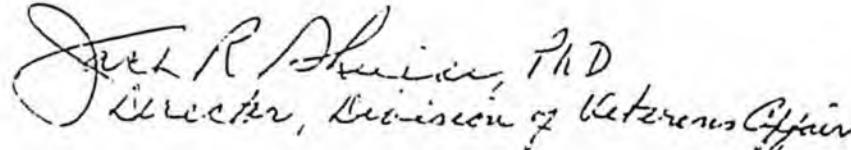
The Veteran's Advisory Board and the undersigned members unconditionally pledge support for Senate Bill 37 and would like to see recognition of this sort to honor our state's and all veterans.

Sincerely,

  
Randy Kruse, Chairman  
Veterans Advisory Board for  
the State of Alaska

  
Dennis C. Harrington  
President - Fleet Reserve Assoc  
Branch - 342 - Alaska

  
Jack R. Shivers, PhD  
Director, Division of Veterans Affairs

RK/nah

PUBLIC OPINION MESSAGE

DEAR: SENATOR KELLY

NAME: FREDDY PRIDE  
TITLE:  
ADDRESS: BOX 625  
CITY: TOK  
PHONE: 883-5590  
BILL NO: SB 37  
SUBJECT: HIGHWAY FACILITIES/VETERAN MEMORIALS  
MESSAGE: I WANT THE ENTIRE GLENN HIGHWAY NAMED, NOT JUST A PORTION.

ZIP: 99700

PUBLIC OPINION MESSAGE

DEAR: SENATOR KELLY

NAME: TONY HOEPFNER  
TITLE:  
ADDRESS: HC 80, BOX 7225  
CITY: CHUGIAK  
PHONE: 249-1241  
BILL NO: SB 37  
SUBJECT: HIGHWAY FACILITIES/VETERAN MEMORIALS  
MESSAGE: I WANT TO EXPRESS SUPPORT FOR SB 37.

ZIP: 99567

*SB37  
Highway /  
Veteran*

1090

PUBLIC OPINION MESSAGE

DEAR: SENATOR KELLY

NAME: MASTER SGT. SALSBURY  
TITLE: NATIONAL GUARD HISTORIANS  
ADDRESS: 3601 C STREET #660  
CITY: ANCHORAGE  
PHONE: 249-1253  
BILL NO: SB 37  
SUBJECT: HIGHWAY FACILITIES/VETERAN MEMORIALS  
MESSAGE: I URGE YOU TO SUPPORT SB 37, CONCERNING THE NAMING OF A VETERAN'S MEMORIAL HIGHWAY. THIS WOULD HONOR THE VETERANS OF ALASKA WHO HAVE SERVED IN THE WARS THE U.S. HAS BEEN INVOLVED IN.

ZIP: 99503

POHID: 03101930  
DATE: 01/13/89  
TIME: 10:19:30  
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*introduced*

# Alaska Statutes

## Title 35. Public Buildings, Works, and Improvements.

### Chapter

- 10. Public Works (§§ 35.10.195, 35.10.270)
- 15. Construction Procedures (§ 35.15.110)
- 20. Acquisition and Disposition of Property (§§ 35.20.020, 35.20.070)
- 30. Consistency with Local Government Plans and Ordinances (§ 35.30.010)
- 40. Names of Public Works (§ 35.40.030)

### Chapter 10. Public Works.

#### Article

- 4. Public Facility Procurement Policy (§ 35.10.195)
- 5. Utilities and Encroachments in Public Facilities (§ 35.10.270)

#### Article 4. Public Facility Procurement Policy.

##### Section

- 195. Conformance with AS 36.30

**Sec. 35.10.195. Conformance with AS 36.30.** The contractual techniques for the procurement of labor, materials, and contractual services under the policies developed under this chapter must conform to the requirements of AS 36.30 (State Procurement Code). (§ 33 ch 106 SLA 1986)

**Editor's notes.** — This section is set out above to correct a typographical error in the main pamphlet.

#### Article 5. Utilities and Encroachments in Public Facilities.

##### Section

- 270. Removal after noncompliance; removal expense

**Sec. 35.10.270. Removal after noncompliance; removal expense.** After a failure of the owner of an unauthorized encroachment to comply with the notice or order of the department under AS 35.10.220, 35.10.240, or 35.10.260, the department may remove the encroachment, or cause it to be removed. The owner of the unauthorized encroachment shall pay to the department

**Sec. 35.30.030. Waiver.** If a department clearly demonstrates an overriding state interest, waiver of local planning authority approval and the compliance requirement may be granted by the governor. The governor shall issue specific findings giving reasons for granting any waiver under this section. (§ 3 ch 143 SLA 1977)

**Sec. 35.30.040. Definitions.** In this chapter

(1) "public project" means a public building or other structure, public work, or other facility, highway, or local service road constructed or maintained by a department; the term includes the acquisition by purchase or agreement of land and rights in land for materials and the extraction or removal of materials necessary for completion of a highway under AS 19.05.080 — 19.05.120;

(2) "village" means an unincorporated community of the unorganized borough where at least 25 people reside as a social unit. (§ 3 ch 143 SLA 1977; am § 57 ch 14 SLA 1987)

**Effect of amendments.** — The 1987 amendment repealed former paragraph (1), which defined "department."

## Chapter 40. Names of Public Works.

### Section

- 01. Reeve Boulevard
- 05. Klondike Highway
- 10. E. L. Patton Bridge

### Section

- 15. Douglas Bridge
- 20. Brenwick/Craig Road
- 25. Dillingham to Aleknagik Road

**Sec. 35.40.001. Reeve Boulevard.** The Elmendorf By-Pass Highway is named the Bob Reeve Boulevard. (§ 2 ch 52 SLA 1982)

**Sec. 35.40.005. Klondike Highway.** The Alaska portion of the highway between Skagway, Alaska and Whitehorse, Yukon Territory, Canada is named the Klondike Highway. (§ 1 ch 22 SLA 1982)

**Sec. 35.40.010. E. L. Patton Bridge.** The bridge spanning the Yukon River at the southern terminus of the highway is named "The E. L. Patton Bridge". (§ 2 ch 19 SLA 1982)

**Revisor's notes.** — Enacted as AS 19.40.085. Renumbered in 1982.

**Sec. 35.40.015. Douglas Bridge.** The bridge across the Gastineau Channel connecting Juneau with Douglas Island is named the Douglas Bridge. (§ 1 ch 17 SLA 1982)

Revisor's notes. — Enacted as AS 19.10.300. Renumbered in 1982.

Sec. 35.40.020. Brenwick/Craig Road. Klutina Road near Copper Center is renamed Brenwick/Craig Road. (§ 1 ch 57 SLA 1984)

Sec. 35.40.025. Dillingham to Aleknagik Road. The road from Dillingham to Aleknagik is designated the Gateway to the Wood-Tikchik State Park. (§ 2 ch 30 SLA 1985)

Cross references. — For statement of legislative purpose, see § 1, ch. 30, SLA 1985 in the Temporary and Special Acts.

Chapter 95. General Provisions.

Section

- 10. Purpose and intent
- 100. Definitions

Sec. 35.95.010. Purpose and intent. The purpose of AS 35.05, AS 35.10, AS 35.15, and AS 35.20 is to establish a public works department capable of carrying out a public works planning and construction program that will provide public buildings necessary to efficient government, and boat harbors, jetties, dikes and breakwaters necessary to the economy of Alaska communities, all of which is to the advantage and benefit of the general welfare of the public. (§ 2 art I title I ch 152 SLA 1957; am § 32 ch 71 SLA 1972)

Revisor's notes. — Formerly AS 35.25.010. Renumbered in 1987.

Sec. 35.95.100. Definitions. In this title, unless the context requires otherwise,

- (1) "construction" or a derivative of the term "construction" means construction, reconstruction, alteration, improvement or major repair;
- (2) "cost of change, relocation, or removal" means the entire cost incurred by the utility properly attributed to the change, relocation, or removal of a facility, less any costs for improvements or upgrading over and above the cost of a functionally equal facility; if a facility is to be relocated and replaced with new equipment, there shall also be subtracted from the entire cost any salvage value derived from the old facility;
- (3) "department" means the Department of Transportation and Public Facilities;

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(b) Prior approval by a municipal planning commission may not be required before the commencement of construction of a highway or local service road if

(1) the department and the municipality have entered into agreement for the planning of the project under AS 19.20.060 or 19.20.070 and the plans for the project are completed in accordance with the terms of that agreement;

(2) the municipality has adopted a municipal master highway plan under AS 19.20.080 and the highway or local service road is consistent with the plan adopted; or

(3) the department has entered into agreement with the municipality for the planning of transportation corridors under AS 19.20.015 and the plans for the project are completed in accordance with the provisions of that agreement.

(c) If final disapproval by resolution of the governing body of the affected municipality or village is not received within 90 days from the date the project was submitted to the municipality or village, the department may proceed with the project. (§ 3 ch 143 SLA 1977; am § 5 ch 100 SLA 1988)

**Effect of amendments.** — The 1988 amendment inserted subsection (a)(3).

### -Chapter 40. Names of Public Works.

**Section**

30. Woodrow Johansen Expressway

**Sec. 35.40.030. Woodrow Johansen Expressway.** In Fairbanks, the controlled access highway connecting the Geist Road at University Avenue and the Steese Highway interchange is named the Woodrow Johansen Expressway. (§ 2 ch 33 SLA 1988)

**Cross references.** — For legislative findings, see sec. 1, ch. 33, SLA 1988 in the Temporary and Special Acts.

**Chapter**  
15. Alaska  
30. State  
36.3  
36.3

**Ch**

**Article**  
2. Agriculture

**Article**

**Section**  
50. Use of

**Sec. 36**  
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APR 05 1989

POB 1992  
Fairbanks, Alaska 99707  
April 3, 1989  
452-2624

SB 37

Rep. Sam Colton  
Speaker of the House  
Alaska Legislature,

Dear Mr. Cotton,

I spoke briefly to you last Tuesday during the hour Public Radio before the Governor got on. It was about the above mentioned Senate Bill 37, naming certain highway facilities after veterans.

I will enclose just a small portion of the more than five pounds of background I have on the predecessors of this bill and will be glad to send them to you if you want them.

In addition I have several hours of taped material of public hearings as telecast between Fairbanks and Juneau. These include hearings before several different committees of both the Senate and the House, as well as hearings before our local city council and borough assembly.

In fact it is inconceivable to me that any bill can have that much negative input over the past 3 years (it was first introduced in 1986, and till reappear for the third session of the legislature.

This is a true example of "if at first you don't succeed try, try, again"----a very admirable quality if what one is trying to do is constructive.

To try to put things briefly, at least for the time being, the concept of changing the name of the last few miles of the Parks Hwy. has been strongly opposed for very sensible, sane, and even safety reasons, but mainly because it is confusing to everyone, but most especially to visitors unfamiliar to our area. There is absolutely nothing to differentiate the portion one one side of the spot the name change would occur (at the beginning of bridge) from the that portion on the other side.

It is totally unnecessary, confusing, and costly to the tune of \$18,000.

Those of us who cannot go to the taxpayers for money in order to make our income match the expenditures for our whims know that when it comes to cutting our personal budgets it is not only the large items like a new Cadillac or Motor home that has to be scratched, but we must <sup>find</sup> bit here and there on everything and that the small cuts here and there add up to a big savings.

This \$18,000. could certainly be used for another cause, and if calling it a fiscally irresponsible move is the only way to defeat it this year I am perfectly willing to attack it on those grounds, however the people responsible for bringing it up again should be ashamed to have done so.

No one has ever attacked the name of Robert J. Mitchell but they have loudly declared that the name of he highway should not be changed to anything.

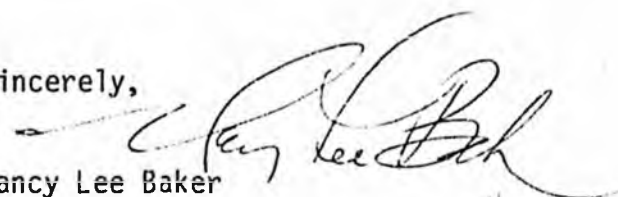
The reasons offered have been sound and indisputable, loud and profuse.

Those wishing to change the name consist entirely of personal friends, relatives and former employees. Some of all of these are serving in the legislature at present and have been doing so for several years.

Should those of us who have public interest in mind have to continue to spend our time to battle our elected officials in order to get them to act in the public interest rather than in their private interest?

I urge you to not allow this to get to the floor.

Sincerely,

  
Nancy Lee Baker

The Renaming  
does NOT have the  
full endorsement of our  
local institutions or has  
been claimed in the past

**S B**

**92**



FISCAL NOTE

REQUEST:

Revision Date: 04/14/89  
Title: An Act relating to identification cards issued ....  
Sponsor: Rules/Governor  
Requestor: Senate Finance

Agency Affected: Public Safety  
BRU: Motor Vehicles  
Component: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not included)

OPERATING	FY 89	FY 90	FY 91	FY 92	FY 93	FY 94
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL	-0-	-0-	-0-	-0-	-0-	-0-
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REVENUE	-0-	-0-	-0-	-0-	-0-	-0-
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FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS: (Attach a separate page if necessary)

This bill contains provisions that will improve public service and streamline procedures of DMV. There will be no fiscal impact.

Prepared by: Bill Brown  
Division: Motor Vehicles

Phone: 465-4335  
Date: 04/14/89

Approved by Commissioner: D.A.H. English  
Agency: Department of Public Safety

Date: 4-14-89

DEPARTMENT OF PUBLIC SAFETY  
COMMENTARY

CSSB92 (Finance)

The bill contains several provisions that the division of motor vehicles, in DPS, believes will improve its service to the public or streamline its procedures. A section-by-section description of the bill follows.

Section 1 of the bill provides for the cancellation of identification cards issued under AS 18.65.310. The present law does not authorize DPS to cancel the card if it is later determined that it should not have been issued due to fraud or for some other reason. Identification cards are becoming more and more popular, and fraudulently obtained cards are becoming more common. The department needs statutory authority to cancel those cards under appropriate circumstances. This section also provides for a possible \$100 fine for failure to return a cancelled card to DPS.

Section 2 authorizes Public Safety to suspend or revoke the registration of interstate rental vehicles if it is determined the owner is not complying with fleet rental vehicle registration requirements.

Section 3 removes the part "[,(6)]" which refers to a section of law concerning foreign consul license plates. In Section 9 of this bill the section of law authorizing issuance of special license plates to consular officers of foreign governments is being repealed. The United

States Department of State, Office of Foreign Missions is now responsible for issuance of motor vehicle registrations to foreign mission personnel and their families and have asked the State to discontinue issuing consular plates.

Section 4 provides for the registration of interstate rental trucks and trailers. Alaska statutes do not address the issue of registration of trucks or trailers involved in an interstate rental business. Before 1984, there was no need for this type of legislation because no company offered this type of service to Alaska. However, in the past five years two major companies have started rental operations in the state. These companies typically offer one-way rentals of both trucks and trailers, and during a typical year the vehicles might operate in a number of different states. The entire rental fleet is very mobile and the vehicles not based in any one state. The time or miles spend in any state by any particular vehicle would be difficult to calculate, as these vehicles are used in uncontrolled private applications.

Unlike most other states, Alaska does not have a statute that allows registration of this type of vehicle other than on a full commercial vehicle basis. Paying full fees each time a new vehicle comes into the state for a short period would be overly burdensome and could possibly eliminate a valuable commercial service. To avoid this result, the division of motor vehicles has entered into agreements with interstate rental companies to register and pay fees on a fair share of their total fleet. There is no clearly defined authority for these agreements, however, and they are entirely voluntary.

The statutory scheme in this bill is similar to that used in most other states, and would allow a firm engaged in interstate vehicle rental business to register and pay fees in Alaska on a fair proportion of its vehicle fleet.

Section 5 eliminates the requirement that motor vehicle lien documents be filed with division of motor vehicles. When a person applies for a vehicle title in Alaska, current law (AS 28.10.381) requires that a copy of the document creating or evidencing a lien be filed with DPS. This requirement serves no useful purpose for the state or the public, and should be eliminated. There is no standard or legal requirement for the format of a lien document, so each one must be reviewed carefully as the vehicle title is processed; this delays processing. If the requirement to submit the lien document were eliminated, the same amount of protection could be afforded to both the public and lienholders by having the lienholder's name and address on the title application serve as evidence of the lien. Applicants are acknowledging the lien by signing the application under penalty of perjury. Most other states are successfully using this system.

The amendments in section 6 allow for registration of a broader range of non-commercial trailers. Current AS 28.10.421(b) allows only two- and four-wheel trailers to be registered in the non-commercial category. Travel trailers with six wheels are becoming increasingly common. One-wheel trailers are also still marketed. A common-sense policy dictates that these non-commercial one- and six- (or more) wheeled

trailers be registered on the same basis as the two-and four-wheeled trailers.

Section 7 allows the issuance of handicap parking permits to organizations. Current AS 28.10.495 allows issuance of a special permit to a disabled or medically handicapped person. The permit, when displayed in the front windshield of a motor vehicle, allows the use of designated parking spaces. The permit is intended for those handicapped individuals who are transported by others in vehicles that do not have a handicap license plate. As currently written, the statute only allows issuance of the permit to an individual; however, there are many organizations that transport disabled or handicapped persons. The amendments in sec. 7 authorize the issuance of permits to these organizations, allowing them to use special parking spaces.

Section 8 requires the handicapped parking permit to be returned to DMV if the organization that obtained one ceases transporting disabled or handicapped individuals.

Section 9 provides two needed repeals concerning issuance of "foreign consul" license plates. The sections being repealed allows the state to issue special license plates for vehicles owned by a consular office of a foreign government. In Alaska only two consular offices are truly official foreign missions: the Japanese and Korean missions. There are several other "honorary" consuls in the state, however, and consular plates have been issued to them in the past.

The United States Department of State, Office of Foreign Missions, through the Diplomatic Motor Vehicle Office, is now responsible for issuing drivers' licenses, motor vehicle registrations, and license plates to qualified, accredited foreign mission personnel and their family members throughout the country. The State Department has asked Alaska to stop issuing consular plates to "honorary consuls". With the State Department issuing all required driver and motor vehicle licenses for official consular officers, AS 28.10.181(g) and AS 28.10.421(d)(6) are unnecessary, and should be repealed.

Finally, section 10 provides for an effective date of January 1, 1990. Because this bill relates to a large number of functions of the Department of Public Safety, the most convenient effective date is the beginning of the calendar year. This will allow the department time to get needed procedures and forms into place, and to train personnel around the state.

## Sectional Analysis of CSSB 92 (Finance)

Section 1 gives Public Safety the authority to cancel an identification card if it is later determined the card should not have been issued due to fraud or some other reason.

### Section 2 (See Section 4)

Section 3 removes the section "[, (6)]" referring to a section of law concerning foreign consul license plates. In section 9 of this bill the section of law authorizing issuance of special license plates to consular officers of foreign governments is being repealed. The United States Department of State, Office of Foreign Missions, is now responsible for issuance of motor vehicle registration to foreign mission personnel and their families, and have asked the State to discontinue issuing consular plates.

Section 4 provides for a method to register interstate rental trucks and trailers, and specifies how these rental agencies registration fees are to be pro-rated. Section 2 authorizes Public Safety to suspend or revoke the registration of interstate rental vehicles if it is determined the owner is not complying with the law.

Section 5 eliminates the requirement that a lien document be filed with DMV. DMV maintaining a copy of the lien document serves no useful purpose. This change will allow the same amount of protection to the public and the lienholder as they now have, yet remove unnecessary paper processing from DMV.

Section 6 allow for registration of a broader range of non-commercial trailers. Current law allows for only 2 and 4-wheel non-commercial trailers. Six-wheel travel trailers are becoming more popular, plus some one-wheel trailers are still being marketed.

Section 7 allows issuance of handicap parking permits to organizations. Currently the permits are only available to individuals who are handicapped or disabled. Many organizations transport disabled or handicapped persons, and this will allow issuance of the permit to these organizations.

Section 8 requires the handicap parking permit to be returned to DMV if the organization ceases transporting disabled or handicapped individuals.

Section 9 repeals two sections of current law dealing with the "foreign consul" license plates mentioned in Section 3.

EVE COWPER  
GOVERNOR



STATE OF ALASKA  
| OFFICE OF THE GOVERNOR  
JUNEAU

592

January 9, 1989

The Honorable Tim Kelly  
President of the Senate  
Alaska State Legislature  
P.O. Box V  
Juneau, AK 99811

Dear Senator Kelly:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to motor vehicles and related functions of the Department of Public Safety (DPS) and the Department of Commerce and Economic Development (DCED), which makes a number of needed changes in state law.

The bill contains several provisions that the division of motor vehicles, in DPS, believes will improve its service to the public or streamline its procedures. A section-by-section description of the bill follows.

Sections 1 -- 6 and 13 of the bill would require motor vehicle dealers to register with DCED rather than with DPS. Existing law (AS 08.66.010 -- 08.66.090) requires a dealer in motor vehicles, trailers, or semi-trailers to register with DPS. The dealer is required to pay fees and post a bond. However, the licensing of a business, even one dealing with motor vehicles, is a more appropriate function of DCED. That department has the staff and expertise to provide appropriate clerical and administrative support, in addition to enforcement and compliance personnel. The division of motor vehicles, in DPS, has no enforcement or compliance personnel in this area, and provides only limited clerical support for this program. Transfer of the registration requirement would also be more convenient for the dealers, who already are required to obtain a business license from the Department of Commerce and Economic Development. Transfer of this function would also free up motor vehicles personnel to perform other tasks more directly related to vehicle and operator licensing functions.

Section 7 of the bill provides for the cancellation of identification cards issued under AS 18.65.310. The present law does not authorize DPS to cancel the card if it is later determined that it should not have been issued due to fraud or for some other reason. Identification cards are becoming more and more popular, and fraudulently obtained cards are becoming more common. The department needs statutory authority to cancel those cards under appropriate circumstances. This section also provides for a possible \$100 fine for failure to return a cancelled card to DPS.

Sections 8 and 9 provide for the registration of interstate rental trucks and trailers. Alaska statutes do not address the issue of registration of trucks or trailers involved in an interstate rental business. Before 1984, there was no need for this type of legislation because no company offered this type of service to Alaska. However, in the past five years two major companies have started rental operations in the state. These companies typically offer one-way rentals of both trucks and trailers, and during a typical year the vehicles might operate in a number of different states. The entire rental fleet is very mobile and the vehicles are not based in any one state. The time or miles spent in any state by any particular vehicle would be difficult to calculate, as these vehicles are used in uncontrolled private applications.

Unlike most other states, Alaska does not have a statute that allows registration of this type of vehicle other than on a full commercial vehicle basis. Paying full fees each time a new vehicle comes into the state for a short period would be overly burdensome and could possibly eliminate a valuable commercial service. To avoid this result, the division of motor vehicles has entered into agreements with interstate rental companies to register and pay fees on a fair share of their total fleet. There is no clearly defined authority for these agreements, however, and they are entirely voluntary.

The statutory scheme in this bill is similar to that used in most other states, and would allow a firm engaged in interstate vehicle rental business to register and pay fees in Alaska on a fair proportion of its vehicle fleet.

Section 10 eliminates the requirement that motor vehicle lien documents be filed with the division of motor vehicles. When a person applies for a vehicle title in Alaska, current AS 28.10.381 requires that a copy of the document creating or evidencing a lien be filed with DPS. This requirement serves no useful purpose for the state or the public, and should be eliminated. There is no standard or legal requirement for the format of a lien document, so each one must be reviewed carefully as the vehicle title is processed; this delays processing. The additional document also increases

microfilm costs. If the requirement to submit the lien document were eliminated, the same amount of protection could be afforded to both the public and lienholders by having the lienholder's name and address on the title application serve as evidence of the lien. Applicants are acknowledging the lien by signing the application under penalty of perjury. Most other states are successfully using this system. Adoption of this amendment would free up staff time that could be devoted to other areas.

The amendments in sec. 11 allow for registration of a broader range of non-commercial trailers. Current AS 28.10.421(b) allows only two- and four-wheeled trailers to be registered in the non-commercial category. Travel trailers with six wheels are becoming increasingly common. One-wheel trailers are also still marketed. A common-sense policy dictates that these non-commercial one- and six- (or more) wheeled trailers be registered on the same basis as the two- and four-wheeled trailers.

Section 12 allows the issuance of handicap parking permits to organizations. Current AS 28.10.495 allows issuance of a special permit to a disabled or medically handicapped person. The permit, when displayed in the front windshield of a motor vehicle, allows the use of designated parking spaces. The permit is intended for those handicapped individuals who are transported by others in vehicles that do not have a handicap license plate.

As currently written, the statute only allows issuance of the permit to an individual; however, there are many organizations that transport disabled or handicapped persons. The amendments in sec. 12 authorize the issuance of permits to these organizations, allowing them to use special parking spaces.

Section 14 provides two needed repeals. The first is of AS 28.05.011(10), which relates to DPS registration of motor vehicle, trailer, and semi-trailer dealers. That function is transferred to the Department of Commerce and Economic Development by secs. 1 -- 6 of the bill.


In addition, sec. 14 repeals the current law creating "foreign consul" license plates. AS 28.10.181(g) allows the state to issue special license plates for vehicles owned by a consular office of a foreign government. In Alaska only two consular offices are truly official foreign missions: the Japanese and Korean missions. There are several other "honorary" consuls in the state, however, and consular plates have been issued to them in the past.

The United States Department of State, Office of Foreign Missions, through the Diplomatic Motor Vehicle Office, is now responsible for issuing drivers' licenses, motor vehicle registrations, and license plates to qualified, accredited foreign mission personnel and their family members throughout the country. The State Department has asked Alaska to stop issuing consular plates to "honorary consuls." With the State Department issuing all required driver and motor vehicle licenses for official consular officers, AS 28.10.-181(g) is unnecessary, and should be repealed.

Finally, sec. 15 provides for an effective date of January 1, 1990. Because this bill relates to a large number of functions of the Department of Public Safety, the most convenient effective date is the beginning of the calendar year. This will allow the department time to get needed procedures and forms into place, and to train personnel around the state.

I urge your favorable action on this bill.

Sincerely,



Steve Cowper  
Governor

Most Village Public Safety Officers and Village Police Officers are not "police officers" under the definition in paragraph (3). Whether an individual officer is subject to regulation by the Alaska Police

Standards Council depends upon the circumstances of his or her employment and has to be determined on a case-by-case basis. July 1, 1984 Op. Att'y Gen.

**Article 3. Identification Cards.**

**Section**

**310. Identification cards**

**Sec. 18.65.310. Identification cards.** (a) Upon payment of a \$5 fee, the Department of Public Safety shall issue a card identical to the motor vehicle operator's license provided for in AS 28.15.111, except that the card shall be of a different color and shall state in bold type letters across the face of it that it is for identification purposes only.

(b) A person may obtain an identification card provided for in (a) of this section by applying to the department on forms and in the manner prescribed by the department.

(c) Any person who knowingly makes a fraudulent written statement or application for an identification card concerning age, race, sex, or other identifying characteristics as required by the department is guilty of a misdemeanor.

(d) It is a misdemeanor for any person to possess, use, produce or manufacture a fraudulent identification card.

(e) It is a misdemeanor for any person to allow an identification card issued to them to be used by any other person.

(f) Any person who violates (c), (d), or (e) of this section is guilty of a misdemeanor punishable by a fine of \$500 or 60 days in jail, or both.

(g) If the person applying for the identification card provided for in (a) of this section is 60 years of age or older no charge may be made for issuance of the card. (§ 1 ch 37 SLA 1973; am § 1 ch 259 SLA 1976; am § 48 ch 59 SLA 1982)

**Effect of amendments.** — The 1982 amendment substituted "AS 28.15.111" for "AS 28.15.080" in subsection (a).

**Article 4. Security Guards.**

**Section**

- 400. License as security guard
- 410. Applications
- 420. Bonding and insurance
- 430. Duration of license
- 440. Revocation of license

**Section**

- 450. Regulations
- 460. Exceptions to licensure
- 470. Firearms training
- 480. Penalty
- 490. Definitions

**Collateral references.** — 2d. Occupations, Trades and Professions, §§ 1-24.

63 C.J.S., Licenses, §§ 11-12. Constitutionality of statute requiring proprietor of amusement to furnish fire protection at his own expense.

Liability for false imprisonment of a private person for known or asserted peace officer to assist in making arrest to be unlawful. 29 AL

**Sec. 18.65.400. Licensee employed as a security guard.** Licensee who has obtained a license under AS 18.65.400

**Sec. 18.65.410. Application for security guard license.** Application for license must be made on application form required by the commission. § 1 ch 59 SLA 1976

**Sec. 18.65.420. Bond and insurance.** Licensee must furnish a bond or proof of insurance in accordance with AS 18.65.420. Alaska and its resident licensees. (§ 1 ch 59

**Sec. 18.65.430. Duration of license.** License issued under AS 18.65.400 and may be renewed for a period of \$25 must be paid for

**Sec. 18.65.440. Revocation of license.** License issued under AS 18.65.400 in accordance with the following reasons:

- (1) false statement
- 18.65.490;

(8) the vehicle or applicant fails to comply with this chapter or regulations authorized by this section.

(b) When the department refuses to register a vehicle, it shall immediately notify the applicant stating the reasons for the action and informing the applicant of the right to a hearing under AS 28.05.131 — 28.05.141. (§ 7 ch 178 SLA 1978)

**Collateral references.** — 60 C.J.S.  
Motor Vehicles, § 100.

*Sec. 28.10.050. Application. [Repealed, § 7 ch 178 SLA 1978.]*

**Sec. 28.10.051. Department may suspend or revoke registration.** The department may suspend or revoke the registration of a vehicle, the certificate of registration or registration plates for a vehicle, or a special permit when:

(1) the department is satisfied that the registration or certificate, plate or permit was fraudulently or erroneously issued;

(2) the department determines that a registered vehicle is mechanically unsafe to be driven or moved on a highway, vehicular way or area, or other public property in this state and the vehicle has been seized or impounded under AS 28.05.091;

(3) a registered vehicle has been scrapped, dismantled or destroyed beyond repair;

(4) the department determines that a required fee or tax has not been paid and the fee or tax is not paid upon reasonable notice and demand;

(5) a registration plate, permit, or certificate is knowingly displayed upon a vehicle other than the vehicle for which issued;

(6) the department determines that the owner of a vehicle has committed an offense under this chapter involving the registration or the certificate, plate, or permit to be suspended or revoked;

(7) the vehicle has been reported to the department as stolen or unlawfully converted; or

(8) the department is otherwise required to do so under the laws of this state. (§ 7 ch 178 SLA 1978)

**Collateral references.** — 7A Am. Jur.  
2d, Automobiles and Highway Traffic,  
§§ 90, 91.

60 C.J.S., Motor Vehicles, §§ 127 to 131.

Civil rights and liabilities as affected by  
failure to comply with regulations as to

registration of automobile, 16 ALR 1108,  
35 ALR 62, 38 ALR 1038, 43 ALR 1153, 54  
ALR 374, 58 ALR 532, 61 ALR 1190, 78  
ALR 1028, 37 ALR 1469, 111 ALR 1258,  
163 ALR 1375.

*Sec. 28.10.060. Vehicles registered elsewhere. [Repealed, § 7 ch 178 SLA 1978.]*

**Sec. 28.10.061. Registration of vehicles with altered or missing identification number.** When the vehicle identification number

**Collateral references.** — 7A Am. Jur.  
2d, Automobiles and Highway Traffic,  
§§ 185 to 203.  
60 C.J.S. Motor Vehicles, § 26.

*Sec. 28.05.090. Citation form. [Repealed, § 6 ch 178 SLA 1978.]*

**Sec. 28.05.091. Seizure of unsafe or defectively equipped vehicle.** A motor vehicle which is driven on a highway or vehicular way or area, and which has been determined to be defective in equipment so as to be unsafe for driving, is an unlawful vehicle and may be impounded by a peace officer or an employee of the department officially designated for that purpose. The owner or person in lawful possession of the vehicle shall pay the necessary costs of impounding and storing the vehicle. The impounding of a vehicle is in addition to any other penalty. Nothing in this section prevents the driving or moving of a defective vehicle in the manner directed by the peace officer or employee to a place for

- (1) the correction of a defect in the equipment;
- (2) dismantling or wrecking; or
- (3) storage without repair. (§ 6 ch 178 SLA 1978)

**Sec. 28.05.095. Child safety devices.** [Effective June 8, 1985.]

(a) Except as provided in (b) of this section, a driver may not transport a child under the age of seven in a motor vehicle unless the driver has provided and properly secured each child as described in this subsection. If the child is less than four years of age, the child shall be properly secured in a child safety device meeting the standards of the United States Department of Transportation for a child safety device for infants. If the child is between four and six years of age, the child shall be properly secured in a child safety device approved for a child of that age and size by the United States Department of Transportation or in a seatbelt, whichever is appropriate for the particular child.

(b) Subsection (a) does not apply to

- (1) a school bus or an emergency vehicle;
- (2) a child or class of children exempted by regulation under AS 28.05.096;

(3) a child required to be restrained by seatbelts under (a) of this section if the motor vehicle is not equipped with seatbelts; or

(4) a motor vehicle exempt under AS 28.10.011(11).

(c) A person may not remove a seatbelt from a vehicle solely to be exempted under (b)(3) of this section. (§ 1 ch 99 SLA 1984)

**Effective dates.** — Section 3, ch. 99, year after enactment. Chapter 99 was SLA 1984, makes this section effective one approved by the governor on June 8, 1984.

**Sec. 28.05.096. Exemptions and alternative safety devices.** [Effective June 8, 1985.] (a) The commissioner of public safety may

Effect of amendments. — The 1986 "determines" for "in satisfied" and inserted "procured."

Sec. 28.10.081. Issuance of certificate of registration; certificate to be signed, carried and displayed.

NOTES TO DECISIONS

Cited in Resecker v. State, Ct. App. Op. No. 636 (File No. A-1248), P.2d (1986).

Sec. 28.10.101. Expiration of registration. [Repealed, § 37 ch 21 SLA 1985. For current law see AS 28.10.108.]

Sec. 28.10.105. Staggered registration. [Repealed, § 37 ch 21 SLA 1985. For current law see AS 28.10.108.]

Sec. 28.10.107. Staggered registration implementation. [Repealed, § 37 ch 21 SLA 1985. For current law see AS 28.10.108.]

Sec. 28.10.108. Registration procedures. (a) A vehicle required to be registered under this chapter shall be registered under the procedures set out in this section.

(b) Subject to the provisions of (f) of this section, a vehicle subject to registration

(1) under AS 28.10.011 and 28.10.421(b)(3) and (4) and (c)(1)-(4) shall have its initial registration, and may have its annual registration, renewed during the month of December;

(2) under AS 28.10.181, 28.10.411 and 28.10.421(d)(3), (6) and (9) shall have its initial registration, and may have its annual registration, renewed during the month of January.

(c) A vehicle subject to registration and not described in (b) of this section shall have its initial registration, and may have its annual registration, renewed in the month of initial registration in the state, subject to the provisions of (f) of this section.

(d) A registered vehicle retains the same annual expiration date regardless of the ownership of the vehicle.

(e) The registration of a vehicle expires on the last day of the month to which the vehicle is assigned.

(f) Upon request of the owner and payment of the proportionate prorated applicable fees, a vehicle registered under this section shall have its registration period extended in monthly increments to allow annual registration to occur in the month of the owner's choice.

(g) The department shall issue to the registered owner, upon receipt of the proper application and fees, registration plates, tabs and registration form displaying the month and year in which the registration expires.

(h) The department shall mail notice of registration expiration to the registered owner of record at the owner's mailing address as shown in the records of the department. An owner of a vehicle subject to registration who has received notice under this subsection may renew registration of the vehicle by returning the notice form, together with appropriate fees, to the department by mail postmarked no later than the fifth day of the registration renewal period shown upon the vehicle's current registration or notice form. Upon receipt of a timely postmarked registration renewal and the appropriate fees and taxes, the department shall renew the registration and mail the current registration card and registration plates or tabs to the owner at the owner's mailing address as shown in the department's records.

(i) If a vehicle is held for sale by a dealer, the requirement of registration and payment of fees and taxes does not apply until the vehicle is sold to a party other than another dealer. The exemption from payment of fees and taxes under this subsection applies only if

(1) the dealer is registered with the state; and

(2) the vehicle for which the exemption is sought can be shown to be part of the dealer's inventory at the time of exemption.

(j) The purchaser of a vehicle for which registration and taxes have been held in abeyance under (i) of this section shall register the vehicle within five working days of purchase and pay the prorated fees and taxes required by the department.

(k) The department shall prorate fees in monthly increments to allow for registration of vehicles in more or less than one-year periods when required by any provision of this section. (§ 38 ch 21 SLA 1985)

**Sec. 28.10.111. Renewal of registration.** (a) Application for the renewal of vehicle registration shall be made by completing the proper form and paying any required fee and tax.

(b) The department may receive an application for the renewal of vehicle registration and issue a new certificate of registration at any time before the expiration of the annual registration as prescribed in regulations adopted by the commissioner. Nothing in this section prevents the commissioner from providing for multi-year registration; however, a person may not display the new registration plates on a vehicle before a date which may be set by the commissioner. (§ 7 ch 178 SLA 1978; am § 39 ch 21 SLA 1985)

**Effect of amendments.** — The 1985 amendment deleted "and any motor freight carrier fee or bus transportation fee required under AS 42" at the end of subsection (a).

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(b) [Repealed, 1983 Initiative Proposal No. 2, § 6.]

(c) [Repealed, § 6 ch 70 SLA 1986.]

(d) [Repealed, § 41 ch 37 SLA 1986.]

(e) [Repealed, § 3 ch 89 SLA 1987.]

(f) A resident 65 years of age or older on January 1 of the year the vehicle is registered is entitled to an exemption from the registration fee required under this section for one motor vehicle subject to registration under AS 28.10.421(b)(1), (2), (5), or (6). An exemption may not be granted except upon written application for the exemption on a form prescribed by the department. (§ 7 ch 178 SLA 1978; am 1983 Initiative Proposal No. 2, § 6; am § 85 ch 6 SLA 1984; am § 41 ch 37 SLA 1986; am § 6 ch 60 SLA 1986; am § 6 ch 70 SLA 1986; am § 3 ch 89 SLA 1987)

Effect of amendments. — The 1985 amendment repealed subsection (b), concerning payment of motor carrier fees.

The first 1986 amendment repealed subsection (d), concerning payments by the Department of Community and Regional Affairs.

The second 1986 amendment added subsection (f).

The third 1986 amendment repealed subsection (c), concerning exemption for residents 65 years of age or older.

The 1987 amendment repealed subsection (e), concerning inclusion of state park and camp ground fees in registration fees.

Sec. 28.10.421. Registration fee rates. (a) Unless otherwise provided by law, the fees prescribed in this section shall be paid to the department at the times provided under AS 28.10.108 and 28.10.111.

(b) The annual registration fees under this subsection are imposed within the following classifications for:

- (1) a passenger vehicle or motor home not used or maintained for the transportation of persons or property for hire or for other commercial use .....\$35;
- (2) a pick-up truck or a van not exceeding 6,000 pounds unladen weight and not used or maintained for the transportation of persons or property for hire or for other commercial use .....\$40;
- (3) a taxicab .....\$70;
- (4) a motor bus with a seating capacity for 20 or more persons and used exclusively for commercial purposes in the transporting of visitors or tourists .....\$85;
- (5) a motorcycle or a motor-driven cycle .....\$20;
- (6) a two- or four-wheeled trailer not used or maintained for the transportation of persons or property for hire or for other commercial use, including, but not limited to, a boat trailer, baggage trailer, box trailer, utility trailer or house trailer .....\$ 5.

(c) The annual registration fees under this subsection are imposed and are based upon the actual unladen weight as established by the manufacturer's advertised weight or upon the actual weight which the owner shall furnish, subject to the approval of the commissioner or the commissioner's representative, for a vehicle, including a motor vehicle

pulling a trailer or semi-trailer, used or maintained for the transportation of passengers for hire, excepting taxicabs and buses under (b) of this section, or for the transportation of property for hire or for other commercial use, including a commercial vehicle such as a trailer, semi-trailer, truck, wrecker, tow car, hearse, ambulance, and tractor, as follows:

- (1) up to and including 5,000 pounds .....\$50;
- (2) more than 5,000 pounds to and including 12,000 pounds ....\$85;
- (3) more than 12,000 pounds to and including 18,000 pounds .....\$155;

(4) more than 18,000 pounds .....\$220.  
(d) The special registration fees under this subsection are imposed annually, unless otherwise specified, for:

(1) an historic vehicle (one time only upon initial registration under AS 28.10.181) .....\$10;

(2) special request plates including those authorized for use by Alaska National Guard personnel only .....\$30; plus the fee required for that vehicle under (b)(1) or (2) of this section; the fee required by this paragraph shall be collected only on the first issuance and on the replacement of special request plates;

(3) a vehicle owned by a disabled veteran or other handicapped person, and registered under AS 28.10.181 or a resident 65 years of age or older who files a written application for an exemption on a form prescribed by the department .....none;

(4) a vehicle owned by the state .....none;

(5) a vehicle owned by an elected state official . . . . . the fee required for that vehicle under (b) of this section;

(6) a vehicle owned by a consular officer, unless waived under AS 28.10.181 .....\$35;

(7) a vehicle owned by a rancher, farmer, or dairyman and registered under AS 28.10.181 .....\$35;

(8) a snowmobile or off-highway vehicle .....\$ 5;

(9) an amateur mobile radio station vehicle,

(A) with a transceiver capable of less than 5-band operation . . . . . the fee required for that vehicle under (b) or (c) of this section;

(B) in recognition of service to the public: a mobile amateur radio station owned by an amateur with general class or higher license, provided the station must be satisfactorily proved capable of operating on at least five bands from 160 through 10 meters, must have an antenna, and must have a power supply and wiring as a permanent part of the vehicle; the transmitting unit may be removed from the car for service or dry storage .....none for a mobile amateur radio station vehicle included in (b)(1) or (2) of this section;

- (10) dealer registration plates,
  - (A) the initial set of plates .....\$45;

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(B) each subsequent set of plates ..... \$25;  
 (11) a vehicle owned by a municipality or charitable organization meeting the requirements of AS 28.10.181(e) ..... \$ 5;  
 (12) an occasional use vehicle under AS 28.10.181(k) ..... \$15;  
 (13) a vehicle owned by a Pearl Harbor survivor or a former prisoner of war ..... none;  
 (14) special request Winter Olympics commemorative plates ..... \$ 70 plus the fee required for that vehicle under (b)(1) or (2) of this section; the fee required by this paragraph shall be collected only on the first issuance and on the replacement of special request plates; the commissioner of administration shall separately account for the fees received under this paragraph that the department deposits in the general fund; the annual estimated balance in the account may be appropriated by the legislature to the Alaska sports fund established under AS 05.35.150.

(e) A vehicle registered under this section which, by the removal of seats, a camper unit, a canopy or other equipment, may be converted into a vehicle on which the registration fee is computed on a different basis or in a different amount may not be driven or moved with seats, camper unit, canopy or other equipment removed unless the other applicable registration fee is paid.

(f) In addition to the fees imposed under (b) and (d) of this section, the following special annual registration fee is imposed upon renewal of registration for a passenger vehicle, motor home, pick-up truck, or a van with special request Winter Olympics commemorative plates ..... \$30; the commissioner of administration shall separately account for the fees received under this subsection that the department deposits in the general fund; the annual estimated balance in the account may be appropriated by the legislature to the Alaska sports fund established under AS 05.35.150. (§ 7 ch 178 SLA 1978; am §§ 4, 5 ch 54 SLA 1979; am § 2 ch 151 SLA 1984; am § 41 ch 21 SLA 1985; am §§ 7 — 9 ch 60 SLA 1986; am § 1 ch 70 SLA 1986; am §§ 6 — 8 ch 24 SLA 1988)

**Cross references.** — For legislative intent regarding appropriation of proceeds from sale of Winter Olympics plates, see sec. 1, ch. 24, S.L.A. 1988 in the Temporary and Special Acts.

**Effect of amendments.** — The 1985 amendment substituted "AS 28.10.108 and 28.10.111" for "AS 28.10.101 — 28.10.111" at the end of subsection (a).

The first 1986 amendment increased the fees in paragraphs (1) through (5) of subsection (b), increased the fee in subsection (c), and in subsection (d) in para-

graph (2) added "including those authorized for use by Alaska National Guard personnel only" and increased the fee, in paragraph (3) substituted "files a written application for an exemption on a form prescribed by the department" for "complies with AS 28.10.411(c)," and increased the fees in paragraphs (6), (7) and (10).

The second 1986 amendment of paragraph (3) of subsection (d) made by § 1, ch. 70, SLA 1986 was identical to the amendment made by § 9, ch. 60, SLA 1986, which is already in effect.

Collateral references. — 7A Am. Jur. 60 C.J.S., Motor Vehicles, §§ 105 to 107.  
2d, Automobiles and Highway Traffic,  
§ 54.

*Secs. 28.10.172, 28.10.180. Staggered registration; renewal.  
[Repealed, § 7 ch 178 SLA 1978.]*

— **Sec. 28.10.181. Registration of unique and special vehicles and vehicles used for special purposes.** (a) The department shall register unique and special vehicles and vehicles used for special purposes and issue registration plates as provided in this section. Notwithstanding other provisions of this chapter, registration plates issued under this section remain with the person or organization to whom they are issued when vehicle ownership is transferred or title or interest in the vehicle is assigned, except for plates issued under (b), (h) and (i) of this section. Registration plates issued under this section may not be used on, or transferred to, a vehicle other than the vehicle for which the plates are issued without the approval of the department and payment of any required fees and taxes prescribed in AS 28.10.421(d), 28.10.431 and 28.10.441; however, if the plates issued under (c), (f) and (j) of this section are transferred to a vehicle for which the registration fee is more than the fee for the vehicle from which the plates are transferred, the owner shall pay the difference between the two fees. Registration plates issued under this section to which a person is no longer entitled or the transfer of the plates to another vehicle which the department does not approve shall be returned immediately to the department by the person or organization to whom the plates were originally issued.

(b) **Historic vehicles.** The owner of an historic vehicle may make application for special registration under this subsection. The department, when satisfied that the vehicle meets the requirements for historic vehicle registration under regulations adopted by the commissioner, shall register the vehicle and issue two permanent registration plates of distinctive design and color bearing no date. These plates remain with the vehicle as long as it is registered under this subsection. Vehicles qualifying for registration under this subsection shall be issued registration plates numbered in a separate numerical series beginning with "Historic Vehicle No. 1."

(c) **Special request plates.** Upon application by the owner of a passenger vehicle, noncommercial van or pick-up truck, or motor home, the department may design and issue registration plates containing a series of not more than six letters or numbers or combination of letters and numbers as requested by the owner. The department may, in its discretion, disapprove the issuance of registration plates under this subsection when the requested symbols are a duplication of an existing registration or when the symbols are considered unacceptable by the department.

(d) **Vehicles owned by disabled veterans and handicapped persons.** A

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person who presents to the department written proof that the person is at least 70 per cent disabled or medically handicapped and should be given special consideration by the public with respect to the parking or standing of the person's vehicle in designated spaces, may register one passenger vehicle without charge. The proof required under this subsection may consist of evidence that the person receives at least 70 per cent disability compensation from a government agency at the time of registration or an affidavit signed by a physician licensed to practice medicine in this state. Upon the request of the applicant the department shall issue a specially designed registration plate which displays

(1) recognition of the disabled veteran if the applicant's disability originated from the applicant's service with the armed forces of the United States; or

(2) the standard handicap symbol (the wheelchair logo).

(e) Vehicles owned by the state, municipalities, and charitable organizations of the state. Every certificate of registration and registration plate issued to the state, a municipality or charitable organization of the state is in effect until the vehicle for which the registration certificate and plate were issued is no longer owned and operated by the state, the municipality or the charitable organization of the state or until the department, in its discretion, declares its expiration. The state, municipality or charitable organization of the state shall maintain a current listing of all vehicles registered to it in the order of the registration number assigned to each vehicle, and shall provide a copy of the listing to the department upon request. The listing shall include a description of each vehicle and other identifying information required by the department. Registration plates issued under this subsection shall be of a distinctive design and numbering system. For the purposes of this subsection, "charitable organization" means a nonprofit association, corporation, society or other entity organized, incorporated or headquartered in the state for educational, cultural, scientific or other charitable purposes, as prescribed in regulations of the department.

(f) Vehicles owned by elected state officials. The department shall issue special registration plates to each incumbent elected state official for display on noncommercial motor vehicles owned and driven by the official. The department shall number or design the plates so that registration by an elected state official is indicated upon the plates. The registration plates issued under this subsection remain with the owner of the vehicle only during the official's term of office.

(g) Vehicles owned by consular officers of foreign governments. A vehicle owned by a consular officer of a foreign government shall be issued registration plates displaying the title "consular corps" or "cc." However, the commissioner may waive the registration of consular vehicles and the payment of fees and taxes when consistent with international treaties or agreements.

(h) Vehicles owned by ranchers, farmers, and dairymen. A vehicle

not exceeding an unladen total gross weight of 16,000 pounds, owned by a person deriving the person's primary source of livelihood from the operation of a ranch, farm, or dairy where the person resides full-time, and which vehicle is used exclusively to transport the person's own ranch, farm, or dairy products to and from the market or to transport supplies, commodities or equipment to be used on the person's ranch, farm or dairy, may be registered under this subsection and may be issued registration plates of a distinctive design or system of numbering.

(i) Amateur mobile radio station vehicles. A validly licensed amateur radio operator who presents satisfactory proof that the owner holds an unexpired Federal Communications Commission amateur radio operator's license of any renewable class, and who presents satisfactory proof that the vehicle contains or carries an amateur radio transmitter and receiving unit of a type applicable to the license class applied for, and who is permitted by law to operate a fixed station, may register one amateur mobile radio station vehicle for each radio license issued by the federal government and may receive for the vehicle distinctive registration plates instead of regular registration plates. The number on the plates shall be the radio call sign of the owner.

(j) Vehicles owned by dealers. A state-registered and bonded vehicle dealer may apply for dealer registration plates. A plate issued under this subsection may be used only on dealer-owned vehicles during the routine and normal course of the dealer's business, excluding service vehicles, or for transporting an unregistered vehicle from a port of entry to the dealer's facilities or from one dealer to another or, in the case of a house trailer, from the retail facility to a trailer space. If the dealer sells or transfers the vehicle, the dealer plates may be used on the vehicle by the new owner or transferee for a period of not more than five days after the sale or transfer. The department may seize the dealer plates if it has reason to believe that the plates are being used to defeat the purposes of, or are in violation of, this chapter.

(k) Occasional users of highways. The department may issue a license to the owner of a vehicle which is only occasionally used on a highway. The applicant must show to the satisfaction of the department that the vehicle to be licensed under this subsection will travel upon state highways less than five per cent of its total hours of operation. The department may not issue more than two licenses under this subsection to a single person.

(l) Vehicles owned by former prisoners of war. The department, upon receipt of written proof, may issue without charge special registration plates for one noncommercial motor vehicle to a person who has been a prisoner of war during a declared war or other conflict, as determined by the Department of Defense under federal regulations. The design and color of the prisoner of war plates shall be solely within the discretion of the commissioner. (§ 7 ch 178 SLA 1978; am § 2 ch 54 SLA 1979; am § 1 ch 151 SLA 1984)

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issued in another jurisdiction. (§ 7 ch 178 SLA 1978; am § 2 ch 99 SLA 1983; am § 84 ch 6 SLA 1984; am § 8 ch 45 SLA 1987)

**Effect of amendments.** — The 1987 amendment in subsection (d) inserted "or (c)" in the first sentence and deleted "and a certificate of inspection by a peace officer of that jurisdiction stating that the ve-

hicle has been determined to be the vehicle described in the certificate of title and that the vehicle has not been reported stolen" at the end of the section.

**Sec. 28.10.261. Evidence.**

**NOTES TO DECISIONS**

Applied in *Keltner v. Curtis*, Sup. Ct. Op. No. 2913 (File No. S-162), 695 P.2d 1076 (1985).

**Article 3. Transfer of Vehicle.**

**Section**

321. New owner to secure transfer of registration and new title

**Sec. 28.10.321. New owner to secure transfer of registration and new title.** (a) Except as provided under AS 28.10.281 and 28.10.291, the new owner shall, within 30 days, present the certificates of title and registration properly endorsed to the department, apply for a new title, and register the vehicle as upon an original registration.

(b) An application for certificates of title and registration shall be accompanied by any required registration fees and taxes, transfer of title and lien fees, and by the previous certificates of title and registration, if any. (§ 7 ch 178 SLA 1978; am § 40 ch 21 SLA 1985)

**Effect of amendments.** — The 1985 amendment deleted "and motor freight carrier or bus transportation fees, if any," following "lien fees" in subsection (b).

**Article 5. Fees and Charges.**

**Section**

411. Registration fees levied

421. Registration fee rates

423. Emission control inspection program fees

**Section**

431. Annual motor vehicle registration tax

441. Schedule of other fees and charges

**Sec. 28.10.411. Registration fees levied.** (a) For every year during any part of which a vehicle is subject to registration under this chapter, a registration fee shall be paid to the department at the time of original registration and at each annual renewal of registration after that time.

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(b) [Repealed, 1983 Initiative Proposal No. 2, § 6.]

(c) [Repealed, § 6 ch 70 SLA 1986.]

(d) [Repealed, § 41 ch 37 SLA 1986.]

(e) [Repealed, § 3 ch 89 SLA 1987.]

(f) A resident 65 years of age or older on January 1 of the year the vehicle is registered is entitled to an exemption from the registration fee required under this section for one motor vehicle subject to registration under AS 28.10.421(b)(1), (2), (5), or (6). An exemption may not be granted except upon written application for the exemption on a form prescribed by the department. (§ 7 ch 178 SLA 1978; am 1983 Initiative Proposal No. 2, § 6; am § 85 ch 6 SLA 1984; am § 41 ch 37 SLA 1986; am § 6 ch 60 SLA 1986; am § 6 ch 70 SLA 1986; am § 3 ch 89 SLA 1987)

Effect of amendments. — The 1985 amendment repealed subsection (b), concerning payment of motor carrier fees.

The first 1986 amendment repealed subsection (d), concerning payments by the Department of Community and Regional Affairs.

The second 1986 amendment added subsection (f).

The third 1986 amendment repealed subsection (c), concerning exemption for residents 65 years of age or older.

The 1987 amendment repealed subsection (e), concerning inclusion of state park and camp ground fees in registration fees.

**Sec. 28.10.421. Registration fee rates.** (a) Unless otherwise provided by law, the fees prescribed in this section shall be paid to the department at the times provided under AS 28.10.108 and 28.10.111.

(b) The annual registration fees under this subsection are imposed within the following classifications for:

- (1) a passenger vehicle or motor home not used or maintained for the transportation of persons or property for hire or for other commercial use .....\$35;
- (2) a pick-up truck or a van not exceeding 6,000 pounds unladen weight and not used or maintained for the transportation of persons or property for hire or for other commercial use .....\$40;
- (3) a taxicab .....\$70;
- (4) a motor bus with a seating capacity for 20 or more persons and used exclusively for commercial purposes in the transporting of visitors or tourists .....\$85;
- (5) a motorcycle or a motor-driven cycle .....\$20;
- (6) a two- or four-wheeled trailer not used or maintained for the transportation of persons or property for hire or for other commercial use, including, but not limited to, a boat trailer, baggage trailer, box trailer, utility trailer or house trailer .....\$ 5.

(c) The annual registration fees under this subsection are imposed and are based upon the actual unladen weight as established by the manufacturer's advertised weight or upon the actual weight which the owner shall furnish, subject to the approval of the commissioner or the commissioner's representative, for a vehicle, including a motor vehicle

**Sec. 28.10.371. Filing documents evidencing liens or encumbrances.** A conditional sales contract, chattel mortgage, or other lien or encumbrance or title retention document on a registered vehicle, other than a lien dependent upon possession, is not valid against a vehicle owner's creditor who acquires a lien dependent upon possession, or by levy or attachment, or against a subsequent purchaser or encumbrancer without notice, until the requirements of AS 28.10.371 — 28.10.401 are satisfied. (§ 7 ch 178 SLA 1978)

*Sec. 28.10.380. Dealer's transfer. [Repealed, § 7 ch 178 SLA 1978.]*

**Sec. 28.10.381. Provisions for filing and issuance of title.** (a) A copy of the document creating and evidencing a lien or encumbrance shall be filed with the department.

(b) If a certificate of title is issued before a lien or encumbrance attaches, the copy of the document creating and evidencing the lien or encumbrance shall be accompanied by the certificate of title issued for the vehicle.

(c) If the vehicle is of a type subject to registration but is not registered and no certificate of title is issued for it, then the certified copy of the document creating and evidencing the lien or encumbrance shall be accompanied by an application from the owner for original certificates of registration and title. When a document creating and evidencing a lien or encumbrance is filed with the department, the lien filing fee required under AS 28.10.441 shall be paid.

(d) Upon receipt of the application and documents, the department shall endorse on them the date of receipt at the central office of the department and file them. If the department is satisfied as to the genuineness and regularity of the application, it shall issue a new certificate of title giving the name of the owner and a statement of liens or encumbrances certified to the department as existing against the vehicle. The certificate of title shall be delivered by the department to the person holding the lien or encumbrance. (§ 7 ch 178 SLA 1978)

*Sec. 28.10.390. Transfer to dealer. [Repealed, § 7 ch 178 SLA 1978.]*

**Sec. 28.10.391. Filing and date of notice.** (a) The filing of the application and documents under AS 28.10.381 and the issuance of a new certificate of title are constructive notice of any liens or encumbrances against the vehicle described in the certificate to a creditor of the owner, or to a subsequent purchaser or encumbrancer. However, a lien or encumbrance on a vehicle for labor, material, transportation, storage or similar activity, whether or not dependent on possession for its validity, is subordinate only to a mortgage, conditional sale contract, or similar lien or encumbrance properly filed on or before the time that the vehicle is subject to, or comes into possession of, the lien or encumbrance claimant for the labor, material, transportation, storage or similar activity.

(b) If the received and after the date notice date Otherwise, of the documents.

(c) Filing method of registered

(d) A lien or encumbrance require or evidencing registration

Editor's note below w/ 28.10.510.

Determines rests with th should be the v. City Nat'l Supp. 753 (1 Aurora Moto: (File No. 593 Mechanic prior record 34.35.200(2), with former legislature's mechanic's li interest. Dec Sup. Ct. Op. P.2d 603 (19

*Sec. 28. 1978.]*

**Sec. 28** person holdir dependent interest in consent of the regist give writt certificate shown on accompan ment sha.

material fact in an application for registration or certificate of title or falsely affirms with respect to a matter required to be sworn to, affirmed, or furnished under this chapter or regulations adopted under this chapter.

(b) A person convicted of an offense under this section is punishable by imprisonment for not less than one year nor more than five years, or by a fine of not less than \$500 nor more than \$5,000, or by both. (§ 7 ch 178 SLA 1978; am § 6 ch 54 SLA 1979)

**Sec. 28.10.493. Misdemeanors relating to transfers.** (a) The owner of a vehicle who transfers a vehicle and fails to comply with the requirements of AS 28.10.271 is guilty of a class B misdemeanor.

(b) A vehicle dealer who transfers a vehicle and fails to comply with the requirements of AS 28.10.291 is guilty of a class B misdemeanor. (§ 3 ch 54 SLA 1979)

**Cross references.** — For sentences for class B misdemeanors, see AS 12.55.035(b)(4) and 12.55.135(b).

**Article 7. General Provisions.**

<p><b>Section</b> 495. Parking permit for vehicle transporting disabled person</p>	<p><b>Section</b> 502. Towing and storage lien 661. Definition of dealer</p>
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**Sec. 28.10.495. Parking permit for vehicle transporting disabled person.** (a) Upon application by a disabled or medically handicapped person, the department shall issue to the applicant, without charge, a special permit bearing the control number of the applicant. The permit issued under this section, when displayed in the front windshield of a parked or standing vehicle, shall provide for special consideration by the public with respect to the parking or standing in designated spaces of a vehicle which is being used for the transportation of the disabled or medically handicapped person.

(b) A person is not entitled to use the special permit provided for in (a) of this section except when providing transportation for the disabled or handicapped person with respect to whom the permit was issued.

(c) Proof of disablement or medical handicap, for the purpose of this section, shall be provided as specified in AS 28.10.181(d). (§ 24 ch 178 SLA 1978; am § 1 ch 11 SLA 1980)

**Effect of amendments.** — The 1980 amendment rewrote the section.

*Sec. 28.10.500. Index of liens. [Repealed, § 7 ch 178 SLA 1978.]*

*Sec. 28.10.501. [Renumbered as AS 28.10.661.]*

**Sec. 28.10.502. Towing and storage lien.** (a) A person engaged in the business of towing motor vehicles, who tows, transports or stores

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STATE OF ALASKA  
THE LEGISLATURE

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

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Mary Van Nimwegen

# SB 117

House Transportation 4/11/89

HOUSE COMMITTEE REPORT

(5)

Date Referred: March 1, 1989

FURTHER REFERRALS: FINANCE

Date of Committee Action: 4/18

The TRANSPORTATION Committee considered: CSSB 117(SA)

CS FOR SENATE BILL NO. 117 (State Affairs) [UNIVERSITY LICENSE PLATES]  
"An Act relating to special request university license plates."

RECOMMENDS:

- replacing with <sup>HKS</sup> C/S SB 117  the same title
- the attached amendment(s)  a new title
- do pass
- do not pass
- no recommendation
- individual recommendations
- additional referral to the \_\_\_\_\_ Committee

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

ATTACHES NEW FISCAL NOTE(S):

- fiscal impact
- zero fiscal note
- zero with analysis

APPROVES PREVIOUS:

- fiscal note(s) published: \_\_\_\_\_
- zero fiscal notes(s) published: \_\_\_\_\_

SIGNING DO PASS:

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*Ben Spangenberg*  
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*Bill Hulse*  
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*Butte Cox*  
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*Arwen J. Quinn*  
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SIGNING OTHER THAN DO PASS:  
(Do Not Pass, No Recommendation, Amend)

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*Butte Cox*  
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 Chairman's signature



# Representative Bette Cato, Chair House Transportation Committee

DATE: 4/11/89

PLACE: House Transportation #17

SUBJECT OF MEETING:  
 \* CS/SB - 37  
 \* HB - 247  
 \* CS/SB - 117  
 \* Alaska Marine Highway System / Overview

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Bill Brown	DMV	P.O. Box 14 Juneau, AK	99811		465-4335	Y	N	Answer Questions HB 247 & SB 117
GEORGE DAVIDSON	DOT/PE - APMHS		99811		465-3959	Y	N	APMHS - ANSWER QUESTIONS
Mike Young	Sen Duncan	P.O. Box 14 Juneau	99811		4766	<input checked="" type="radio"/>	N	SB 117
Rick Selby	Sen Frank	P.O. Box 14 Juneau	99811		3709	Y	N	SB 37
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	

6-1057E  
Ford  
4/6/89

Original sponsor: Finance Committee

1 IN THE HOUSE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR HOUSE BILL NO. 247 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 SIXTEENTH LEGISLATURE - FIRST SESSION

5 A BILL

6 For an Act entitled: "An Act relating to special license plates and spe-  
7 cial license plate registration fees; and repealing  
8 certain registration fee exemptions."

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

0 \* Section 1. AS 28.10.181(e) is amended to read:

1 (e) Vehicles owned by the state or [,] municipalities [, AND  
2 CHARITABLE ORGANIZATIONS OF THE STATE]. A [EVERY] certificate of  
3 registration and registration plate issued to the state or [,] a  
4 municipality [OR CHARITABLE ORGANIZATION OF THE STATE] is in effect  
5 until the vehicle for which the registration certificate and plate  
6 were issued is no longer owned and operated by the state, or the  
7 municipality [OR THE CHARITABLE ORGANIZATION OF THE STATE] or until  
8 the department, in its discretion, declares its expiration. The state  
9 or [,] municipality [OR CHARITABLE ORGANIZATION OF THE STATE] shall  
0 maintain a current listing of all vehicles registered to it in the  
1 order of the registration number assigned to each vehicle, and shall  
2 provide a copy of the listing to the department upon request. The  
3 listing must [SHALL] include a description of each vehicle and other  
4 identifying information required by the department. Registration  
5 plates issued under this subsection must [SHALL] be of a distinctive  
6 design and numbering system. [FOR THE PURPOSES OF THIS SUBSECTION,  
7 "CHARITABLE ORGANIZATION" MEANS A NONPROFIT ASSOCIATION, CORPORATION,  
8 SOCIETY OR OTHER ENTITY ORGANIZED, INCORPORATED OR HEADQUARTERED IN  
9 THE STATE FOR EDUCATIONAL, CULTURAL, SCIENTIFIC OR OTHER CHARITABLE

PURPOSES, AS PRESCRIBED IN REGULATIONS OF THE DEPARTMENT.]

\* Sec. 2. AS 28.10.421(d) is amended to read:

(d) The special registration fees under this subsection are imposed annually, unless otherwise specified, for:

(1) an historic vehicle (one time only upon initial registration under AS 28.10.181).....\$10; plus the fee required for that vehicle under (b) of this section;

(2) special request plates including those authorized for use by Alaska National Guard personnel only.....\$30; plus the fee required for that vehicle under (b) [(b)(1) OR (2)] of this section; the fee required by this paragraph shall be collected only on the first issuance and on the replacement of special request plates;

(3) a vehicle owned by a disabled veteran or other handicapped person, and registered under AS 28.10.181 [OR A RESIDENT 65 YEARS OF AGE OR OLDER WHO FILES A WRITTEN APPLICATION FOR AN EXEMPTION ON A FORM PRESCRIBED BY THE DEPARTMENT].....the fee required for that vehicle under (b) of this section [NONE];

(4) a vehicle owned by the state.....none;

(5) a vehicle owned by an elected state official....the fee required for that vehicle under (b) of this section;

(6) a vehicle owned by a consular officer, unless waived under AS 28.10.181.....the fee required for that vehicle under (b) of this section [\$35];

(7) a vehicle owned by a rancher, farmer, or dairyman and registered under AS 28.10.181.....the fee required for that vehicle under (b) or (c) of this section [\$35];

(8) a snowmobile or off-highway vehicle.....\$5;

(9) an amateur mobile radio station vehicle [,