

ALASKA LEGISLATURE COMMITTEE FILES 1991-1992 8672
7328 HOUSE TRANSPORTATION

Letter to ^F1^
March 22, 1990
Page 2

We realize aircraft operators have significant obstacles to overcome in operating to and from the airport seaplane dock. If you have suggestions on how we can better work together in developing safer ways of operating in the seaplane dock area, I would be glad to meet with you to discuss the issues.

^F5^, thank you for making this issue a priority in your training program. We look forward to working together with you to assure the safe and professional arrivals and departures of aircraft and airport ferry vessels in the vicinity of the airport seaplane dock. If you have any questions, please feel free to contact me at any time.

Sincerely,

Ken Linder
Airport Manager
Ketchikan International Airport

cc: Dave Crow, Borough Manager
Airport Ferry Personnel

Mike Salazar
Ketchikan Air Service, Inc

Dale Pihlman
Misty Fjords Air and Outfitting

Kevin Hack
ProMech, Inc.

Lynn Campbell
Seaside Aviation

Max Lukin
Seley Corporation

Jerry Scudero
Taquan Air Service, Inc.

Jim Van Altvorst
Tensco Airlines

MEMORANDUM

FOR YOUR INFORMATION

2-5-90

TO: Dave Crow, Borough Manager *DC*
FROM: Ken Linder, Airport Manager *KL*
DATE: January 22, 1990
SUBJECT: Eichner Electrical Problem

As we discussed on the phone yesterday, the Eichner experienced an electrical failure that caused the vessel to be off the scheduled run from 3:30 p.m. to 5 p.m. yesterday afternoon. The Eichner had been placed in service at about 1:30 p.m. in order to allow the Ellis to be relocated to the Ketchikan Welding dock in preparation for the engine change that was scheduled to begin today.

The skipper of the Eichner began noticing electrical power fluctuations and notified airport maintenance personnel. The Eichner departed the Ketchikan side for the airport at 3:15 p.m. Once at the Gravina ferry terminal, it was decided that maintenance personnel would make a quick check to see if something could be done to alleviate the problem. The engine was shut down to allow the alternator to be changed, but there was not enough battery left to conduct a restart. Maintenance then grabbed some equipment batteries from several pieces of equipment in an attempt to provide sufficient electrical power to restart the engine.

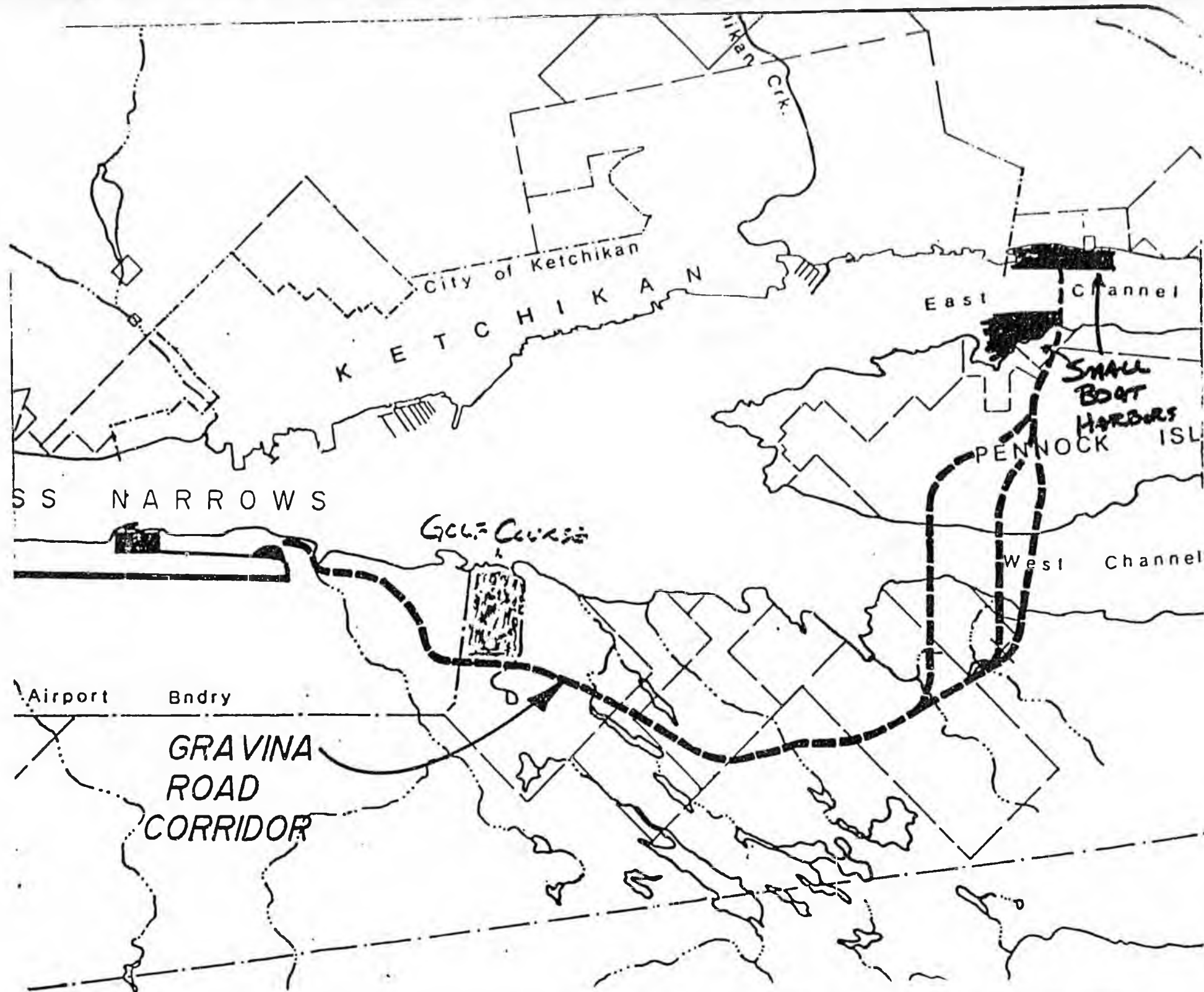
While this was going on, Bill Hill gathered a crew and drove them back down to Ketchikan Welding to get the Ellis in order to put it back on the run if we were unable to get the Eichner back in operation. The Eichner, however, was restarted and placed back in service at 5 p.m. It departed the Gravina terminal at 5:05 p.m. and maintained schedule until the Ellis relieved it at 6:15 p.m. The Eichner was taken out of service since the electrical system could not maintain the minimum essential electrical load.

I checked with Mike Feskens and he confirmed 10 passengers for Flight 64 were unable to make their flight due to the Eichner problem. Those passengers that were on the 3:15 p.m. ferry made their flight connection.

While all this was going on, a medical evacuation aircraft arrived at about 3:50 p.m. which meant that we were unable to transport their crew to the Ketchikan side so they could get to the hospital to package the medivac patient in preparation for air transport. The hospital then made arrangements for a helicopter to transport the medical crew from the airport to the hospital and then standby until they were ready to go back to the airport with the patient. Before that took place, the Eichner was back on the run and the medical crew was able to use their normal surface transportation. The helicopter was cancelled and the medivac aircraft was able to successfully complete its mission.

At this time, the Eichner is still out of service and we are working with Ketchikan Welding to re-schedule the work on the Ellis. In the meantime, a marine electrician is evaluating the Eichner's electrical system in an attempt to find out why the rapid electrical drain.

I will keep you posted on anything we find.



ECONOMIC FEASIBILITY STUDY
OF
PROPOSED KETCHIKAN AIRPORT
KETCHIKAN, ALASKA

Prepared by

WYLLER-KILLEWICH-VAN DOREN & HAZARD
Consulting Engineers
Juneau, Alaska and Topeka, Kansas

November 1967

W-209

Not much has been said about the obvious ultimate need for a bridge across the Tongass Narrows to serve a new airport if built on Gravina Island. The shuttle ferry will no doubt provide a satisfactory interim solution. However, it is interesting to note that the inclusion of a \$6,300,000 bridge and approaches in Condition III¹ instead of the ferry, would apparently only reduce the benefit-cost ratio to near sixty percent of its calculated value, Condition III ratio 2. This clearly indicates that while the financing of a bridge may not, immediately, be in the picture, it could very well be justified by increased traffic in the not far distant future.

THIS WAS MY SPEECH IN KETCHIKAN HOUSE TODAY 2/21/77

Chairmen Foster & Mackie, members of the committee and Commissioner Turpin. Thank you for coming today. My name is Ralph M. Bartholomew, a life long Ketchikan resident and the 3rd generation of a 5 generation Ketchikan family.

Switch on

I wish to talk to you today about the need to construct the highway/bridge to our airport, known locally as the hard-link.

- and to our 4,000 acres of statehood land selection
- and our golf course site
- and our proposed industrial marine park
- and the only flat land we have available for future growth

THESE ARE THE AREAS

1. This cartoon graphically describes the current problem we have of accessing the airport, at least it suggests that there may be a problem

2. Those of you new to this issue may well ask why did you build the airport on a different island. The five alternative sites selected after giving up on the continued use of the WWII Army landing field on Annette Island are shown here.

The only flat land on this island is at Pt. Higgins out the north highway. The proposed runway is crosswind, in a residential area, has turbulence, short and runs uphill.

The two sites on Pennock Island and one on the S E end of Gravina are all turbulent, short and crosswind. Testimony of local pilots revealed that the finally selected site now operated as the Ktn Int'l Airport is ideal for an airport.

The narrowing of the land masses provide a venturi effect to the winds reducing the turbulence near the ground and aligning the wind up and down the runway or about 99% within the FAA wind rose limits. The airport has proven to have an operating factor exceeding 95% - one of the highest in the nation. The site selection is correct for an **airport**.

3. The crossing studies began immediately with several bridge site corridors plus two tunnel crossings. Extensive hearings were held with the Pennock/Gravina corridor the preferred choice. The same crossing had been selected nearly 30 years ago when studies were instituted trying to get to the Annette airport.

4. The 1971 Airport Comprehensive and Master Plan forecasts the hard-link to be in place by 1981.

5. The failure to begin construction has placed a severe choke hold on airport operations - limiting hours and doubling operating costs for the airport as well as the tenants.

6. The ferry itself costs the people of Ketchikan 900 to 950 thousand per year to operate - the only place in Alaska that the State forces the residents to pay to drive or walk to their community airport.

There are numerous and continuous problems, both mechanical and natural. For example, extreme tides cause delays of up to three hours for three to four days during the big tide months. Electric failures on loading ramps cause delays and flight schedules create backups on both side of the channel for users during the busy periods.

7. Many of my friends have offered solutions to help out. From the comical Hagar - to this one by local artist Mark Wheeler who thought if we bought the Mercer Island floating bridge (before it sank) we could solve both the airport access and by switching it back to downtown, by-pass the in-city traffic bottlenecks during peak periods.

8. This project has had the support of other communities in S. E. Alaska as well as the S. E. Conference. We have a number of life stylist activists, including some who live on the islands, who don't want anybody else on their islands.

All of the various negative reasons from the "which comes first, the chicken or the egg" theory and we have to build up all the businesses on the islands first, to the statement that it would cost over 135 million and we would lose all the other funding needs for the community. Our previous mayor even stated that it was part of the frontier experience of living in Ketchikan.

9. In spite of the many pitfalls and stumbling blocks, this list shows how far we have indeed come over these last 25 years. I point to my own personal files on the airport and crossing as proof that it has been studied to death. **It cannot pay for itself-** all the studies show that. It is one of those regional transportation links that require construction because of themselves. This airport serves all of lower S. E. Alaska as a regional airport, and in fact, many times serves to overnight Juneau bound jets who can't make it into Juneau.

10 This graph shows the rise in ferry use growing over 80,000 per year in just the last ten years. If you go back to 1973 when we opened the airport and look at those early figures we find the increase to be over 230 thousand per year. We now have to operate two ferries at the same time during summer and the latest master plan recommends we buy another ferry due to the growth.

11 The road corridor has been selected and monumented to avoid having to buy it back in the future and to guide any development. Actual bridge crossing locations have been given some latitude until core drilling samples and other tests are made during the EIS phase that should begin now.

12 The bridge style shown is a reinforced concrete box girder type enclosing all steel to avoid corrosion in our weather - a type called "no maintenance" by our DOT. Also avoiding vertical trusses maintains a clear air space for our heavy seaplane traffic and avoids the wind and storm problems with steel structures.

13 The east channel crossing is proposed as a combination of two causeway sections and a "Juneau/Douglas" style bridge span. The 400' causeway on the Ktn side would act as a breakwater for a currently under study 350 slip small boat harbor and the U S Coast Guard Base.

14 The 600' causeway on the island side would act as a breakwater for an additional small boat harbor requiring 500 slips if the Borax mine eventually starts up and would accommodate long range growth. Water and sewer could be brought across via the bridge to service the Pennock Island needs.

15 The bridge design engineer who did the original crossing study up-dated his cost estimates to todays costs including a 15% contingency fee. There is reason to think that the west structure could be lowered at a considerable saving if the very large cruise ships enter and leave by the north channel. These figures are amazing when you think that 25 years ago when I first started working on this project, the estimate was 12 million.

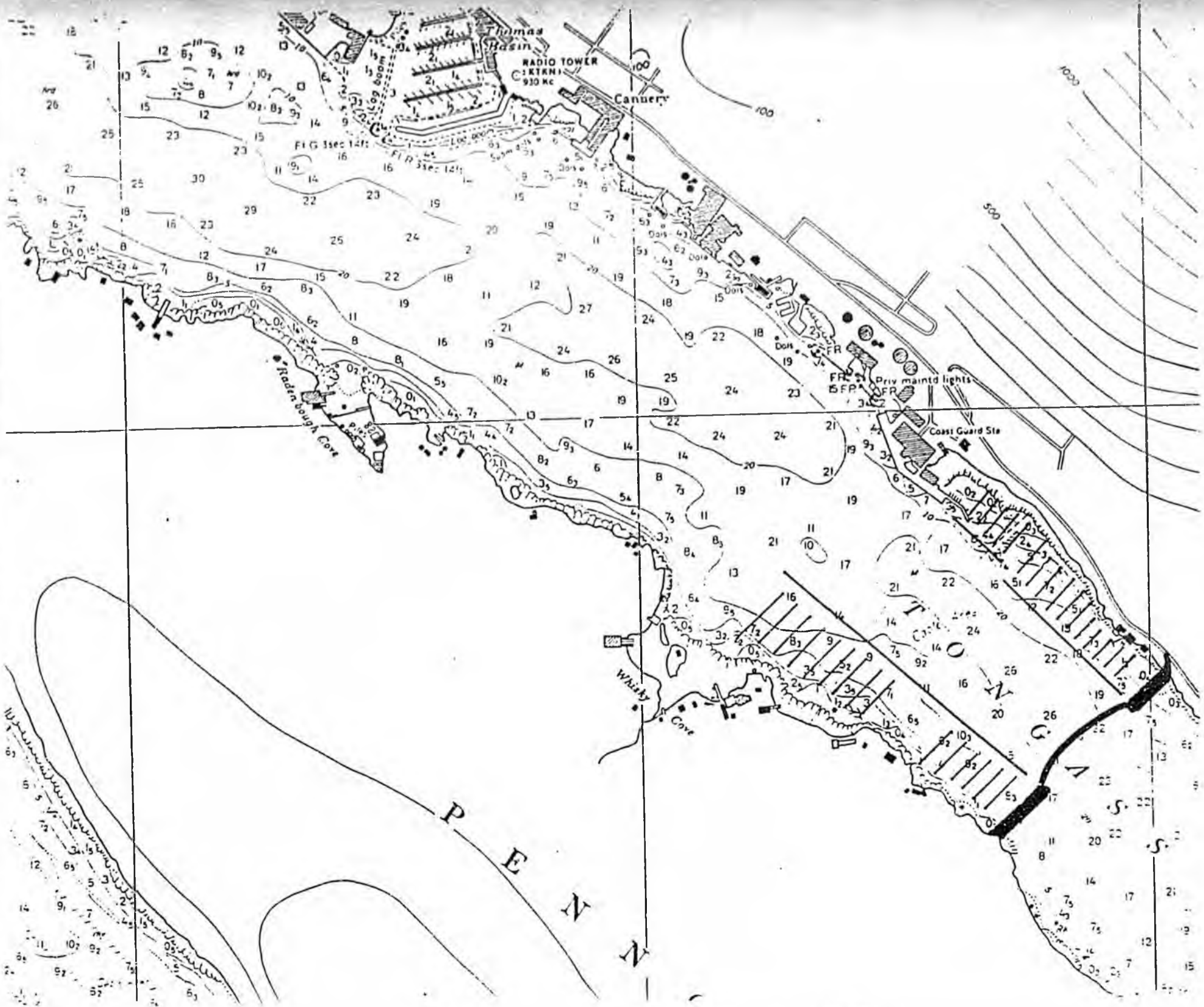
16 I would like to see the project accepted as a much needed regional transportation link by both the Legislature and the Administration. If it is necessary to build the project over a period of time, as you can see it does readily lend itself to phasing - as many as 8 if you count the EIS as this next phase.

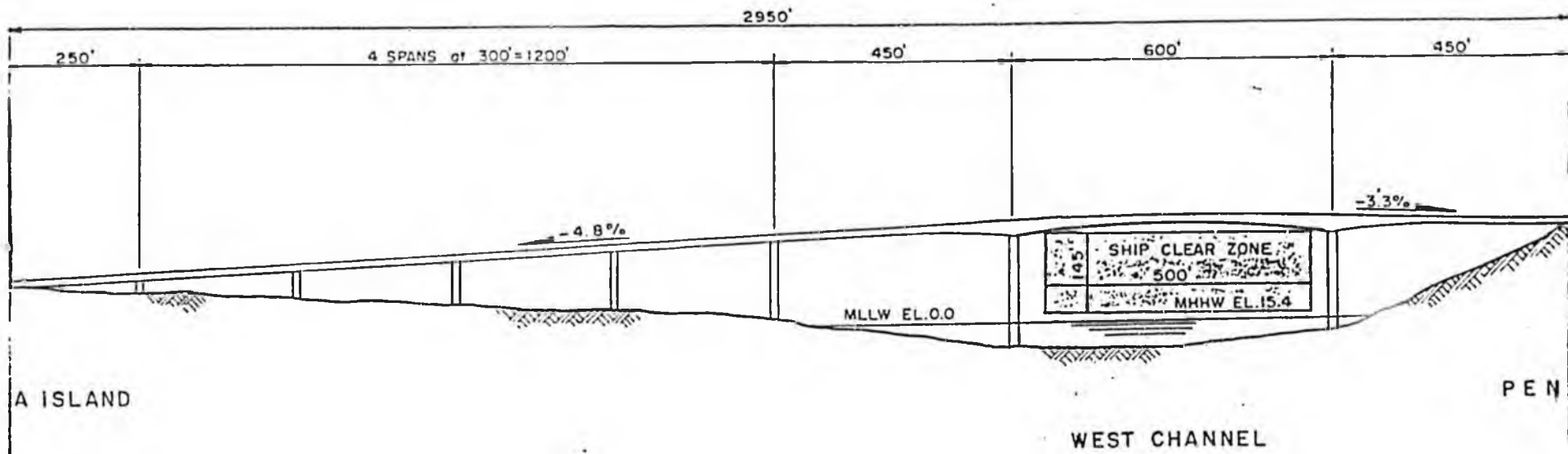
17 Lastly, I'll share a letter from Craig Campbell of Anchorage, the engineer for Coffman & Associates who put together this last airport master plan dated 1989. In the report he says that we will need to purchase another ferry do to the time it will take to complete the EIS and the crossing. As you can see he urges that we proceed immediately.

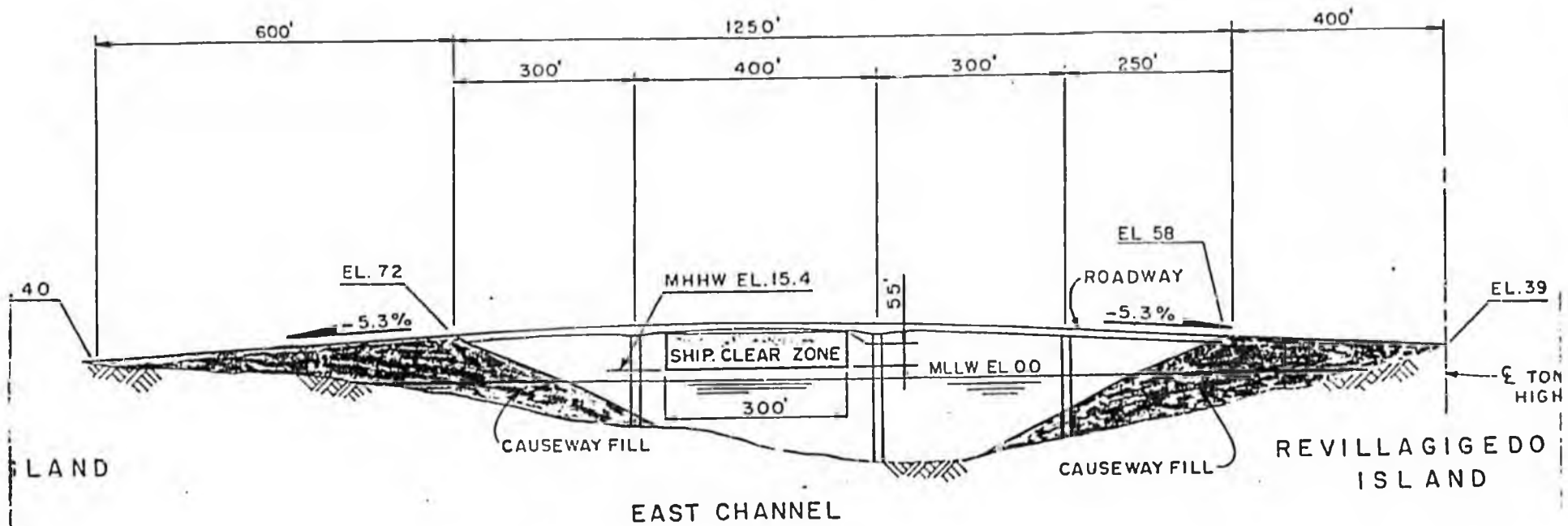
18 - Extra 1162

19 Thank you again for your time and interest. I hope that after 25 years of planning you will now agree with me that it is finally our turn.

Mr. Chairman, Len Laurance and Lew Williams are also here as backup presenters and I ask that you let them make their short presentations at this time. Thank you.







HB

270

HOUSE COMMITTEE REPORT

(7)

Date Referred: April 10, 1991

FURTHER REFERRALS: Community & Regional Affairs

Date of Committee Action: 4/25/91

The TRANSPORTATION Committee considered:

HB 270

HOUSE BILL NO. 270

UNPAID PARKING TICKETS/IMPOUNDMENT

"An Act relating to motor vehicle registration and impoundment of motor vehicles."

- RECOMMENDATIONS: the same title
 be replaced with _____ a new title
- have attached amendments(s)
 do pass
 do not pass
 no recommendations
 individual recommendations
 additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

- ATTACHES NEW FISCAL NOTE(S): (Dept) APPROVES PREVIOUS: (Dept/Date)
- fiscal impact _____ fiscal note(s) _____
- zero fiscal note _____ zero fiscal note(s) _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>[Signature]</i>	X				
<i>David Phillips</i>	X				
<i>Gene K...</i>	X				
<i>Richard Storey</i>	X				

[Signature]
 CHAIRMAN'S SIGNATURE

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HB 270

Revision Date: _____ Department Affected: Public Safety
 Title: "An Act relating to motor vehicle registration and impoundment. . ." BRU: Statewide Support
 Sponsor: Representative Baker Component: AK Public Safety Info. Network
 Requestor: H. TRAN

COMPONENT SERIAL NO.

	5	0	1
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EXPENDITURES/REVENUES: (Thousands of Dollars) (Inflation not Included)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES	2.0	0	0	0	0	0
TRAVEL						
CONTRACTUAL	5.0	0	0	0	0	0
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	7.0	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	7.0	0	0	0	0	0
FEDERAL FUNDS						
OTHER/PROG RCPT						
TOTAL	7.0	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

Estimate of current year impact None

ANALYSIS: (Attach a separate page if necessary)

Please see attached.

Prepared by: KES Kenneth E. Bischoff Phone: 465-4336
 Division: Administrative Services Date: 4/24/91
 Approved by Commissioner: Richard L. Burton
 Agency: Department of Public Safety Date: 4/24/91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

HB NO. 270
BILL ANALYSIS
INFORMATION SYSTEMS

The existing wording of the proposed text (Section 1.(a)(12)) is unclear with regard to the triggering of the "Do Not Register" stipulation. Two possibilities can be inferred:

- the three or more infractions must be from the same issuing authority
- the three or more infractions may be from a combination of issuing authorities

For Information Systems' cost containment reasons, we suggest that the "Do Not Register" stipulation be imposed only as a result of three or more infractions being levied from a single issuing authority.

Cost calculations were made for each of the above possibilities. They are referred to as Single Issuing Authority and Multiple Issuing Authorities respectively.

Single Issuing Authority Alternative

The Alaska Public Safety Information Network's (APSIN) online system must be modified to allow the placing and removing of a "Do Not Register" indicator. The issuing authority will be responsible for placing and removing this indicator. DMV personnel would be limited to providing the name of the issuing authority and the date the indicator was set to the citizen wishing to register the vehicle.

Under this scenario, Information Systems' work effort would be relatively small. Costs would be as follows:

50 person hours @ \$40.00 per hour.....	\$2,000
Disk space to house indicator, date and issuing authority name.....	5,000

	\$7,000

Ongoing maintenance will be absorbed within the existing IS budget.

Multiple Issuing Authorities

APSIN's online and batch systems must be modified to allow the entry of each and every parking citation issued statewide by all state and municipal enforcement authorities. APSIN processing would be required to place and remove the "Do Not Register" indicator based on the number of citations issued, length of time outstanding, type of disposition, or a combination of these factors.

If the indicator must be set according to length of time outstanding, Information Systems must program for each issuing authority's specific ordinance governing when a violation becomes overdue. This is seen as a significant analysis and design issue.

Municipalities with the more sophisticated information processing systems already have applications in place to manage parking violations. We suspect these organizations will want a bulk data transfer of infraction information as opposed to using the APSIN online system, regardless of the organizations current usage of APSIN. We know Municipalities are already sensitive to double key stroking in law enforcement applications.

Under this scenario, Information Systems' work effort would be relatively large. Costs would be as follows:

	<u>Startup</u>	<u>Ongoing</u>
500 person hours @ \$40.00 per hour.....	\$20,000	
Disk space to house citations, indicator, date and issuing authority name.....	25,000	
CPU Resources	5,000	1,000
50 person hours @ \$40.00 per hour (ongoing maintenance each year for four years)	_____	<u>8,000</u>
	\$50,000	\$9,000

OTHER CONSIDERATIONS

The following items were identified in staff discussions as a result of a cursory review and analysis of the proposed HB:

On a change in vehicle ownership, it is the new owner that will be unable to register the vehicle, i.e., the "wrong" person is inconvenienced

Will rental car firms and commercial businesses be required to pay for violations incurred by their customers or employees?

Will DPS be required to issue warning notices when "Do Not Register" indicators are set? This type of change has not been included in the above cost estimates.

Will paper receipts for payment be accepted in lieu of changing the online indicator? If no, we are, in effect, mandating real time data entry on the part of issuing agencies.

Many citizens do not regularly make use of mail registration, often delaying in person registration until the last possible day. How will enforcement of expired registration be reconciled with the new legislation, i.e., will citizens claim "I was just notified that I cannot register - I need time to pay."

FAX TO: Eric Musser
Office of Honorable Larry Baker

FROM: Dave Harbour

SUBJECT: Legislation

DATE: 4/22/91

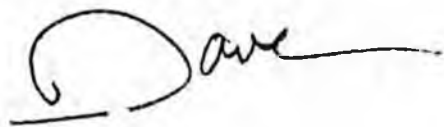
Eric:

Following is the information you requested.

In 1990, the Anchorage Parking Authority completed approximately 80,000 parking violation citations, of various types and for various amounts. Slightly over 20% of those were not paid. Most were \$10 parking violations. Some were \$50 expired tag citations and some were \$100 handicap parking violation citations. Parking violations not paid during the required time period had a \$15 penalty added. Many of those were not paid after the penalty was added.

1. At approximately \$17 each, total value of accounts.....\$1,280,000
2. Approximate value of all fines actually paid.....963,900
3. Approximate value of unpaid citations.....316,100

...hope this is what you needed.



Position Paper: Amendments to Sec. 1 AS 28.10.041(a) and
Sec. 2 AS 28.35.300

A new paragraph (12) under AS 28.10.041(a) will provide agencies with a defense against parking "scofflaws". Currently, when a citizen fails to pay parking citations, agency recourse is minimal. One Municipality, Anchorage, provides that those not paying for three or more outstanding parking citations are:

- a. subject to having their cars towed (in which case, outstanding fines need not be paid, only the tow fee and current fine).
- b. subject to having their accounts sent to a collection agency (a new program only now being implemented).

It is in the interest of all citizens that laws in effect be properly enforced. If proper enforcement does not occur, conscientious citizens who pay citations subsidize public services on behalf of those who do not.

This amendment will serve to increase voluntary compliance with the law by adding a deterrent to ignoring parking citations: namely, the person who accrues three or more unpaid citations will be subject to having the record transferred to the Division of Motor Vehicles which will deny violators the privilege of registering vehicles until such citations are paid.

Fiscal note: The amendment is constructed in such a way that additional cost to the State will be avoided. Any cost for reporting will accrue to the requesting agency; it is understood that any agency not wishing to accrue the additional cost of enforcement by this method need not request support from DMV.

* * *

A new Sec. 28.35.300 will be created under Article 6, RELEASE OF IMPOUNDED VEHICLES. This section will also increase incentive for voluntary compliance with parking laws by requiring that any vehicle which has been impounded by an agency may not be released from impoundment until such time as the owner of the vehicle has paid all outstanding parking fines and impoundment charges. It is thought that this section, when combined with the amendment above, will eliminate parking "scofflaws" in the State of Alaska, at the option of agencies wishing to employ these discretionary tools of enhanced enforcement.

Fiscal note: This section will result in no fiscal impact on the State. Fiscal impact on municipal agencies will occur only as such agencies, at their option, use the new enforcement tool.

Coordinating note: This legislation has been coordinated with the Division of Motor Vehicles at the request of the Anchorage Parking Authority.

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

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JUNEAU, ALASKA 99811
907.465.3800

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Mary Van Nimwegen

House Transportation

4-25-91



House Transportation Committee

DATE: 4/25/91

PLACE: Room 17

SUBJECT OF MEETING:
 HCR - 26
 HB - 132
 HB - 270

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?	WHAT SUBJECT/ WHICH BILL?
Bob Brodie	city of Kodiak	Box 1397 Kodiak	98615	486-3079	486-8635	(Y) N	HB 270
G. HORETSKI	D.P.S.	BOX N, JUN.			4322	(Y) N	IF Q'S HB 270
Juanita Hensley	DPS/DMV	Box N, JUN			4335	(Y) N	if Q HB 270
Lee, Larry Baker	Bill 5/10/91 HB 270	—				(Y) N	if Q HB 270
C. Davis				3420		(Y) N	246
Kirk Gerkin				3900		(Y) N	answer questions
						Y N	
						Y N	
						Y N	
						Y N	
						Y N	

HB

295

HOUSE COMMITTEE REPORT

(7)

Date Referred: April 22, 1991

FURTHER REFERRALS:

Labor & Commerce
Judiciary
Finance

Date of Committee Action: 5/2/91

The TRANSPORTATION Committee considered:

HB 295

HOUSE BILL NO. 295

OPERATION OF VEHICLES, PLANES, & BOATS

"An Act relating to operating commercial motor vehicles, motor vehicles, aircraft, and watercraft; and providing for an effective date."

RECOMMENDATIONS:

be replaced with _____ the same title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): _____ (Dept)

APPROVES PREVIOUS: _____ (Dept/Date)

^{negative} fiscal impact DOT

fiscal note(s) _____

zero fiscal note DPS

zero fiscal note(s) _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Loren A. Leman</i>	<input checked="" type="checkbox"/>	<i>Gene Kubera</i>		<input checked="" type="checkbox"/>	
<i>Gail Phillips</i>	<input checked="" type="checkbox"/>				
<i>Richard J. [unclear]</i>	<input checked="" type="checkbox"/>				
<i>Bill [unclear]</i>	<input checked="" type="checkbox"/>				

Richard J. [unclear]
CHAIRMAN'S SIGNATURE

SB261

An act relating to operating commercial motor vehicles, motor vehicles, aircraft, and watercraft; and providing for an effective date.

In an effort to reduce the amount of deaths, injuries and property damage caused by certain motor vehicles, the United States Congress passed the Commercial Motor Vehicle Safety Act of 1986.

That Act set some specific requirements that driver's and employer's must meet, plus set requirements that each state must meet. If the State does not meet these standards, the federal government will withhold Federal Highway funds.

This bill is the second phase of a two phase process caused by the delay in federal rule making. Phase one dealt with the issuance of a commercial driver's license and passed the Legislature last year (Ch.53 SIA 1990).

This phase deals with the disqualification and penalties that will occur if a commercial driver is in violation of certain laws pertaining to alcohol, drugs, traffic accidents and violations.

If this bill is not passed there will be two major consequences.

1. April 1, 1992 is the deadline set by federal regulations. Alaska's authority to issue a commercial license will be revoked. This means that Alaska CDL holders will not be allowed to operate commercial vehicles in any other state and will be in violation of the federal law. Alaska CMV operators will not be allowed to go to any other state to be licensed because states can only license their own residents.
2. Loss of Federal Highway funds begins October 1, 1993. The first years loss is 5% of the total allotment, which is approximately 12 million dollars. The second and subsequent years losses' until compliance will be 10%, approximately 24 million dollars.

Last years legislation passed with a fiscal note which adequately funded the commercial driver license program, therefore, this phase does not require additional funding.

We feel that it is extremely important for this legislation to pass as it will allow the state to be in full compliance with the federal regulations and will not put any undue hardships on Alaska's commercial motor vehicle operators.

A brief section by section analysis. A more detailed analysis was prepared and is in the packet.

Section 1

Allows the Commissioner of Department of Public Safety, to adopt regulations which will conform to the federal regulations.

Section 2 through 6

Amends current law allowing the Department of Public Safety to revoke or disqualify a commercial driver's license at .04 percent blood alcohol concentration. It also allows for due process rights to the commercial operator.

Section 7

Amends current law and requires the state to notify another state if a driver from the other state is disqualified for a violation of a traffic law in Alaska.

Section 8 through 10

Amends current law by adding additional reasons for the Court to revoke or disqualify CDL holders upon convictions of certain traffic law violations.

Section 11, 12, and 14

Redefines previously convicted.

Section 13

Adds definitions for disqualification, or to disqualify.

Section 15

Creates new offense for operating a commercial motor vehicle while intoxicated, implied consent and presumption of intoxication.

Section 16

Clears up the definition of "to drive a commercial motor vehicle."

Section 17

Amends current law by substituting "drive" instead of "operate" and allows the department to disqualify a commercial operator for falsification of documents for a commercial license or other documentation required of CFR49.

Section 18

Amends current law by prohibiting an employer from permitting an unlicensed driver to operate a CMV or operating when prohibited.

Section 19

Creates a new section by allowing a peace officer or employer to place an operator "out of service" for 24 hours for any detectable level of alcohol or controlled substance.

It also requires the Court to disqualify a CMV operator for several traffic law violations. The period of disqualifications are minimum and according to CFR49.

It also creates penalties for operating a CMV after withdrawal.

Section 20
Adds definitions

Section 21
Amends current law pertaining to open containers.

Section 22 and 23
Amends current law to be consistent to the DWI provisions and controlled substances.

Section 24 through 27
Amends current law to be consistent to refusal to submit to a breath test and defines previously convicted.

Section 28
Amends current law to be consistent to chemical test without consent.

Section 29
Repeals a current section of the law.

Section 30
Provides consistently with current case law regarding convictions.

Section 31
Allows for an effective date which will allow Public Safety time to implement prior to the April 1, 1992 deadline.

1. CALL MEETING TO ORDER
2. NOTE THE DATE: Thursday, May 2nd 1991
NOTE TIME:
3. ROLL CALL OF MEMBERS PRESENT
4. DURING TODAYS MEETING WE WILL TAKE UP:
HB 295 - Relating to commercial motor vehicles
worksession → Overview presentation by DOT on the statewide transportation plan.
worksession → Worksession/overview on DOT bidding and procurement procedures
5. INTRODUCE ANY SPECIAL GUESTS OR V.I.P.s
6. REQUEST ANY PERSONS WISHING TO TESTIFY TO SIGN THE WITNESS REGISTER

*LyDe
5/20/91*

ANNOUNCEMENTS AT CLOSE OF MEETING

7. THE NEXT MEETING OF THE HOUSE TRANSPORTATION COMMITTEE WILL BE:
Tuesday, May 6th 1991
at this time, we will take up
HB 66
HB 305
HB 310
8. ADJOURN MEETING. NOTE TIME OF ADJOURNMENT.

STATE OF ALASKA
THE LEGISLATURE

POUCH Y STATE CAPITOL
FAVREAU ALASKA 99811
907-465-2800

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Mary Van Nimwegen

House Transportation

5-2-91



Please fill in everything

House Transportation Committee

DATE: May 2, 91

PLACE: Room 17

SUBJECT OF MEETING:
HB 295 State Transportation
Overview - P.O.T +
P.O.T bidding

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Juanita Hansley	DP-DMV	Box N Tunara, AK	99821		4335	<input checked="" type="radio"/> Y	<input type="radio"/> N	295
G H ORETSKI	DPS	Box M, JUNI.				<input type="radio"/> Y	<input type="radio"/> N	IF G'S - HB 295
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	
						<input type="radio"/> Y	<input type="radio"/> N	

HB

305

HOUSE COMMITTEE REPO

Date Referred: April 26, 1991

FURTHER REFERRALS:

Judiciary
Finance

Date of Committee Action: 5/19/91

House TRANSPORTATION Committee considered:

HB 305

HOUSE BILL NO. 305

REPEAL SUNSET PROVISIONS OF AUTO INS. LAW

An Act repealing provisions of law that would repeal the mandatory motor vehicle insurance law."

RECOMMENDATIONS:

to be replaced with _____ [] the same title
[] a new title

[] have attached amendments(s)

[] do pass

[] do not pass

[] no recommendations

[] individual recommendations

[] additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) _____

APPROVES PREVIOUS: (Dept/Date) _____

[] fiscal impact _____

[] fiscal note(s) _____

[] zero fiscal note DPS

[] zero fiscal note(s) _____

SIGNING <u>DO</u> PASS	DP	<u>OTHER</u> RECOMMENDATIONS	DNP	NR	AM
<i>Jimmy Mack</i>	<i>α</i>	<i>Bill Hudson</i>		<input checked="" type="checkbox"/>	
<i>Diane Rubina</i>	<i>α</i>				
<i>Gail Phillips</i>	<i>x</i>				
<i>Richard Sobey</i>	<i>*</i>				

Richard Sobey
CHAIRMAN'S SIGNATURE

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. HB 305

Revision Date: _____ Department Affected: Public Safety
 Title: An Act repealing provisions... BRU: Motor Vehicles
mandatory motor vehicle insurance law Component: Driver Services
 Sponsor: House Judiciary
 Requestor: House Judiciary COMPONENT SERIAL NO.

	5	0	0
--	---	---	---

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

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

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

REVENUE FUND SOURCE:	-0-	-0-	-0-	-0-	-0-	-0-
-------------------------	-----	-----	-----	-----	-----	-----

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER FUND SOURCE:						
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

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary.)
 No fiscal impact upon the Division of Motor Vehicles is anticipated.

(Handwritten initials)
1/11/92

Prepared By: Juanita Hensley Phone: 465-4335

Division: Motor Vehicles Date: 1/9/92

Approved by Commissioner: for Richard L. Burton *(Signature)*

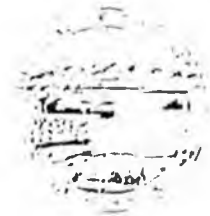
Agency: Department of Public Safety Date: 1/13/92

Distribution (by preparer): Leg. Fin., Legislative Sponsor, Requestor, OMB/DBR, Gov. Legis. Ofc., & Impacted Agency(ies).

REPRESENTATIVE DAVE DONLEY

ALASKA STATE LEGISLATURE
DISTRICT ELEVEN
SEAT A

3111 "C" STREET, SUITE 450
ANCHORAGE, ALASKA 99503
(907) 561-7629 (FAX) 562-4376



CHAIRMAN
JUDICIARY COMMITTEE
VICE CHAIRMAN
REGULATION REVIEW COMMITTEE
MEMBER
RULES COMMITTEE
LABOR AND COMMERCE COMMITTEE

HB 305 Repeal Sunset Provisions of Auto Insurance Law

This bill would repeal the sunset provisions of the mandatory insurance law. These provisions were put into the original bill because there were some concerns about the effect of mandatory insurance on rates. The compromise reached at that time was to put a sunset provision in the bill so that the legislature could revisit the issue.

Mandatory automobile insurance has been a success. Automobile insurance rates have gone down. It regularly scores 80% plus favorable rating in public opinion surveys. If anything, the public has asked for the law to be strengthened.

The time has come to cease viewing mandatory auto insurance as an experiment and make it the permanent law of the state.

DD/bb

BILL NO: HB 305

DATE: 5/6/91

TITLE: "An Act repealing provisions. . .mandatory motor vehicle insurance law"

CONTACT: Juanita Hensley
Driver Services (DMV)
465-4335

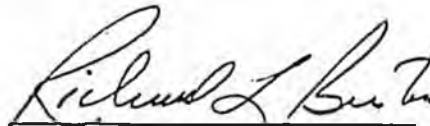
DEPARTMENT OF
PUBLIC SAFETY

POSTHOLE PAPER

HB 305 repeals the "sunset clauses" of the current Mandatory Insurance Law, which is scheduled to be repealed effective January 1, 1994. Repeal of the sunset clauses would allow the present law to remain in effect indefinitely, until amended or repealed by the legislature.

The current Mandatory Insurance Law has had a positive effect on the number of uninsured motorists. Statistics show that for the six months of 1989 that the law was in effect, 11.2% of drivers involved in accidents were uninsured. In 1990, 11.9% of drivers involved in accidents were uninsured. For the period of January through April of 1991, only 9.2% of drivers involved in accidents were uninsured.

The Department of Public Safety supports this bill.



Richard L. Burton
Commissioner

STATE OF ALASKA
THE LEGISLATURE

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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 CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

House Transportation ~~5-10-91~~ 5-9-91

HB

310

(7)

HOUSE COMMITTEE REPORT

Date Referred: May 1, 1991

FURTHER REFERRALS:

Labor & Commerce
Finance

Date of Committee Action: 5/10/91

The TRANSPORTATION Committee considered:

HB 310

HOUSE BILL NO. 310

INSTATE MAINTENANCE OF MARINE VESSELS

"An Act relating to instate maintenance of state marine vessels; and providing for an effective date."

RECOMMENDATIONS:

be replaced with _____

the same title

a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept)

APPROVES PREVIOUS: (Dept/Date)

fiscal impact _____

fiscal note(s) _____

zero fiscal note DOT

zero fiscal note(s) _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Richard J. Sorey</i>	*				
<i>Jimmy M. ...</i>	*				
<i>Lail Phillips</i>	x				
<i>Bill ...</i>	✓				

Richard J. Sorey
CHAIRMAN'S SIGNATURE

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HB 310

Revision Date: 4/1/91 Department Affected: DOT/PP/AMHS
 Title: An Act relating to institute BRU Marine Engineering
maintenance of state marine vessels Component: Overhaul
 Sponsor: Taylor
 Requestor: _____ COMPONENT SERIAL NO.

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Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	*	*	*	*	*	*
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	*	*	*	*	*	*
---------	---	---	---	---	---	---

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

FUNDING: (Thousands of Dollars)

GENERAL FUND	*	*	*	*	*	*
FEDERAL FUNDS	*	*	*	*	*	*
OTHER						
TOTAL	*	*	*	*	*	*

POSITIONS.

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

Estimate of current year impact .. unknown

ANALYSIS: (Attach a separate page if necessary) * This statute may require the award of a vessel maintenance contract to other than the lowest bidder. It is not possible to calculate the fiscal impact except in each specific instance. Projects which are principally funded by the federal government must be awarded to the lowest bidder, notwithstanding the requirements of AS 36.90.030.

Prepared By: John Halferman Phone 465-3950
 Division: AMHS Date 5/6/91
 Approved by Commissioner: *Kenil Springs* *F. F. Turpin*
 Agency: DOT/PP Date 5/8/91

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

Alaska State Legislature

COMMITTEES:

MEMBER

RULES

INTERNATIONAL TRADES & TOURISM

LABOR & COMMERCE

ETHICS

WESTERN STATES LEGISLATIVE
FORESTRY TASK FORCE



P.O. BOX 1441
WRANGELL, ALASKA 99929
(907) 874-2316

While in Juneau
P.O. BOX V
JUNEAU, ALASKA 99811
(907) 465-4905

House of Representatives

ROBIN L. TAYLOR
MINORITY LEADER

MEMORANDUM

TO: House Transportation Committee

FROM: Rep. Robin L. Taylor

DATE: May 7, 1991

REF: Background on HB 310

In 1986, the Second Session of the 14th Alaska State Legislature passed HB 181, an Act Relating to the Maintenance of Vessels of the Alaska Marine Highway System. The bill passed the House on reconsideration on April 14 by a vote of 30-7. It passed the Senate on June 1, 1986 by a vote of 18-0.

HB 181 had been amended in the House to include a sunset provision. HB 310 will repeal that sunset provision, which would otherwise take effect on August 30, 1992.

The State of Alaska began investigating the feasibility of developing a small ship repair yard in 1976. A special appropriation was approved in 1978, authorizing the DOT/PF to acquire a site for a permanent marine maintenance facility for State ferries.

Between 1983 and 1986, the State spent in excess of \$32 million, building a shipyard at Ketchikan. The yard has never been completed as originally designed or intended. The shipyard is leased to the City of Ketchikan, which in turn sublets the facility to Seley, Inc. Seley, Inc., dba Ketchikan Shipyard, Inc. (KSI) provides full time employment for an average of 50 workers, with an annual payroll of approximately \$2 million. In 1990, KSI provided service to 96 commercial vessels and eight vessels of the Alaska Marine Highway System and the Department of Public Safety.

Since 1987, work on state owned vessels has generated \$10,142,332 in revenue at the Ketchikan yard. All but approximately \$557,000 of that total has been for work on vessels of the Marine Highway. In addition to providing employment, KSI pays property taxes to the City of Ketchikan of about \$180,000 per year.

The intent of the 1986 law was to give Alaska's two shipyards (the other is at Seward) the best advantage possible under law in competing with facilities outside the State. It has not been easy going. The initial operator lost money on the Ketchikan yard and only now is that facility beginning to see a turn around. There is a cooperative effort in the works between the State, City of Ketchikan and KSI to make the yard a viable Alaskan business. Those efforts could be jeopardized by the threat of the sunset provision written in to HB 181 back in 1986.

While the problems at KSI can be blamed in part on poor management by the initial operator, many of the problems stem from an apparent reluctance on the part of the State to use the yard to the fullest extent possible. That attitude is changing with the new Administration and the passage of HB 310 will reemphasize the intent of the Legislature that work on State owned vessels take place in Alaska.



Department of Transportation & Public Facilities

POSITION PAPER

BILL NO: HB 310

APPROVED:

J. Springer *J. F. Turpin*

TITLE: An act relating to instate maintenance

DATE: 5/6/91

May 6, 1991

AMHS POSITION PAPER
HOUSE BILL 310

AS 36.90.050(a) requires that a marine vessel owned by the state be maintained or repaired within Alaska unless the commissioner of Transportation and Public Facilities determines there is no facility in the state able to perform the maintenance at a price that is in the state's best interest. In making the finding the commissioner must consider the following:

- (1) the amount of money the state has granted to, or otherwise invested in, marine vessel maintenance facilities in the state;
- (2) the amortization, overhead, and start-up costs of the facilities in the state; and
- (3) the direct and indirect benefits to the economy and labor force of the state that may be obtained by contracting with a facility in the state.

AS 39.90.050(b) suspends the competitive bid requirements of AS 36.30 to contracts for the repair or maintenance of state owned marine vessels if the contract is awarded to a facility in the state.

In order to comply with this statute AMHS has developed a policy and procedure which addresses the fact that there are two shipyards in Alaska which can work on some or all of the vessels in the fleet. The procedure gives Alaskan shipyards a 5% Alaska bidder's preference, as well as calculates the cost of moving the vessel either from its designated base port or the port where the vessel's operations are terminated prior to beginning its maintenance.

All vessels serving Southeast Alaska have Ketchikan designated as

the base port. The M/V Tustumena and the M/V Bartlett are based in Seward for the purpose of this calculation. The 5% Alaska bidder's preference is deducted from the resident shipyard's bid, while the vessel transfer costs are added to any shipyard's bid which is either not the vessel's designated base port, or the point at which its service is terminated prior to entering maintenance status.

While this procedure is fairly straightforward and is designed to account for real costs which would be incurred by AMHS in transporting a vessel for maintenance outside of Alaska, AS 36.90.050(a) requires a higher test before the vessel can actually leave the state. The conditions which must be met have no relationship to the need to keep vessel maintenance costs low or maintaining the vessel. These conditions require the consideration of economic factors which are difficult to quantify and cannot be directly related to the primary goal of AMHS.

Perhaps the legislature in renewing this statute should consider deleting AS 36,090.050(a)(1)-(3), allowing the Alaska bidder's preference requirements to serve the public purpose this statute is designed to achieve. In addition consider amending AS 39.090.050(a) to read: ".....determines that there is no facility in the state able to perform the required maintenance at (a) the price or quality that is in the state's best interest." This will insure that AMHS receives the best service possible at the fairest price.

Ketchikan Shipyard Inc.
State of Alaska Revenue

Customer		Vessel Yr Annual Maint	Vessel Gen Maint	Vessel Emerg Maint	Other	Total Revenue
Dept of Public Safety	1987					
	1988	223,622				223,622
	1989	162,579				162,579
	1990	100,470		69,980		170,450
	1991					
Dept of Public Safety	Subtotal	486,672	0	69,980	0	556,652

Dept of Fish & Wildlife	1987					
	1988					
	1989				150	150
	1990					
	1991					
Dept of Fish & Wildlife	Subtotal	0	0	0	150	150

Dept of Transportation Alaska Marine Highway	1987	400,263	172,281	48,738	79,731	701,013
	1988	2,747,070	131,855	68,316	5,825	2,953,065
	1989	2,806,300	6,805	10,538	14,208	2,837,851
	1990	1,649,633	16,975	63,227	30,873	1,760,709
	1991	1,329,283	1,611	2,000		1,332,893
Alaska Marine Highway	Subtotal	8,932,549	329,526	192,819	130,636	9,585,531

Total State of Alaska	1987	400,263	172,281	48,738	79,731	701,013
	1988	2,970,692	131,855	68,316	5,825	3,176,687
	1989	2,968,880	6,805	10,538	14,358	3,000,581
	1990	1,750,103	16,975	133,208	30,873	1,931,159
	1991	1,329,283	1,611	2,000	0	1,332,893
State of Alaska	Total	9,419,221	329,526	262,799	130,786	10,142,332



KETCHIKAN SHIPYARD INC.

P.O. BOX 5180 • 3RD TONGASS AVE. • KETCHIKAN, ALASKA 99901
PHONE 907-225-0400 FAX 907-225-0517

PERSONNEL:

General Manager:	Greg Dronkert
Production Manager:	John Thompson
Dockmaster:	Pat Major
Ship Superintendent:	Lance Ridgely
Ship Superintendent:	Chris Cleman
Support Services:	Craig Trettevik

Foremen:

Steel	Ed Couture
Pipe	Martin Towner
Machinist	Lewis Stamm
Electrical	Janelle Castroni
Paint	Keith Wolfe

See attached resume's



KETCHIKAN SHIPYARD INC.

P.O. BOX 5180 • 3RD TONGASS AVE. • KETCHIKAN, ALASKA 99901
PHONE 907-223-0400 FAX 907-223-0317

Facility Portfolio

December 15, 1990

Facilities:

Lift Facilities:

- Drydock
- DD Gantry Crane
- Grove 50T
- Cascade Shop Crane
- Manlifts
- Forklifts

Paint/Blast Facilities:

- Grayco King Pump
- Butterworth Hydro Blaster
- Blast Pots

Machine Shop

- Lathe L&S
- Enco Lathe
- Horizontal Boring Mill
- Vertical Mill
- Radial Drill
- Hydraulic Press
- Drill Presses
- Ironworker
- Pinch Roll

Steel and Pipe

- Air Compressors
- Miller 8 Pacs - 3
- Miller Big 50 - 1
- Threader/Cutter - 2

Services

- 2000 Gal Vacuum Truck
- Waste Water Storage Tanks
- Oil Containment Boom
- Mooring Lines
- Shore Power Lines

KETCHIKAN SHIPYARD, INC.

DATA SHEET

=====

MOORAGE FACILITIES

DOCK FACE	1,000 LINEAR FEET
WATER DEPTH	-35 FT MLLW
DOCK HEIGHT	+25 FT MLLW

VESSEL SUPPORT SYSTEMS

ELECTRICAL	WATER
OILY WASTE DISPOSAL	SEWER
COMPRESSED AIR	STEAM
TELEPHONE	

AVAILABLE SERVICES

HULL PRESERVATION, WATER-BLASTING, SANDBLASTING AND COATING SYSTEMS

ENVIRONMENTAL SERVICES, WASTE DISPOSAL, TANK CLEANING AND GAS FREEING (NORVAC)

CRANE SERVICES, TO 50 TONS

STEEL/ALUMINUM, FABRICATION AND REPAIR

PIPEFITTING AND FABRICATION

SHIPWRIGHT SERVICES

MACHINE SHOP, HYDRAULICS AND DIESEL REPAIR SERVICES, LATHES TO 35 FEET.

KETCHIKAN SHIPYARD, INC.

DATA SHEET

DRYDOCK

ABS CLASS +A1

LENGTH, OVERALL	434'0"
LENGTH, OVER PONTOON	384'0"
WIDTH, BETWEEN WINGWALLS	110'0"
WIDTH, BETWEEN FENDERS	107'0"
TOTAL LIFTING CAPACITY	9,600 LONG TONS

PONTOON DECK, APRON, & VEHICLE RAMP LOADING

FORK LIFTS	8,000 LBS
TRUCKS	HS-20-44
MOBILE CRANES	5-10 SHORT TON, SWL

VESSEL SUPPORT SYSTEMS

ELECTRICAL	OILY WASTE
LIGHTING	COMPRESSED AIR
EMERGENCY GENERATOR	TELEPHONE
FIRE PROTECTION	POTABLE WATER
SEWAGE COLLECTION	



KETCHIKAN SHIPYARD INC.

P.O. BOX 9380 • 3801 TONGASS AVE. • KETCHIKAN, ALASKA 99901
PHONE 907-223-0400 FAX 907-223-0517

Ketchikan Shipyard, Inc. Equipment List

DESCRIPTION	MAKE	MODEL	S/N
AIR COMPRESSOR, 150 HP	SULLAIR	20-150L	003-70386
AIR COMPRESSOR, 350 HP	SULLAIR	235-350H	003-70385
CRANE, WINCHWALL	MANITEX	M6-2400	86064
CRANE, GANTRY	CASCADE	15-T	P5778
CRANE, 50 TON	GROVE	RT-75S	39149
FORKLIFT	HYSTER	H-60C	0050224318
FORKLIFT	CLARK	CFY200LB	25-482-1162
FORKLIFT, 8 TON	HYSTER	P80A	A01805037A
MANLIFT, 60 FT	HYSTER	T60A	6122
Manlift 40'	JLG	90/JLG-40H	0309014024
FLATBED TRUCK, 1968, GREEN	FORD	F-752	F75EUC73936
VACUUM TRUCK, 1965, RED	GMC	DS	F7012L
FUEL TRUCK, 1952, GREEN	CHEV	3800	6JSL1035
40 FOOT CONTAINER	TSPT EQUIP		
PICKUP, 1982, WHITE	FORD	F-250	
PICKUP, 1979, RED/WHI	CHEV	C-20	CCL2397215292
PICKUP, 1976, GREEN	GMC	H6-25	TU02461523565
PICKUP, 1988, WHITE	CHEV	C-20	16C0C1424JE143755
PICKUP, 1987, WHITE	FORD	F-150	2FTCF15Y6CB66090
PICKUP, 1967, RED	DDDBE	D-100	1161789618
PICKUP, BLUE	MAZDA		
RESTROOM TRAILER	GELCO SPACE	1-1	9292
TRAILER, HOUSING	GARTRON		
SEN SET, EMERS, DRYDOCK	CATERPILLAR	3406TA	2WD00456
WASTEWATER OIL STOWAGE TANK	HARDROCK CONST	10,000 GAL	
SLDF TANKS	UNKNOWN	AUCTION?	
BOOSE 17 X 45'	ELLIS		
FRONT END LDR	HOUSH	H-60	28AH1320
FRONT END LOADER	BOBCAT	M371	2001
HYDRAULIC PRESS	DAVE	75H	132627
DRILL PRESS	WALKER-TURNER	113-41	0001359
IRONWORKER	MUREA	MPS 250	0150685-413-400
PIPE THREADER/CUTTER	RIBID	300	
DRILL PRESS	ORBIT	062501F	2-600729
PIPE THREADER/CUTTER	TOLEDO BEAVER	1-2-4	692425
PINCH ROLL	BERTSCH	6742	
LATHE, 1967	L & S	3220/24	46697
HORIZONTAL BORING MILL	GLIDDEN & LEWIS	350-T	
BOILER, AUX STEAM	YORK POWER	5PHC150-M3-965-9822-H-33069	
PAINT STILL (FURNACE), 1986	RENZMANN	6551	M20N
DRAIN CLEANER	RIBID	K1500A	23712
RADIAL DRILL	FOSDICK	X-114-A	
LATHE, 15 X 50, 1989	EMCO	111-3540	4929
VERTICAL MILL, 1989	SUPERMAI	YCM-1-1/2VB	90420134
BANDSAW	DO ALL	C-9V	296-74238
SANDBLASTER, 600 LB	CLENCO	2452	7077
SANDBLASTER, 600 LB	CLENCO	2452	7079
Steam Cleaner	HOTSY	5630B	H136620489
PRESS WASH, DIESEL 3500 PSI	KUBOTA	CM3006MDK	117549
PRESS WASH, GAS 3500 PSI	HONDA	3004	M/A
WELDERS, 8 PACK, PORTABLES	MILLER	MARK VIII	HK324903
WELDERS	MILLER	BIG 50	JD15554
WELDERS, 8 PACK	MILLER	MARK VII	JR495250
WELDERS, 8 PACK	MILLER	MARK VIII	HF370670
SANDBLAST POT, 1978	CAR	6090 LB	15830
PAINT PUMP	BRACO	KING	
2 PAINT PUMPS	SPEE-FLO 35:1	941842	11385/11224
OIL CONTAINMENT BOOM	SEASPAN	CITY KTM	
HOOSING LINES	UNKNOWN	CITY KTM	
SPOKE/SPYER CABLE	UNKNOWN	CITY KTM	
SERVICE HOSES	UNKNOWN	CITY KTM	

72 Price

1. CALL MEETING TO ORDER
2. NOTE THE DATE: **Thursday, May 9th, 1991**
NOTE TIME:
3. ROLL CALL OF MEMBERS PRESENT
4. DURING TODAYS MEETING WE WILL TAKE UP:
HB 305 - Repealing the sunset provisions of the manadatory automobila insurance requirements.
HB 310 - Repealing the sunset provisions of instate maintenance of state marine vessels
This bill is being teleconferenced to Seward and Ketchikan.
5. INTRODUCE ANY SPECIAL GUESTS OR V.I.P.s
6. REQUEST ANY PERSONS WISHING TO TESTIFY TO SIGN THE WITNESS REGISTER

ANNOUCEMENTS AT CLOSE OF MEETING

7. THE NEXT MEETING OF THE HOUSE TRANSPORTATION COMMITTEE WILL BE:
This afternoon at 1:30 in the Beltz room we are having an informal worksession with the top Federal Highway administration officials. This should be very interesting - please try to attend.

We are now on the 24 hour rule for bill scheduling
8. ADJOURN MEETING. NOTE TIME OF ADJOURNMENT.

STATE OF ALASKA
THE LEGISLATURE

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BUREAU, ALASKA 99511
907-465-3800

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

Mary Van Nimwegen

House Transportation 5-9-91



House Transportation Committee

DATE: 5/9/91

PLACE: Room 17

SUBJECT OF MEETING:
HB 310
HB 305

NAME	REPRESENTING	BUSINESS/PERSONAL MAILING ADDRESS	ZIP	(H) PHONE	(W) PHONE	DO YOU WANT TO TESTIFY?		WHAT SUBJECT/ WHICH BILL?
Juanita Hensley	DPS/DNIV	P.O. N. JUNEAU	99811		465-4333	Y	<input checked="" type="radio"/> N	of Questions
Don Koch	DIV INSURANCE	Box D JUNEAU	99811		465-2577	<input checked="" type="radio"/> Y	N	HB 305
Frank E. Price	IRU-P	2225 N. Jordan JUN 99801			789-0333	<input checked="" type="radio"/> Y	N	HB 310
Beryl Ben	Daryl	Room 122			465-3892	<input checked="" type="radio"/> Y	N	HB 305
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	
						Y	N	

HB

3411



Official Business

Alaska State Legislature

HOUSE OF REPRESENTATIVES

Kevin "Pat" Parnell

University - Midtown, District 10

(907) 465-2647

State Capitol, Rm. 12S

Juneau, AK 99801-1182

SPONSOR STATEMENT

HOUSE BILL 341 "VEHICLE REIMBURSEMENT"

House Bill 341 came about as a result of a shooting on the Glenn Highway in Anchorage last year. This is where three young people were in a car and one of them shot the window out of another vehicle from the back, killing the passenger in the front seat.

The vehicle in which the passenger shot was riding in, was then impounded as evidence. The owner was not a party to the incident and was an innocent bystander. However, he was not able to keep his car for use to and from work, or for any other purpose. The owner was still responsible for making car and insurance payments. Because of this, he was not able to afford another piece of transportation. Luckily for him, a group rallied and donated a car for his use.

In this particular case, the gentleman was exposed to not having his vehicle for almost one year. It seems only fair that in cases where the owner of the vehicle is not charged with anything by the authorities, that if they need the vehicle for evidence, compensation should be forthcoming. For this and for further damage sustained to the vehicle.

For reason of determination, I chose to have the "Violent Crimes Compensation Board" identify which owners are most affected, and thus, to be compensated. This will make sure that people will file fraudulent claims against the enforcing division.

FROM: Rep. Kevin "Pat" Parnell

DATE: January 23, 1992

RE: HOUSE BILL 341 "VEHICLE REIMBURSEMENT"

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Committees: Judiciary, Labor & Commerce, Military & Veterans Affairs
Finance Subcommittee, Administration



Official Business

Alaska State Legislature

HOUSE OF REPRESENTATIVES

Kevin "Pat" Parnell

University - Midtown, District 10

(907) 465-2647
State Capitol, Rm. 128
Juneau, AK 99801-1162

SECTIONAL ANALYSIS FOR SSHB 341

Section 1. AS 12.36 is amended with a new section,

DISPOSITION OF RECOVERED OR SEIZED PROPERTY.

Sec. 12.36.070. NOTICE OF RIGHT OF COMPENSATION FOR LOSS OF MOTOR VEHICLE.

The law enforcement agency who seizes a motor vehicle for purpose of an investigation, shall notify the owner of the right to obtain compensation for the temporary or permanent loss of it.

Section 2. AS 18.67.010 VIOLENT CRIMES COMPENSATION BOARD [PURPOSE], is amended.

Places wording or whose motor vehicles are seized by law enforcement agencies, to give the "Violent Crimes Compensation Board the needed authority to hear these cases.

Section 3. AS 18.67.030(b) APPLICATION FOR COMPENSATION.

Has wording inserted that requires that a report of the condition of the vehicle in question, shall be submitted to the Board by the applicant, in the application process.

Section 4. AS 18.67.070, STANDARDS FOR COMPENSATION.

States that one of the standards for compensation is the loss of a motor vehicle. Also that the Board shall determine the amount of compensation payable for the loss, based on current value of car, and the expected usage of it.

The formula for usage is determined as value of car (V) divided by expected life (EL), yields monthly compensation (MC) owed $[v/el = mc]$.

Page 2 of 3
April 14, 1992
Sectional Analysis of SSHB 341

Section 5 - 8. AS 18.67.080 (a, b, c, & d) AWARDING COMPENSATION is amended.

Includes temporary or permanent loss of a motor vehicle[.]

Section 9. AS 18.67.101 INCIDENTS AND OFFENSES TO WHICH THIS CHAPTER APPLIES, is amended to include new subsection.

(b) Allows Violent Crimes Compensation Board to determine compensation for victims under this section. It is noted that the vehicle in question must be necessary to the conduct of the owner's trade or business. It is not considered to be necessary solely because the vehicle is driven between the owner's home and principal place of work.

Section 10 - 11. AS 18.67.110 (a & b) NATURE OF THE COMPENSATION is amended.

Places temporary or permanent loss of a motor vehicle into these sections.

Section 12. AS 18.67.115 is a new section, SPECIAL PROCEDURES FOR COMPENSATION LOSS OF A MOTOR VEHICLE.

If the board determines cost of vehicle is less than \$1000 dollars, it shall pay a lump sum to the victim.

Section 13 - 15. AS 18.67.130 (a, b, & c) LIMITATIONS ON AWARDING COMPENSATION is amended.

Includes temporary or permanent loss of a motor vehicle (a) and also including in a claim for compensation for personal injury or death, (b & c) to give them standing.

Section 16. AS 18.67.130 LIMITATIONS ON AWARDING COMPENSATION is amended with a new section.

States that compensation for this cannot be done if the person making the claim is or could be charged with the criminal offense for which the motor vehicle was seized.

Page 3 of 3
April 14, 1992
Sectional Analysis of SSHB 341

Section 17. AS 18.67.135 is amended with a new section, ACTION FOR INVERSE CONDEMNATION OR DAMAGE TO A MOTOR VEHICLE.

Section 18. AS 18.67.140, RECOVERY FROM OFFENDER, is amended.

Adds temporary or permanent loss of a motor vehicle, and loss of the motor vehicle to this section.

Section 19. AS 18.67.180, DEFINITIONS, is amended.

Includes definition "motor vehicle," and adds to the definition of "victim," to include temporary or permanent loss of a motor vehicle.

Section 20. Effective date is July 1, 1992.

Supreme court
Escalating evidence

Probable must keep

detidats → 6th amendment right to fair trial

Title 12
Allow police right to photograph
evidence + give back
gambling

procurator office Dept of Law

Unsubd. Com. board

Ord. statute - Title 18

repayment to CCB

Title 12

Sec. 18.67.140 compensation

New (5) - 18.67.140

Nota Caf -

Dept of Law - Criminal Division - Duane

P. Salyer

Municipal Division - Duane 786-8552

Violent Crimes Ex Director Nola
Kapp

(Public Safety)

Violent Crimes Annual Report

MUNICIPALITY OF ANCHORAGE



Duane S. Udland
Deputy Chief

POLICE DEPARTMENT
4501 S. Bragaw Street
Anchorage, Alaska 99507-1599

Telephone:
786-8552

Justice takes toll of innocent man

Driver of car impounded after highway killing must still pay

By SHEILA TOOMEY
Daily News reporter

The last time Rob Chamberlain saw his nifty red sports car it was surrounded by police and his friend lay dead in the front seat.

Chamberlain, 21, is the owner of the 1985 Toyota MR2 where Jeffrey Cain died, shot to death last month from another car at the Muldoon exit off the Glenn Highway. Chamberlain was driving that night, on his way to drop Cain off at Kentucky Fried Chicken, when a high-powered rifle bullet pierced the rear window and killed his friend instantly.

Chamberlain bought the car for \$5,000 three weeks before the shooting and, for a while, what happened to it was the least of his concerns. The police impounded it for their investigation, which he figured would take a few weeks, maybe even a month or two, and that seemed reasonable.

But now Chamberlain has been told he can't have the car until after the two men accused in Cain's death are tried — which

could be a year or more. That seems unreasonable, he said.

"I can't afford to make the payments and get another car."

Assistant District Attorney Steve Branchflower, who will be taking the case to trial, said he really has no choice but to keep the Toyota.

"You never know what kind of argument a defense attorney is going to make," Branchflower said. "I certainly don't want to heap any more inconvenience on the owner, but it's important in a case like this that we preserve until after the trial every piece of evidence. We have no way of telling today what might develop as an issue tomorrow."

Also, Branchflower said, jurors might ask to see the car. "My duty is to err on the side of caution."

In the face of death, the inconvenience of losing a car seems a small thing. But in the life of a real person, a young man who lives

Please see Back Page, TALES



Anchorage Daily News


Gerald E. Grilly
Publisher

Howard Weaver
Editor

Michael Carey, Editorial Page Editor
Patrick Dougherty, Managing Editor

Katherine Fanning, Editor and Publisher 1971 to 1983
Lawrence Fanning, Editor and Publisher 1967 to 1971

Founded in 1946 by Norman C. Brown



Justice?

Innocent victims find indifference

Alaska, like the rest of the country, strives to have a law enforcement system in which justice is blind. For those accused of crimes, it's a noble and appropriate goal.

But as presently structured, the criminal justice system too often is blind to the plight of innocent victims and witnesses. All the attention focuses on uncovering suspects and proving their guilt or innocence. The needs of victims and witnesses are an afterthought.

Take the case of Eagle River resident Rob Chamberlain. He was driving his \$5,000 sports car when his passenger was shot and killed by another motorist. His car has been impounded as evidence until the suspect goes on trial. In the meantime, Mr. Chamberlain has to bum rides for his lengthy trip to work, while he's stuck paying for a car he cannot use.

In a system that cared about justice for innocent bystanders, there would be a simple process for helping people like Mr. Chamberlain. Society has a legitimate need to take his car for evidence. It's less clear why society should be allowed to take it without just compensation.

The violent crimes compensation board, welcome as it is, provides no relief here. The board does not compensate victims of property crimes. It cannot pay for economic losses that an investigation or prosecution inflicts on innocent witnesses.

One reason society doesn't do more for victims and witnesses is money. The \$600,000 a year Alaska spends on victims of violent crimes is barely enough to meet the demand. Helping innocent witnesses with their losses and expenses could cost considerably more.

But then, no one ever said justice is cheap.

HB

351

(7)

Date Referred: May 20, 1991

FURTHER REFERRALS:

Labor & Commerce
Finance

Date of Committee Action: 2/20/92

The TRANSPORTATION Committee considered:

HB 351

HOUSE BILL NO. 351

WEIGHTS & MEASURES: TESTS/VIOLATIONS

"An Act relating to the frequency of inspection and testing of weighing and measuring devices; and authorizing the issuance of citations for violations of the Weights and Measures Act."

RECOMMENDATIONS:

be replaced with CS HB 351 (Transp)

the same title
 a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept)

APPROVES PREVIOUS: (Dept/Date)

fiscal impact _____

fiscal note(s) _____

zero fiscal note DCEP

zero fiscal note(s) _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Robert D. Lewan</i>	✓				
<i>Eugene R. Kukuna</i>	✓				
<i>Bill Gaudin</i>	✓				
<i>Gail Phillips</i>	✓	<i>[Signature]</i>			✓
<i>Richard Storey</i>	*	<i>[Signature]</i>			

Richard Storey
CHAIRMAN'S SIGNATURE

**STATE OF ALASKA
1992 LEGISLATIVE SESSION**

BILL NO. CSHB351

Revision Date: February 18, 1992 Department Affected: Commerce and Economic Dev.
 Title: Weights and Measures Tear/ BRU: Measurement Standards
Violations Components: Measurement Standards
 Sponsor: Rules Committee
 Requestor: Governor COMPONENT SERIAL NO.

3	4	9
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EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 83	FY 84	FY 85	FY 86	FY 87	FY 88
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE						
FUND SOURCE:	0	0	0	0	0	0

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER FUND SOURCE:						
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

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary.)

In 1986, certain modifications were made to AS45.75 to provide the authority for Weigh Station Operators to issue citations for truck size and permit violations. The then present authority for Weights and Measures Inspectors to issue citations was inadvertently deleted.

Prepared By: Jennifer Breslin Phone: 345-7750
 Division: Measurement Standards Date: February 18, 1992
 Approved by Commissioner: Glenn A. Olds *(Signature)* Comm. 2-19-92
 Agency: Department of Commerce and Economic Development Dir: _____

Department of Commerce & Economic Development / POSITION PAPER

CSHB351

CSHB 351: An Act relating to the frequency of inspection and testing of weighing and measuring devices; and authorizing the issuance of citations violations of the Weights and Measures Act.

Prior to 1986, weights and measures inspectors had the authority to issue citations for weights and measures violations. Changes were made to AS 45.75 in 1986 to authorize weigh station operators to issue citations for truck size and permit violations. When these changes were made, the weights and measures inspectors were inadvertently stripped of their authority to issue citations. During the last year the Division of Measurement Standards promulgated regulations that provide for the registration of all weighing and measuring devices with the division and the payment of an annual fee. To allow the division to adequately enforce AS 45.75 and 3 AAC, it is necessary for the weights and measures inspectors to have the authority to issue citations for those persons who choose to violate the law. Most, if not all, Weights and Measures jurisdictions in the United States and Canada possess this authority. This does not mean that a rash of new citations will be issued, but it does give the weights and measures official an effective-enforcement tool.

House Bill 351, as submitted by the Governor, contains language that allows the director to set the frequency of device inspections in his/her discretion. This language was originally proposed under the previous administration. The present Administration has now had an opportunity to review this provision and wishes the frequency of inspection to remain at twice annual. We therefore request that lines 7 and 8 on the first page of the bill be restored to the existing language found in AS 45.75.080(a). (See CSHB351)

The Department of Commerce and Economic Development strongly recommends passage of these changes.

 2.19.92

Glenn A. Oids, Commissioner
 Department of Commerce and
 Economic Development

379

HP

HOUSE COMMITTEE REPORT

(7)

Date Referred: January 29, 1992

FURTHER REFERRALS: Community & Regional Affairs
Finance

Date of Committee Action: _____

The TRANSPORTATION Committee considered:

SSHB 379

SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 379

MOTOR VEHICLE REGISTRATION FEE

"An Act relating to motor vehicle registration."

RECOMMENDATIONS:

be replaced with CS HB 379 (Transp) the same title a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the _____ Committee

ADOPTS: _____ letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept) _____

APPROVES PREVIOUS: (Dept/Date) _____

fiscal impact _____

fiscal note(s) _____

zero fiscal note _____

zero fiscal note(s) _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>[Signature]</i>	✓	<i>Kevin A. Lemmon</i>			✓
<i>Richard Joseph</i>	✗				
<i>[Signature]</i>	✓				
<i>Gail K. Tullips</i>	✓				

Richard Joseph
CHAIRMAN'S SIGNATURE

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. HB 379

Revision Date: _____
Title: An Act Relating to Motor Vehicle Registration

Department Affected: Community and Regional Affairs
BRU: Administration & Support
Component: Administrative Services

Sponsor: G. Phillips, Zawacki
Requestor: _____

COMPONENT SERIAL NO.

0	6	8	4
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EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES	27.0	55.9	57.8	59.7	61.6	63.5
TRAVEL						
CONTRACTUAL	0.6	1.2	1.2	1.2	1.2	1.2
SUPPLIES	0.3	0.6	0.6	0.6	0.6	0.6
EQUIPMENT	4.0					
LAND & STRUCTURES						
GRANTS, CLAIMS		800.4	830.4	828.5	826.6	824.7
MISCELLANEOUS						
TOTAL OPERATING	31.9	858.1	890.0	890.0	890.0	890.0

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

REVENUE FUND SOURCE:	New *	New	New	New	New	New
----------------------	-------	-----	-----	-----	-----	-----

* = Motor Vehicle Recycling Registration Fees collected by the Department of Public Safety

FUNDING: (Thousands of Dollars)

GENERAL FUND	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
FEDERAL FUNDS						
OTHER FUND SOURCE: **	31.9	858.1	890.0	890.0	890.0	890.0
TOTAL	31.9	858.1	890.0	890.0	890.0	890.0

POSITIONS: ** = Motor Vehicle Recycling Grant Fund

FULL-TIME	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PART-TIME						
TEMPORARY						
	1.0	1.0	1.0	1.0	1.0	1.0

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary.)

See Attached

Prepared By: Remond Henderson *Remond Henderson*
Division: Administrative Services Division

Phone: 465-4725
Date: 2-21-92

Approved by Commissioner: Ear Reith
Agency: Department of Community and Regional Affairs

Date: 2-25-92

Distribution (by preparer): Leg. Fin., Legislative Sponsor, Requestor, OMB/DBR, Gov. Legis. Ofc., & Impacted Agency(ies).

The proposed legislation would create a \$2.00 Recycling Registration Fee for motor vehicles upon registration or renewal. The Department of Public Safety would collect this fee with motor vehicle registrations and renewals. When the funds are deposited, the \$2.00 per vehicle would be directed into a newly established Motor Vehicle Recycling Grant Fund in the Department of Community and Regional Affairs. Subject to appropriations, the Department of Community and Regional Affairs would then make grants to municipalities for the purpose of transporting junk or abandoned motor vehicles to recycling centers.

The Department of Public Safety estimates revenues from the Recycling Registration Fee will be approximately \$890,000 per fiscal year. These fees will be received throughout a fiscal year, including on June 30. This Fiscal Note assumes that the amount of funds appropriated for a fiscal year (except FY 93; see below for explanation of FY 93) will be based upon the prior year's fee receipts and that the full amount of the prior year's receipts will be appropriated by the Legislature. Basing appropriations on the prior year's receipts will avoid the potential problems of having to estimate a year's receipts and/or of seeking supplemental appropriations should the actual receipts be less than estimated.

This analysis also assumes that the operating costs of administering the grant program will be paid by the Motor Vehicle Recycling Grant Fund receipts and will not be supported with General Fund monies. It is assumed that during FY 93, program receipts will be used to pay the operating costs of \$31,900. As per above, no grants will be awarded in FY 93, as there will be no fee receipts in the prior fiscal year (i.e., FY 92).

At the end of FY 93, the Grant Fund will have a balance of \$858,500 (i.e., receipts of \$890,000 in FY 93 less operating costs in FY 93 of \$31,900 equals a fund balance of \$858,500). This balance will then be used for the FY 94 operating costs as well as grant awards. The analysis assumes that the \$57,700 of personal services, contractual and supplies costs for FY 94 will be deducted from the FY 94 beginning fund balance of \$858,500 to yield a remaining balance of FY 93 receipts of \$800,400 to be used for the FY 94 grant awards.

At the beginning of FY 95, the Grant Fund will have a balance of \$890,000 (i.e., the amount of the FY 94 fee receipts). The personal services, contractual and supplies costs for FY 95 of \$59,600 will be deducted from the \$890,000 fund balance to yield an amount available for grants in FY 95 of \$830,400.

FISCAL NOTE ANALYSIS
House Bill 379
Department of Community
and Regional Affairs
Page 3 of 3

At the beginning of FY 96, the Grant Fund will have a balance of \$890,000 (i.e., the amount of the FY 95 fee receipts). The personal services, contractual and supplies costs for FY 96 of \$61,500 will be deducted from the \$890,000 fund balance to yield an amount available for grants in FY 96 of \$828,500.

At the beginning of FY 97, the Grant Fund will have a balance of \$890,000 (i.e., the amount of the FY 96 fee receipts). The personal services, contractual and supplies costs for FY 97 of \$63,400 will be deducted from the \$890,000 fund balance to yield an amount available for grants in FY 97 of \$826,600.

At the beginning of FY 98, the Grant Fund will have a balance of \$890,000 (i.e., the amount of the FY 97 fee receipts). The personal services, contractual and supplies costs for FY 98 of \$65,300 will be deducted from the \$890,000 fund balance to yield an amount available for grants in FY 98 of \$824,700. At the end of FY 98, the Grant Fund will have a balance of \$890,000, or the amount of fee receipts in FY 98.

Position Title Grant Administrator II		No. of Positions 1	Range / Step 17A	Barg. Unit GGU
Time Status Full Time	Staff Months 6	Location Juneau		Election District 4
TYPE OF EXPENDITURE		Amount	Justification See Attached	
Salary		19.5		
Benefits				
Premium Pay		7.5		
Other				
Total Personal Services	0.0	27.0		
Travel				
Contractual		0.6		
Commodities		0.3		
Equipment		4.0		
Other				
Total Cost		31.9		
FUNDING SOURCE FOR TOTAL COST				
Federal Receipts 1002				
G.F. Match 1003				
General Fund 1004				
I-A Receipts 1007				
CIP Receipts 1061				
Other Motor Vehicle Recycling Grant Fund		31.9		

REQUEST FOR
NEW POSITION

AGENCY Community and Regional Affairs
 BRU Administration & Support
 COMPONENT Administrative Services

FY 93

Page 1 of 2

Revised Date:

FISCAL NOTE
OPERATING COST JUSTIFICATION
House Bill 379
Department of Community
and Regional Affairs
Page 2 of 2

A full-time Grant Administrator II, range 17, position, to be located in Juneau, will be required to establish the Motor Vehicle Recycling Grant Fund and to administer the program in subsequent years. During FY 93, the position would not be required until halfway through the fiscal year. The position would then be responsible for establishing regulations, developing grant application and approval procedures and other grant documents. The position would also need to coordinate with the Department of Environmental Conservation to assure that the program operates in accordance with applicable laws and regulations governing vehicle recycling.

During subsequent fiscal years, the Grant Administrator position would be required to distribute the annual grant application packages; review and approve applications; negotiate and write grant agreements; process warrant requests; desk monitor the grants for regulatory compliance; and, close out the grant agreements at the end of the project. A total of \$27,000 in personal services costs would be required for FY 93. Personal Services costs would be \$55,900 in FY 94, \$57,800 in FY 95, \$59,700 in FY 96, \$61,600 in FY 97, and \$63,500 in FY 98.

Contractual services for telephone, copying, etc., are expected to be \$100 per month for six (6) months for a total of \$600 in FY 93. This cost is expected to continue for a total of \$1,200 per fiscal year for FY 94 through FY 98.

The cost of supplies for the Grant Administrator position is expected to be \$50 a month for six (6) months for a total of \$300 in FY 93. This cost is expected to continue for a total of \$600 per fiscal year for FY 94 through FY 98.

An equipment purchase of \$4,000 is requested for FY 93 for purchasing computer hardware and software for use by the Grant Administrator position.

This Fiscal Note assumes that these operating costs for the program would be paid by the Grant Fund, and General Fund monies would not be used to support the program.

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. SSHB 379

Revision Date: _____ Department Affected: Public Safety
 Title: An Act relating to motor vehicle BRU: Motor Vehicles
registration. Component: Field Service
 Sponsor: Representative G. Phillips
 Requestor: House Transportation COMPONENT SERIAL NO.

	5	0	2
--	---	---	---

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

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES	0	0	0	0	0	0
TRAVEL	0	0	0	0	0	0
CONTRACTUAL	7.5	0	0	0	0	0
SUPPLIES	0	0	0	0	0	0
EQUIPMENT	0	0	0	0	0	0
LAND & STRUCTURES	0	0	0	0	0	0
GRANTS, CLAIMS	0	0	0	0	0	0
MISCELLANEOUS	0	0	0	0	0	0
TOTAL OPERATING	7.5	0	0	0	0	0

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

REVENUE	890.0	890.0	890.0	890.0	890.0	890.0
FUND SOURCE:						

FUNDING: (Thousands of Dollars)

GENERAL FUND	7.5	0	0	0	0	0
FEDERAL FUNDS	0	0	0	0	0	0
OTHER	0	0	0	0	0	0
FUND SOURCE:						
TOTAL	7.5	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

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)

See attached.

Handwritten:
 2/11/92

Prepared By: Charles Hosack Phone: 269-5559
 Division: Motor Vehicles Date: 2/4/92
 Approved by Commissioner: *Richard L. Burton* Richard L. Burton
 Agency: Department of Public Safety Date: 2/11/92

This bill requires the Division of Motor Vehicles to collect an additional fee of \$2.00 each time a motor vehicle is registered or upon a renewal of the registration. Approximately 445,000 motor vehicles are registered in Alaska each year. At \$2.00 per vehicle, this will bring in revenues of approximately \$890.0 per year to the state. These funds will be used to provide grants to municipal governments to recycle junked or abandoned vehicles.

7.5 in contractual monies will be needed for 100 hours of contract programmer time to revise all registration programs to collect the new fees and to revise all revenue reports so that the fees are correctly reported to AKSAS. This is a one-time expenditure, for the first year of the program only.

All registration fee amounts except those for trailers will be increased by \$2.00. Trailers are not included because the bill addresses "motor vehicles" rather than "vehicles". Forms will be revised to indicate the new fee and a new revenue account will be established to identify the fees collected under this bill.

FISCAL NOTE

STATE OF ALASKA
1992 LEGISLATIVE SESSION

BILL NO. HB 379

Revision Date: _____ Department Affected: Environmental Conservation
 Title: Motor Vehicle Registration BRU: Environmental Quality
 Component: Solid & Hazardous Waste Management
 Sponsor: Representative G. Phillips
 Requestor: (H) Transportation COMPONENT SERIAL NO.

1	4	2	7
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EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 93	FY 94	FY 95	FY 96	FY 97	FY 98
PERSONAL SERVICES	0.0	0.0	0.0	0.0	0.0	0.0
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
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REVENUE						
FUND SOURCE:						

FUNDING: (Thousands of Dollars)

GENERAL FUND	0.0	0.0	0.0	0.0	0.0	0.0
FEDERAL FUNDS						
OTHER FUND SOURCE:						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary.)

Because any fees collected would be used for grants to municipalities to carry out the requirements of this legislation, DEC would not be involved.

Prepared By: Janice Adair Phone: 465-5050
 Division: Commissioner's Office Date: January 23, 1992
 Approved by Commissioner: Janice Adair
 Agency: Environmental Conservation Date: 1-23-92



Alaska State Legislature

HOUSE OF REPRESENTATIVES

REPRESENTATIVE GAIL PHILLIPS

STATE CAPITOL
JUNEAU, ALASKA
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HOUSE BILL 379

SPONSOR STATEMENT

February 27, 1992

I introduced House Bill 379, which is titled "an act relating to motor vehicle registration," to help municipalities recover the costs of transporting motor vehicles that are at the end of their useful life, to recycling centers. Because Alaska has numerous abandoned vehicles cluttering up our scenic state, I feel passage of this bill will not only help in restoring its beauty, but will allow for the recycling and reuse of the metal, etc..

Specifically, the bill works in this manner. Every year, upon registration or renewal of registration, a \$2 per vehicle fee would be imposed upon the owner of the car. It is the intent of this bill that the additional motor vehicle registration fees collected as a result of this Act will be placed in a specified account in the general fund. The Legislature would then appropriate these funds to the Department of Community and Regional Affairs for the sole purpose of providing grants to municipalities to reimburse them for the costs they incur for transporting these vehicles to recycling centers. If the municipalities have no recycling center, funds generated in their locations may be applied to their local disposal costs.

The bill is straight forward and exempts no motor vehicles, including state, borough or local government-owned vehicles. If enacted, the bill would become law 90 days after it is signed by the Governor.

Because Alaska already has so many junk vehicles in junk yards and abandoned in remote locations, I am hopeful to increase the \$2 charge to a higher amount in the committee process in order to have sufficient funds to get us caught up on this recycling effort.

In addition, I am looking into the possibility of back-hauling from the remote areas on our river systems which are served by barge throughout the summer months.

House Bill 379 was a pre-filed bill which was introduced on the first day of this session. However, since the original draft, I have decided to change some specifics and have submitted a sponsor substitute.

In addition to this committee, HB 379 has referrals to Community and Regional Affairs, and Finance.

Some Facts:

Currently there are 445,000 registered motor vehicles in Alaska. | This would mean the first year this bill is in effect, it would produce approximately \$890,000 in funds to be deposited in the General Fund.

There will be some small cost (probably not more than 5% of the funds collected) to administer the program.

In the last four years, in Anchorage alone, the Street Maintenance Department tells me they have picked up 10,000 junk and abandoned cars.

BILL NO: SSHB 379

DATE: February 26, 1992

TITLE: An Act relating to motor
vehicle registration

CONTACT: Juanita Hensley
Division of Motor Vehicles
465-4335

POSITION PAPER - Department of Public Safety

This bill would amend Alaska's motor vehicle registration law by imposing a \$2.00 fee on each motor vehicle registration or registration renewal. These funds would be available to provide grants to municipalities to recycle junked or abandoned vehicles. The \$2.00 fee would be applied to all vehicles registered except trailers; trailers are not included because the bill addresses "motor vehicles" rather than "vehicles". Registration forms will be revised to indicate the new fee and a new revenue account will be established to identify the fees collected under this bill.

According to the bill's sponsor, her intent was to have the \$2.00 fee imposed on all registered motor vehicles every year. To make this clear, the Department of Public Safety suggests the addition of the words "each year" to page 1, line 8, after the word "collected". The Department also suggests that a date certain be chosen for the effective date of the tax, to minimize confusion to the public and to promote administrative efficiency. This could be accomplished by adding a new Sec. 4 to the bill, to read: "The recycling fee established in this bill applies to all motor vehicles either due for registration or actually registered after January 1, 1993."

The Division registered approximately 445,000 motor vehicles during 1991. The amendments suggested above will allow the Division of Motor Vehicles time to establish the program and to phase in any needed revisions to the registration form and registration renewal notice. It would also avoid the problem of vehicle owners trying to register early to avoid fee increases.

The Department supports SSHB 379, but urges the committee to consider the suggested amendments.



Richard L. Burton
Commissioner