

12076

SENATE

TRANSPORTATION

HB

115/

SB

92

ALASKA STATE LEGISLATURE

House of Representatives

COMMITTEE ASSIGNMENTS:

LABOR & COMMERCE COMMITTEE, CHAIRMAN
ADMINISTRATION REGULATION REVIEW COMMITTEE, CHAIRMAN
JUDICIARY COMMITTEE, VICE-CHAIR

website: <http://www.akrepublicans.org/Anderson.htm>

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Representative Tom Anderson

email: Representative_Tom_Anderson@legis.state.ak.us

MEMORANDUM

Date: February 22, 2005

To: Senator Charlie Huggins, Chair
Senate Transportation Committee

From: Representative Tom Anderson, Chair *T.A.*
House Labor & Commerce Committee

Re: HB 115

Thank you for scheduling HB 115 for a Committee hearing on Thursday February 24, 2005.

Enclosed for your consideration are:

1. CS HB 115 (TRA)
2. Sponsor Statement
3. Sectional Analysis
4. Fiscal Notes (DOT)
5. Summary of Committee Changes
6. Bill History
7. Backup Material
 - a. Letters of Support
 - b. ADN article dated February 8, 2005
 - c. The Bond Buyer article dated May 30, 2002
 - d. Original version of HB 115

Thank you for your consideration of this legislation and for scheduling the bill pending referral.

Alaska State Legislature

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Rep.Tom_Anderson@legis.state.ak.us

Representative Tom Anderson
District 19 - Anchorage

Sponsor Statement CS HB 115 TRA

Title: "An Act relating to charges paid or collected by users or occupants of an airport facility owned or controlled by the state; and providing for an effective date."

HB 115 provides a mechanism (customer facility charges or "CFCs") to improve airport facilities without the expenditures of state funds. The most common projects to use CFCs funds are car rental facilities. The bill also provides a revenue stream to maintain and operate the facilities, without requiring an increase in the airport operating budget as the cost of maintenance will be paid using the related customer facility maintenance charge.

In 2001, the legislature passed chapter 99 SLA 2001, which authorized the imposition of customer facility charges to fund the construction of improvements on airport properties. CFCs have been imposed by many other airports around the country as a means of funding car rental facility improvements. No state credit is pledged to support the bonds. Dallas-Fort Worth and Denver are two examples out of many where CFC's have been used successfully to build these facilities.

During negotiations with the state over the implementation of the project, issues were identified and set forth in ch. 99 SLA 2001. These issues should be clarified to ensure the bonds can be marketable. Those issues revolve around clarifying the new revenue stream generated by the CFC should not be considered revenue of the state when the bond is a private initiative and ensuring that the bond trustee, not the state, will take custody of the funds.

Because the facility will revert to the state in its entirety at the end of the term, it would also be appropriate to allow the imposition of a customer facility maintenance charge to ensure the facility is well-maintained and kept up appropriately. The charge also avoids any impact on the airport's operating budget as the airport will not be responsible for the maintenance and repair of the facility while under airport car rental company's control.

This bill implements a valuable private market tool to construct improvements to Alaska airports, without the expenditure of public funds. This will improve the amenities provided to the traveling public, both Alaskan and non-Alaskan alike.

I urge your support for this bill.

Alaska State Legislature

House of Representatives



Official Business

State Capitol
Juneau, AK 99801-1182

Sectional Analysis for CS HB 115 (TRA) BY: Representative Tom Anderson

Section 1. The language that was added in ch. 99 SLA 2001 to AS 02.15.090(a) is being moved into a new subsection (h) for clarification purposes.

Section 2. This adds a new subsection (h) to AS 09.15.090 which now becomes the operative stand alone section allowing for the collection of customer facility charges ("CFCs). It allows the commissioner of DOT/PF, by contract or order to set the CFC, to require the car rental companies to collect the fee, and to adjust the CFC to meet debt service obligations that might be required or desirable as car rental traffic increases or decreases over time; these are carry-overs of existing law. The new language clarifies that the CFCs will be remitted to the bond trustee and not the state when the state did not issue the bonds. CFCs will still be used to repay the bond or other indebtedness incurred for the project. However, the definition of what types on indebtedness could be paid has been broadened to include debt service, creation of a debt service reserve fund, and to meet any other bond requirements.

New subsection (i) allows for the imposition of a related customer facility maintenance charge. These differ from CFCs as they are not debt related; they are collected to pay for the maintenance and operation of the facility. Thus, they will cover major repairs, on-going maintenance, utilities and insurance among other expenses. This will prevent the facility from becoming an operational liability to the department while occupied by the RACs in operation; and will ensure that a major repair fund is maintained so that when the state takes sole custody of it in 30 years, there are enough funds to undertake major repairs and allow the facility to be used for its real economic and physical life.

Section 3. AS 37.15.410 allows for issuance of revenue bonds for international airport improvements. The 2001 amendment clarified that CFCs are not considered revenues of the state for the purpose of these revenue bonds. This amendment clarifies that customer facility maintenance charges are not considered revenue of the state for the purpose of these revenue bonds.

- Section 4.** AS 37.15.430(a) creates the "International Airports Revenue Fund" into which airport revenues are paid. The 2001 amendment clarified that CFCs are not considered revenues of the state for the purpose of these revenue bonds. This amendment clarifies that customer facility maintenance charges are not considered revenue of the state for the purpose of these revenue bonds.
- Section 5.** AS 37.15.430(c) had been added by the 2001 amendment to clarify that CFCs should be remitted to the bond trustee and not the state. This amendment clarifies that the CFC is not charged to customers, it is collected from them pursuant the order imposed by the commissioner, and further clarifies that the customer facility maintenance charge is remitted directly to a third party rather than the state.
- Section 6.** Establishes an immediate effective date under AS 01.10.070.

FISCAL NOTE

STATE OF ALASKA
2005 LEGISLATIVE SESSION

Fiscal Note Number: 1
 Bill Version: CSHB 115(TRA)
 (H) Publish Date: 2/9/05

Revision Date/Time (Note if correction): _____ Dept. Affected: DOT&PF
 Title Airport Customer Facility Charges RDU Administration & Support
 Component Commissioner's Office
 Sponsor (H) Labor & Commerce
 Requester House Transportation Component No. 530

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
-------------------------------	--	--	--	--	--	--

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY2005) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2006 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Nona Wilson Phone 465-3904
 Division: Legislative Liaison, DOT&PF Date/Time 2/7/05 2:38 PM
 Approved by: Mike Barton Date 2/7/2005
 Agency: Commissioner, DOT&PF

CS HB 115 (TRA)

Committee Changes

House Transportation Committee added an immediate effective date on page 6 line 28, the new Section 6

Donald R. Foote
Director, Government Relations

The Hertz Corporation
225 Erie Boulevard, Park Ridge, NJ 07656
Telephone: (201) 307-2759

February 1, 2005

Representative Tom Anderson
State Capitol Room 408
Juneau, AK 99801-1182

Dear Representative Anderson:

I am writing on behalf of The Hertz Corporation ("Hertz") in support of HB 115. This bill would allow a consolidated rental car facility to be built and operated at the Ted Stevens Anchorage International Airport (the "Airport") with private rather than public funds.

This legislation, together with Ch. 99 SLA 2001, will provide access to the capital markets that will allow significant infrastructure improvements at the Airport without public expenditure.

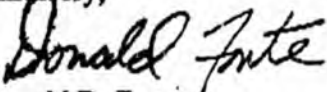
In 2001 the legislature enacted Ch. 99 SLA 2001 to authorize the imposition of customer facility charges that would be used to support capital improvements at the Airport, however under the statute there was ambiguity whether the charges would be treated as the revenue of the State that may be subject to its pre-existing revenue bonds. Such ambiguity will likely hurt the marketability of the bonds, or at a minimum, increase the financing costs due to the inherent risk in such ambiguity.

This bill would clarify that proceeds of the customer facility charges would not be considered revenue of the State when the State does not issue the underlying bonds. No state credit would be pledged in such bond issuance. In addition, HB 115 permits the use of customer facility charges to pay for the maintenance of the consolidated rental car facility as such facility will revert to the State upon repayment of the original construction bonds. These proposed changes would ensure that, among other things, a valuable capital project would be completed and properly maintained at the Airport, at little or no risk to the State.

5
Hertz believes that HB 115 offers an effective alternative for financing the construction and maintenance of a consolidated rental car facility without burdening the State's treasury.

For the foregoing reasons Hertz respectfully requests that the legislature approve this legislation.

Sincerely,

A handwritten signature in cursive script that reads "Donald R. Fonte". The signature is written in dark ink and is positioned above the printed name.

Donald R. Fonte



*An Independent Alamo Rent-A-Car
and National Car Rental Licensee*

January 18, 2005

Rep. Tom Anderson

State Capitol Room 408

Juneau, Alaska 99801-1182

Dear Rep. Anderson,

Sponsor Statement

This bill should pass to implement a valuable private market tool to construct improvements to Alaska airports, without the expenditure of public funds. This will improve the amenities provided to the traveling public, both Alaskan and non-Alaskan alike.

Purpose

This bill provides a mechanism, customer facility charges or "CFCs," to improve airport facilities without the expenditures of state funds. The most common projects that CFCs are used to fund are car rental facilities. The bill will also provide a revenue stream to maintain and operate the facilities, without requiring an increase in the airport operating budget as the cost of maintenance will be paid for by the related customer facility maintenance charge.

Background

In 2001, the legislature passed chapter 99 SLA 2001, which authorized the imposition of customer facility charges to fund the construction of improvements on airport properties.

CFCs have been imposed by many other airports in the country as a means of funding car rental facility improvements. A private bond market has developed which is willing to rely solely on the revenue stream provided by CFCs collected from car rental users to issue bonds which are in turn used to construct the project. No state credit is pledged to support the bonds. Dallas-Fort Worth and Denver are two examples out of many where CFC's have been used successfully to build these facilities.

907-243-3138
fax: 907-243-3103
Alaska Sales & Services, Inc.
P.O. Box 203207
Anchorage, AK 99502

A private industry initiated project, sponsored by the local on airport car rental companies, ("RACs") is in the process of undertaking a similar project at TSAIA airport. Although the project was delayed by the events of 9/11, it is now moving ahead. During negotiations with the state over the implementation of the project, bond counsel identified certain issues with the language set forth by ch. 99 SLA 2001, which they felt should be clarified to ensure that the bonds would be marketable.

Those issues essentially revolve around clarifying that the new revenue stream generated by the CFC would not be considered revenue of the state when the bond is a private initiative and ensuring that the bond trustee, not the state, takes custody of the funds. Without that clarification, bond counsel was concerned that the 2001 language did not adequately clarify that the CFCs were not revenues of the state for the determination of whether they would be subject to pre-existing airport bonds. The definition of what bond related purposes the CFCs could be applied to will also be clarified to include debt reserve funds, and other bond underwriter requirements.

Because the facility will revert to the state in its entirety at the end of the term, it was also decided that it would be appropriate to allow the imposition of a customer facility maintenance charge to ensure that the facility is well-maintained and kept up appropriately. The charge also avoids any impact on the airport's operating budget as the airport will not be responsible for the maintenance and repair of the facility while under RAC control. This authority needs to be set separately from the CFC again for the protection of the bond holders.

Sectional Analysis:

Section 1. The language that was added in ch. 99 SLA 2001 to AS 02.15.090(a) is being moved into a new subsection (h) for clarification purposes.

Section 2. This adds a new subsection (h) to AS 09.15.090 which now becomes the operative stand alone section allowing for the collection of customer facility charges ("CFCs). It allows the commissioner of DOT/PF, by contract or order to set the CFC, to require the car rental companies to collect the fee, and to adjust the CFC to meet debt service obligations that might be required or desirable as car rental traffic increases or decreases over time; these are carry-overs of existing law. The new language clarifies that the CFCs will be remitted to the bond trustee and not the state when the state did not issue the bonds. CFCs will still be used to repay the bond or other indebtedness incurred for the project. However, the definition of what types of indebtedness could be paid has been broadened to include debt service, creation of a debt service reserve fund, and to meet any other bond requirements.

New subsection (i) allows for the imposition of a related customer facility maintenance charge. These differ from CFCs as they are not debt related; they are collected to pay for the maintenance and operation of the facility. Thus, they will cover major repairs, on-

going maintenance, utilities and insurance among other expenses. This will prevent the facility from becoming an operational liability to the department while occupied by the RACs in operation; and will ensure that a major repair fund is maintained so that when the state takes sole custody of it in 30 years, there are enough funds to undertake major repairs and allow the facility to be used for its real economic and physical life.

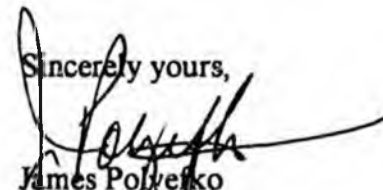
Section 3. AS 37.15.410 allows for issuance of revenue bonds for international airport improvements. The 2001 amendment clarified that CFCs are not considered revenues of the state for the purpose of these revenue bonds. This amendment clarifies that customer facility maintenance charges are not considered revenue of the state for the purpose of these revenue bonds.

Section 4. AS 37.15.430(a) creates the "International Airports Revenue Fund" into which airport revenues are paid. The 2001 amendment clarified that CFCs are not considered revenues of the state for the purpose of these revenue bonds. This amendment clarifies that customer facility maintenance charges are not considered revenue of the state for the purpose of these revenue bonds.

Section 5. AS 37.15.430(c) had been added by the 2001 amendment to clarify that CFCs should be remitted to the bond trustee and not the state. This amendment clarifies that the CFC is not charged to customers, it is collected from them pursuant the order imposed by the commissioner, and further clarifies that the customer facility maintenance charge is remitted directly to a third party rather than the state.

Thank-you in advance for your support.

Sincerely yours,



James Polyeiko
General Manager
National Alamo Car Rental
Anchorage International Airport



Floyd and Sons
Inc.
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Representative Tom Anderson
State Capitol
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Dear Representative Anderson,

The purpose of this letter is to inform you of my support of building a new parking garage for the car rental companies at the Ted Stevens Anchorage International Airport. The car rental companies serving the airport have very little covered parking and have long walks or have to wait for a shuttle bus ride to the terminal when returning their vehicles. All the companies at the airport receive complaints monthly on the existing layout. The complaints are less in the summer months than in the winter months when renters arrive to icy parking lots and snow covered cars.

The proposed rental car parking garage will be built using no state dollars. Our rental car customers will pay a fee to pay for the construction, operation and maintenance of the facility. This garage will give all the traveling public better parking at the airport. When the project is finished the rental cars will be moved out the existing garage so the local traveling public will have more garage parking spaces available for their short term parking needs. The airlines will not be affected by the new garage since the airport is not bonding or increasing its debt load to build the garage.

In Alaska, tourism continues to be one of few growing industries. Anchorage continues to be the year around regional hub of travel. This facility will give all eight rental car companies the ability to service the tourist arriving daily in quick and efficient manner. Our customer complaints regarding outside parking in Alaska in the winter months will vanish. The renters will remember Anchorage and Alaska as an easy and customer friendly place to visit.

My brother Darrell and I have been renting cars here in Anchorage since 1978. We have always provided the best customer service with new clean vehicles. We need this facility so we can raise the standards of service to meet customer expectations. The existing lack of covered parking falls short of customer expectations every time.

So I ask that you support and pass HB 115 24 for the future of tourism in Anchorage and Alaska.

Sincerely,

Craig W. Floyd
Vice President
Floyd and Sons Inc. dba
Thrifty Car Rental Alaska
Phone 907.276.2855 extension 21
Fax 907.279.1326

**THE LAW OFFICES OF
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Dan K. Coffey
dcoffey@coffey-law.net

W. Sherman Ernouf
sernouf@coffey-law.net

February 4, 2005

Representative Tom Anderson
Alaska Legislature
State Capitol Room 408
Juneau, AK 99801-1182

Dear Tom:

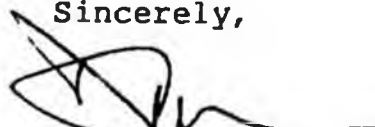
The purpose of this letter is to pledge my support for Bill HB 115 to be considered by the House Transportation Committee on Tuesday, February 8th, 2005.

As an RAC member and owner of Dollar Rent-A-Car in Anchorage, I believe that facilitating the use of CFC's to underwrite the bond issuance for the construction on consolidated car rental facilities at TSAIA is imperative to the growth of this industry. Our own customers and clients will take on the financial burden of funding this project and no State dollars will be allocated for the construction, operation, and maintenance of the facility.

In addition, certain weaknesses in the original provisions authorized in 2001 were pointed out by bond counsel as the QTA project at TSAIA was progressing. This Bill will address those weaknesses and I appreciate your representation in fixing this problem.

Thank you for your continued work in improving the services provided to travelers, to and from the State of Alaska.

Sincerely,



Dan K. Coffey

adn.com

Anchorage Daily News

Print Page

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Proposal for airport rental-car garage before House

SPACE: Project would be paid for with a new fee collected from customers.

By LARRY PERSILY
Anchorage Daily News

(Published: February 8, 2005)

JUNEAU -- A House committee today will consider legislation needed for a privately built and operated \$41 million rental car parking garage proposed at the Ted Stevens Anchorage International Airport.

The car rental companies operating at the airport have been working four or five years to put together a deal for covered parking for their customers, along with a garage for cleaning and fueling the vehicles on site, said Mort Plumb, airport director.

The 1,400-space garage would be privately developed, but ownership would transfer to the state upon completion of construction. Car rental companies would collect a new fee from their customers to cover the construction debt and operating costs.

The fee would be no more than \$4 per day per rental, said former state Rep. Andrew Halcro, president of Avis Alaska.

Car and truck rental customers already pay a 10 percent state tax and an 8 percent municipal tax. Rental agencies also collect about 11 percent on each rental to cover an airport concession fee and other costs.

Project developer Mark Pfeffer said he hopes to start work this summer, with an opening scheduled for summer 2006.

Pfeffer said his real estate company, Venture Development Group, is planning the four-story garage next to the Alaska Railroad station across the street from the airport terminal. At 120,000 square feet, the footprint of the garage would cover the entire area currently leased to rental companies for outdoor parking, plus about 80 public spaces in the overflow parking area behind the airport garage.

"The car rental companies want this garage," Halcro said. "Anchorage is the worst customer-friendly car rental facility in the country."

Rental companies lease about 80 spaces inside the existing public garage, not nearly enough to meet their needs and forcing most customers to walk outside or take a shuttle bus to the outdoor parking area, Halcro said.

He estimated the car rental industry in Anchorage maintains a fleet of more than 5,000 vehicles during the busy summer months.

Customers would walk between the terminal and new garage through an underground tunnel, an extension of the walkway that goes to the railroad station, Pfeffer said.

The new garage would be slightly larger than the public garage across from the terminal, Pfeffer said.

The deal isn't completed, with legal, financial and contract issues to resolve, in addition to needing the legislation, Halcro said. "We do have some hurdles to overcome."

The legislation is needed so that the new fee -- called a customer facility maintenance charge -- could be used to cover the construction bonds for the garage and operations and maintenance at the facility.

Neither the state nor the airport would be responsible for the construction or operating costs, with the fee designated as the sole source of payment for the bond debt and other costs, said Anchorage Republican Rep. Tony Anderson.

Although the new fee would go entirely to pay off the construction debt and operating costs, the airport would earn revenue from lease fees on the land, Plumb said. The rate still needs to be negotiated, he said.

Anderson is chair of the House Labor and Commerce Committee, which introduced House Bill 115 and will hold its first hearing on the measure this afternoon in the Capitol.

"I don't normally support fees," Anderson said, but airport users have complained about having to pick up their rental car outdoors. "This is a good compromise."

The Legislature approved a measure in 2001 allowing collection of a customer fee to pay off the construction debt of such a project, but a change is needed to roll in the operation and maintenance costs with the fee, Anderson said.

In addition to covered parking on all but the top floor, the garage would provide rental counters, a car wash and refueling stations. Bringing the services into the garage would save the rental companies the time and expense of driving their vehicles off site between each rental, Halcro said.

"It would really be a self-contained facility, like at most airports," he said.

The airport in 2000 considered building a car rental facility across Jewell Lake Road at Connors Bog but dropped the idea after public complaints over paving the area. The Connors Bog area has become a popular dog park, and nearby Connors Lake has had nesting loons in summer.

Daily News reporter Larry Persily can be reached at lpersily@adn.com or in Juneau at 1-907-523-9306.

[Print Page](#)[Close Window](#)

Baltimore Airport Renovation to Move Forward With Upcoming Sale

By Allison Vekshin

WASHINGTON — After delays forced by last year's terrorist attacks, the massive \$1.8 billion expansion of Baltimore-Washington International Airport is picking up speed as it prepares for a bond sale next week for a new car rental facility.

The Maryland Transportation Authority is planning to issue \$119.6 million in taxable limited obligation revenue bonds on June 4 on behalf of the Maryland Aviation Administration, which operates the airport.

The bond proceeds will finance the construction of a consolidated rental car facility at the airport to serve the eight rental car companies operating there. Hertz Corp. has the largest share of the airport's rental car market at 28%, followed by Avis Rent A Car System, Inc. at about 23%.

The bonds are secured by a \$3 charge that will be assessed to daily car rental transactions originating at the airport, which is located between Washington and Baltimore. Morgan Stanley & Co. is the senior managing underwriter, and Piper Rudnick LLP is legal counsel. MBIA Insurance Corp. is insuring the negotiated deal.

Moody's Investors Service has issued an A3 rating with a stable outlook. Fitch Ratings and Standard & Poor's have not yet issued ratings.

Moody's cited historic demand for car rentals, the administration's rate flexibility, and the ability of the current rental car activity levels to support the debt service without increasing the customer facility charge as factors contributing to the rating.

"With an A3 rating, we feel it's a good credit," said Maria Matesanz, an analyst for Moody's.

Airports initially were reluctant to enter the market following the terrorist attacks, said Matesanz, who sees this trend gradually reversing itself.

"We've seen more issuance in the last couple of months, indicating there is more comfort by investors and by issuers to enter the market," she said. "As traffic and revenues have come back, there has been more of a sense of resiliency in the sector."

The terrorist attacks haven't delayed

the airport's financing plans by much, according to Fred Rappe, director of finance at the Maryland Department of Transportation.

"We're pretty much on schedule where we were hoping to be at this time," he said. The entire project is scheduled to be completed in 2006.

In August 2000, state transportation officials announced plans to issue \$1 billion in tax-exempt bonds to finance the project, and construction began in April last year. But the sales were delayed after Sept. 11, when airport officials hesitated to go to market, instead choosing to evaluate the impact of the attacks.

The authority last went to market in February with \$264

million in tax-exempt revenue bonds to pay for an airport parking garage.

In addition, the Maryland Economic Development Corp. expects to sell about \$200 million in tax-exempt revenue bonds later this year to finance the construction of a concourse at the air-

port, according to Hans F. Mayer, the agency's executive director. The deal, which is still in the structuring stage, will be backed primarily by lease revenues, Mayer said. An underwriter has not yet been selected and McGwire Woods LLP will serve as legal counsel, he added.

The state-operated airport's projects are financed by a transportation trust fund dedicated to supporting the transportation department. Sources of the fund include motor fuel taxes, motor vehicle excise taxes, motor vehicle fees, and federal aid.

In February, Maryland Gov. Parris N. Glendening announced that 2001 was the eighth consecutive record year for travelers using the airport, with 20.4 million people passing through the airport last year. This was a 3.9% increase from passenger traffic in 2000, when 19.6 million travelers used the airport.

The overall expansion and improvement plan includes the addition of 12,000 covered parking spaces, new concourses and pedestrian bridges, moving sidewalks, and a monorail-style people mover system connecting the airport, parking garages, and the Amtrak station, which also serves Maryland Rail Commuter trains. □

"We've seen more issuance in the last couple of months, indicating there is more comfort by investors and by issuers to enter the [airport debt] market," says Moody's Maria Matesanz.

Latest Agreement to Save Twins Would Keep Team in Metrodome for Another Year

Continued from page 1
with the 2003 season.

Many stadium advocates attribute the Twins' continued existence to the lawsuit filed last year after the league's contraction plans were announced. Though no terms were named, the Twins were on the list of possible teams to be contracted, according to many sports writers

who called league estimates

team to make good on its current one-year lease extension and won. The commission's lawsuit also contends that the league's contraction plans illegally prevented the commission from negotiating a long-term lease with the team.

The extra year the tentative agreement buys is considered essential to securing a final stadium financing scheme and enacting legislation to replace what

package approved by lawmakers and signed by Gov. Jesse Ventura last week. Lawmakers won't return to work until January.

Under that stadium plan, the team would make an up-front payment of \$120 million that would be invested by the state. Minnesota in turn would sell taxable bonds to pay for a \$330 million ballpark. Investment earnings would cov-

must be held on any new taxes.

Minneapolis officials believe the legislation favors St. Paul because it precludes Hennepin County, which includes Minneapolis, from participating in the financing. Minneapolis wants to spread out the burden of the stadium on a county-wide level.

"Minneapolis now has the burden of paying for about 85% of the Target Cen-



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Maryland Transportation Authority

Research Links

Report Type	Date	Title	5 records
-- New Issue	23 MAY 2002	MOODY'S ASSIGNS A3 RATING TO MARYLAND TRANSPORTATION AUTHORITY RENTAL CAR FACILITY REVENUE BONDS, SERIES 2002	
-- New Issue	5 FEB 2002	MOODY'S ASSIGNS A2 RATING TO MARYLAND TRANSPORTATION AUTHORITY'S AIRPORT PARKING REVENUE BONDS	
-- New Issue	27 APR 1998	Maryland Transportation Authority	
-- Update	26 MAY 1993	Transp. Facility Project Revenue Bonds, '85	
-- New Issue	12 AUG 1992	Transportation Facility Revenue Refunding Bonds, Series 1992	

You have access to 0 of 5 available records. To increase your access please contact a Moody's representative.

Issuer Details

Sector:	State, Airport, Toll Roads	Watchlist Status:	No
State:	Maryland (State of)	Date:	
City/Town:		Direction:	
County:		Ticker(s):	MDSTRN
		CUSIP(s):	574202, 574299, 574300

Current Rating List

Security	Sale Date	Sale Amt	Underlying	Enhanced	Insured	Watchlist	Watch Date	7 records
Ticabla Limited Obligation Revenue Bonds, Series 2002 (Baltimore/Washington International Airport Consolidated Rental Car Facility) Revenue	4 JUN 2002	119.60	A3			No		
Airport Parking Revenue Bonds, Series 2002A and B Revenue	12 FEB 2002	264.08	A2		Aaa	No		



Moody's Investors Service

Global Credit Research

New Issue

23 MAY 2002

New Issue: Maryland Transportation Authority

MOODY'S ASSIGNS A3 RATING TO MARYLAND TRANSPORTATION AUTHORITY RENTAL CAR FACILITY REVENUE BONDS, SERIES 2002
\$120 Million Debt Affected

 Airport
 MD

Moody's Rating

ISSUE	RATING
Taxable Limited Obligation Revenue Bonds, Series 2002 (Baltimore/Washington International Airport Consolidated Rental Car Facility)	A3

Sale Amount \$119,600,000

Expected Sale Date 06/04/02

Rating Description Rental Car Facility Revenue Bonds

Opinion

NEW YORK, May 23, 2002 – Moody's assigns an A3 underlying rating and stable outlook to the \$120 million Maryland Transportation Authority (MTA) Taxable Limited Obligation Revenue Bonds, Baltimore/Washington International Airport (Consolidated Rental Car Facility) Series 2002. The bonds are limited obligations secured solely by a charge that will be assessed to daily car rental transactions originating from the airport. The medium-grade underlying rating reflects the narrow revenue stream offset by favorable demand for rental car services at the airport and legal provisions that provide adequate bondholder support. The bond proceeds will finance construction of a consolidated rental car facility at Baltimore/Washington International Airport (BWI) to serve the eight major rental car companies operating at the airport.

The bonds are issued by the MTA on behalf of the Maryland Aviation Administration (MAA) which operates BWI. MTA has entered into lease with MAA, which obligates MAA to remit the customer facility charge (CFC) to MTA for the repayment of the bonds.

NARROW REVENUE STREAM OFFSET BY RATE FLEXIBILITY AND STRONG DEMAND; --LEVEL DEBT SERVICE COVERED BY EXISTING RATES AND NO GROWTH IN ACTIVITY

In Moody's opinion, historic demand for car rentals, the MAA's rate flexibility, and the ability of the current (i.e. post September 11th) rental car activity levels to support the debt service without increasing the CFC are key elements of the rating. The bonds are being issued to construct a consolidated rental car facility to replace the separate facilities currently operated by rental car companies at the airport. The bonds are secured by a per day CFC assessed to car renters. Thus, the revenues are dependent upon the number and

length of rental car contracts.

The imposition of the \$3.01 per day CFC began in March 2001, and revenue collections to date have been deposited in the Facility Improvement Fund, primarily to cover the acquisition of buses that will be used to transport customers to the new facility. The MAA will try to limit fluctuation in the CFC charge and expects to continue to charge \$3.00 through the forecast period. This charge represents less than 10% of the average daily rental rate, which has remained constant, adjusted for inflation, over the last five year. The rate is not limited, which is a key element of the A3 rating. However, the MAA has the flexibility pursuant to concession agreements, to assess additional rent rather than higher CFCs, and such rent would be included in Pledged Revenue. Even with a conservative assumption of no growth in the current levels of car rental activity, which reflect a moderate decline since September 11, the CFC is estimated to remain constant and satisfy the 1.25x rate covenant.

CAR RENTAL TRENDS SHOW POSITIVE GROWTH; SHOULD RECOVER TO PRE-SEPTEMBER 11 LEVELS IN 2003

Moody's views the rental car trends at the airport as a positive factor. Transaction days have grown an average of 9.1% since 1996, consistent with enplanement growth at the airport. In particular rental car rentals have increased approximately 2% in calendar year 2001, including the effects of September 11, while enplaned passengers increased approximately 4%. In the months since September 2001, the decline in car rental activity has also been consistent with the decreases in enplaned passengers, at an average of approximately 8%.

Eight rental car companies will occupy the facility, which will be constructed to accommodate expansion. Hertz Corporation, whose senior unsecured bonds are rated Baa2, has the largest share of the airport's rental car market at 28%. Avis, rated Baa1, represents about 23% of the airport's operations. ANC rental corporation (ANC), rated Baa3, operates National and Alamo, representing approximately 13.5% and 10% of the airport's operations, respectively.

Recent weakness in the US car rental business, evidenced by ANC's bankruptcy filing, is considered in the rating assignment, but is not expected to impair the ability to service the debt. While the rental car companies are the collecting agents for the CFC, remittances will occur monthly and will be supported by performance bonds covering four months of collection. Furthermore, in the case of ANC, the US Bankruptcy Court has ordered that the CFC collected at BWI is the property of MAA and that MAA has a perfected first priority lien on the CFC collections at all times.

The rental car companies are financing and developing their own service areas, therefore increasing their commitment to the BWI market. Moody's expects that the executed concession agreements with the rental car companies have adequate flexibility to accommodate individual rental car companies' growth strategies.

RENTAL CAR OPERATIONS SUPPORTED BY STRONG REGIONAL ECONOMY

In Moody's opinion, the strong regional economy served by the airport is a key element in the rating assignment. Demand for rental car transactions is dependent on a number of variables, but regional economic activity represents a key factor. BWI represents a strong O&D market and primarily provides air service to the Baltimore MSA. Approximately 15% of the total passengers connect through BWI. The airport also serves a broader secondary air service area with Ronald Reagan Washington National Airport and Dulles International Airport. Moody's does not expect the competition of National and Dulles to threaten the demand for car rentals at BWI to an extent that would threaten security for the bonds. The secondary air service area includes portions of the Washington MSA. The overall service area demonstrates an increasingly diverse employment base with close proximity to the national capital as well as an attractive tourist destination. Thus, the area economy provides a strong base for airport, and thus car rental, operations.

BONDS HAVE ADEQUATE LEGAL PROTECTIONS; NO RECOURSE TO AIRPORT OR RENTAL COMPANIES

In Moody's opinion, the bonds have adequate legal protections to provide for repayment. The Trust Agreement includes a rate covenant requiring that CFCs be set to provide for 1.25 times debt service coverage. A portion of the coverage will, however, be provided through a debt service coverage fund equal to 15% of maximum annual debt service that will be funded with the bond proceeds. The \$3.00 CFC is sufficient to provide 1.10 times revenue coverage at 2000 car rental activity levels. In addition, a debt service

reserve fund of maximum annual debt service will likely be provided through a surety policy with the bond insurer. The car rental companies will operate the facility; thus the CFC is required to cover only debt service and limited administrative costs. The Trust Agreement includes provisions for build up of a facility improvement fund.

All eight rental car companies have executed the agreements but they do not provide corporate guarantees of the bonds. Their obligation is limited to the collection and monthly remittance of the CFC revenues, and there is no security (such as a letter of credit) associated with that collection. In Moody's opinion, since the MAA has imposed the \$3.00 charge since March 1, 2001, there is minimal risk associated with timely construction of the facility. Moreover, the facility has a typical construction term and is not complex, mitigating the risk of cost overruns and potential need for completion bonds.

Outlook

The outlook for the underlying rating is stable, based on the strong service area supporting the rental car operations and the absence of significant construction-related risks. The outlook also reflects the expectation that the bonds can be serviced within the "no growth" scenario which keeps transaction days constant at FY 2000 levels.

KEY STATISTICS

Type of Airport: O&D

CY 2001 O&D Enplanements: 7,998,840

O&D/Total Enplanement: 85%

Expected Customer Facility Charge per Transaction Day: \$3.00

Average Annual Growth in Rental Car Transaction Days 1998 - 2001: 8.1%

Projected Average Annual Growth in Rental Car Transaction Days: 3.7%

Minimum Projected CRCF Debt Service Coverage: 1.30x (In FY 2009)

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HB

266

Talking Points HB266

- **Sec 1** prohibits the use of overweight vehicle violations by insurers to adversely impact private automobile insurance coverage for drivers.
 - Currently overweight vehicle violations are being used by insurers as justification to take adverse action in relation to the personal automobile insurance coverage of the involved drivers.
 - Individual drivers have seen the insurance rates on their personal vehicles increase as a result of overweight citations when more often than not, they are not the responsible party.
-

- Existing overweight penalty provisions do not adequately deter commercial shipping companies, some motor carriers and others from violating overweight vehicle limitations.
 - **Sec 2** establishes a new graduated penalty where the fines remain about the same at the low end of the violation scale and the rate of the fine increases by 200% at the high end.
 - The fines range from \$.07 per pound at the low end to \$.15 per pound at the top.
 - A 20,000 pound overweight violation will cost \$3,000.
 - This is the first increase in penalties since the 1970's.
 - The new fines provide a sufficient deterrence to the loading of illegal overweight trucks.
 - The new fine structure is about in the middle of the range of 18 western states surveyed.
 - Infrastructure protection is a major issue as repair and maintenance costs resulting from illegal damage to our streets, roads and highways continue to escalate.
 - Based on Calendar year 2004, the new fines will generate additional revenue of about \$80.0.
-

- The section on the rules change was a matter of law discussed at the Finance Committee hearing on January 25, 2006 and the committee decided that the change they made fixed the problem.

Summary

- This bill provides protection for the drivers from unfair insurance increases related to overweight tickets and gives DOT a fair increase in fines.

ALASKA TRUCKING ASSOCIATION

RESOLUTION NO. 09-2005

A RESOLUTION OF THE ALASKA TRUCKING ASSOCIATION

WHEREAS, the State-wide Highway system is critical to current and future economic development opportunities for the State of Alaska and for the safety of our citizens; and,

WHEREAS, protecting the necessary infrastructure will ensure that Alaskans are safe and supplies are not interrupted

NOW, THEREFORE, BE IT RESOLVED BY THE ALASKA TRUCKING ASSOCIATION.

1. Supports the elimination of overweight violations on personal automobile insurance in the proposed changes to CSHB 266
2. Supports the charted increase in overweight violations to discourage overweight loads in the proposed changes to CSHB 266.

UNANIMOUSLY APPROVED BY THE ALASKA TRUCKING ASSOCIATION, this 15th day of December, 2005.

Alaska Trucking Association

Michael Bell
Director

ALASKA STATE LEGISLATURE

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REPRESENTATIVE JIM ELKINS

Sponsor Statement

Thank you Mr. Chairman, today before you is House Bill 266, "An Act relating to penalties for violation of vehicle weight limitations;" modifies existing law related to the penalty structure for overweight vehicle violations.

This legislation proposes the first increase in penalties since the existing provisions were established in the 1970s. Existing provisions do not adequately inhibit commercial shipping companies and others from violating overweight vehicle limitations. The proposed modification establishes a graduated penalty for the amount of weight in excess of the limitations set by statute, regulation and permit.

Another provision of the bill prohibits the use of overweight vehicle violations for use by insurers to adversely impact decisions related to providing private automobile insurance coverage for drivers. In the majority of cases, the driver has little knowledge or ability to limit the weight of the load placed on the vehicle they are assigned to drive.

Currently, overweight vehicle violations are used by insurers as justification to take adverse action in relation to the personal automobile insurance coverage of truck drivers. Section 1 of this bill will prohibit this action.

This legislation will protect drivers who do not know they are in violation and protect our roads from overweight vehicles in Alaska. The Department of Transportation, Teamsters, and Horizon Shipping Lines all support HB 266, and we urge you to do the same.

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REPRESENTATIVE JIM ELKINS

House Bill 266 Sectional Analysis

Section 1 Adds AS 21.36.307; prohibiting an insurer from taking adverse action relating to the personal automobile insurance of a driver who commits one or more violations relating to overweight vehicles under AS 45.75.380(a)(10) or (11). Defines "adverse action."

Section 2 Repeals and reenacts AS 45.75.380 (b). Establishes the maximum fines for overweight vehicles according to the weight-range in which the overweight amount falls.

Section 3 Adds a new section to uncodified law to recognize that sec.2 of the Act amends Rule 43.6, Alaska Rules of Administration, by increasing the maximum fines for overweight vehicles.

Section 4 Adds a new section to uncodified law to state that a two-thirds vote is not required for sec. 2.

Section 5 Adds a new section to uncodified law to state the applicability of sec. 1 and 2 of the Act. Section 1 applies to an adverse action by an insurer on or after the effective date of the Act based on an overweight vehicle violation occurring before, on, or after the effective date of the Act. Section 2 applies to offenses committed on or after the effective date.

Section 6 Provides for an immediate effective date.

ALASKA TRUCKING ASSOCIATION

3443 Minnesota Drive - Anchorage, Alaska 99503 • Phone: (907) 278-1149 • Fax: (907) 274-1945

www.altrucks.org

December 15, 2005

To: Alaska Trucking Association Membership

Fr: ATA Board of Directors

RE: HB 266

The Board of Directors has voted unanimously to support House Bill 266 with the amendments as written and presented at the December board meeting. This bill will begin to address driver citation issues dealing with overweight violations. ATA will lend its support to seek the bill passage into law.

Sincerely,
Alaska Trucking Association


Michael Bell
Director





Kenneth Privratsky • Horizon Lines, LLC • 1717 Tidewater Road • Anchorage, AK 99501

April 11, 2005

Representative Jim Elkins, Chair
House Transportation Committee
State Capitol
Juneau, AK 99801-1182

Dear Representative Elkins :

I am writing you to express Horizon Lines' support for increasing scrutiny of overweight loads on our highways. The safety of Alaska's highways is something that everyone who uses them must be able to expect. As a commercial highway user, Horizon Lines understands its obligation to the public, our drivers and our customers to put only safe loads on our highways. This mirrors our company philosophy, and we are committed to doing this. The provisions outlined in the Intermodal Safe Container Act paragraph 5903(a) help ensure that accurate documentation is always provided when shippers tender loads to carriers. Using violations of this law as a criterion to identify possible willful offenders for further examination makes good sense.

Our drivers and our agents' drivers have told us that overweight violations have been used as a criterion when insurers underwrite their personal automobile policies. This practice is unfair as drivers normally have virtually no control over the loaded weight of the container or trailer they are being asked to pull.

Regards,

A handwritten signature in black ink, appearing to read 'Ken Privratsky', written in a cursive style.

Ken Privratsky
Vice President & General Manager, Alaska

Michael T. Kenny, Principal Executive Officer

GENERAL TEAMSTERS570 E. 31st Avenue
Anchorage, Alaska 99503**LOCAL 959**
State of Alaska751 Old Richardson Hwy., Suite 127
Fairbanks, Alaska 99701

January 24, 2006

Representative Kevin Meyer
 Representative Mike Chenault
 Co-Chairpersons, Finance Committee
 Alaska State Legislature
 Juneau, Alaska

Re: CSIB 266, Vehicle Weights

Dear Co-Chairpersons Meyer and Chenault:

On behalf of all citizens of Alaska, and specifically those members whom Teamsters Local 959 represents in the trucking industry, I am proud to support CSIB 266 regarding offenses and penalties for violation of vehicle weight limitations.

As you may be aware, overweight penalties in Alaska have not increased for some 20 or more years. While some would say the penalty charged for running overweight in this day and age is "just another cost of doing business", I believe it is truly a matter to be taken seriously.

For the most part, our Teamster drivers work for employers who follow the rules and abide by state-imposed weight requirements. For those employers that do not, a slight penalty fee is paid and drivers are ticketed. But the consequences the public faces when an overweight truck flips over while going down the highway, causing a major traffic accident, are very critical. Many wonder how many more lives need to be lost in this manner.

We further have the issue of our roadways being damaged by vehicles with overweight loads. These overweight loads cause pavement to deteriorate, as well as the subsurface, because they are only designed to specific standards. If that design standard is exceeded, damage occurs. Each year a request for funding is submitted to you to correct damage to our highways and roadways because of overweight abuse.

The passage of CSIB 266 will certainly help curtail much of the indifference shown in this area today. Its passage will increase penalties for overweight violations, no longer allowing penalties paid to be "just another cost of doing business". It further prohibits the use of overweight citations as a basis for "adverse action" by an insurance carrier.

www.skteamsters.com

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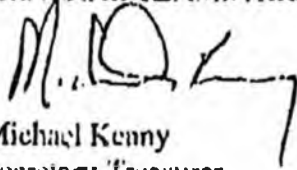
Representative Meyer and Chenault
Co-Chairpersons, Finance Committee
Re: CS113 266
January 24, 2006
Page 2

We believe this bill will go a long way in protecting the motoring public from overweight trucks and by reducing wear and tear on the highways. The increased penalties will hopefully encourage companies to operate their trucks within proper weight limits and level the playing field for all operators.

We ask you and the Finance Committee members to support moving this out of committee.

Fraternally,

GENERAL TEAMSTERS LOCAL 959



Michael Kenny
Secretary-Treasurer



CSHB 266
OVERWEIGHT PENALTY BILL Testimony
AVES D. THOMPSON, DIRECTOR
MEASUREMENT STANDARDS AND
COMMERCIAL VEHICLE ENFORCEMENT
Alaska Department of Transportation and
Public Facilities
January 25, 2006

Section 1 of the bill prohibits the use of overweight vehicle violations by insurers to adversely impact decisions related to providing private automobile insurance coverage for drivers. In the majority of cases, the driver has little knowledge or ability to limit the weight of the load placed on the vehicle they are assigned to drive. As a result, the company usually is responsible for the violation and, if cited, usually pays the fine imposed. At present, overweight vehicle violations are being used by insurers as justification to take adverse action in relation to the personal automobile insurance coverage of the involved drivers. Individual drivers have seen the insurance rates on their personal vehicles increase as a result of overweight citations when more often than not, they are not the responsible party.

Section 2 of this bill modifies existing law related to the penalty structure for overweight vehicle violations. This is the first

commercial vehicle enforcement officers and the support of higher penalties for operating overweight, we send an important message that we intend to protect our infrastructure.

Infrastructure protection is a major issue as repair and maintenance costs resulting from illegal damage to our streets, roads and highways continue to escalate. We need to provide a sufficient deterrence to the loading of illegal overweight trucks.

We urge you to give favorable consideration to this proposed legislation and move it forward for additional consideration.

I'll try to answer any questions. Thank you.

Example of Proposed Overweight Penalty
DOT&PF, MSCVE
January 25, 2006

Overweight Ranges	Penalty per Pound	Amount of overweight	Total Penalty	Percent Change
1,001 to 2,000 lbs.	\$100 flat	2,000	\$ 100	0
2,001 to 4,000 lbs.	0.07 / lb	4,000	\$ 280	40%
4,001 to 6,000 lbs.	0.09 / lb	6,000	\$ 540	80%
6,001 to 10,000 lbs.	0.12 / lb	10,000	\$ 1,200	140%
over 10,000 lbs.	0.15 / lb	30,000	\$ 4,500	200%

WASHTO Overweight Penalty Survey

WASHTO States									
Overweight Penalty Survey - Amount of Fine at the following weights.									
WASHTO State	Criminal (CR) Civil (CI)	2,000#	4,000#	6,000#	8,000#	10,000#	20,000#	30,000#	
AK Proposed	CR	\$100	\$280	\$540	\$960	\$1,200	\$3,000	\$4,500	
AK	CR traffic	\$100	\$200	\$300	\$400	\$500	\$1,000	\$1,500	
AZ	CI	\$300	\$980	\$1,500	\$1,700	\$1,900	\$2,900	\$3,900	
CA	CR	\$40	\$125	\$240	\$640	\$2,000	\$4,000	\$6,000	
CO	CR Traffic	\$22.50	\$37.50	\$141.50	\$451.60	\$911.70	\$2,639.70	\$4,411.70	
HI									
ID	CR Misdemeanor	\$ 15 + court cost	\$ 25 + court cost	\$293.2 + court cost	\$561.4 + court cost	\$829.6 + court cost	\$2500 + court cost	\$5500 + court cost	
MT	CR	\$210	\$260	\$310	\$385	\$410	\$1,135	\$2,135	
NE*	See below								
NV	CR Misdem/ by court	\$15	\$50	\$110	\$200	\$320	\$1,120	\$1,920	
NM	CR	\$25	\$80	\$125	\$275	\$425	\$1,000	\$1,000	
ND	CI	\$40	\$140	\$305	\$495	\$655	\$3,000	\$6,000	
OK	CR	\$258.90	\$358.90	\$458.90	\$558.90	\$628.90	\$628.90	\$628.90	
OR	CR/misdem/traffic	\$79	\$257	\$876	\$1,296	\$1,596	\$4,896	\$7,296	
SD	CR + CI	\$250	\$450	\$1,050	\$1,800	\$2,550	\$10,050	\$17,550	
TX	CR Misdemeanor	\$100	\$150	\$340	\$420	\$500	\$750	\$1000 Max	
UT	CR/classB/Misd (1)	\$50	\$170	\$350	\$450	\$650	\$1,850	calculation	(1) axle weight
	CR/classB/Misd (2)	\$50	\$200	\$350	\$450	\$550	\$1,050		(2) gross weight
WA	CR	\$223	\$283	\$523	\$763	\$1,003	\$2,803	\$5,803	
WY	CR	\$55	\$80	\$105	\$130	\$180	\$530	\$1,780	
NE	% over legal weight	0-5%	5-10%	10-15%	15-20%	20-25%	25%+		
	Gross weight	\$25	\$100	\$200	\$350	\$600	\$1,000		
NE	% over legal weight	0-5%	5-10%	10-15%	15-20%	20-25%	25-30%	40-45%	50%+
	Axle weight	\$25	\$75	\$150	\$350	\$500	\$750	\$1,550	\$2,500
18 states total									
15 Criminal									
3 Civil									
1 not reported									

Overweight Uniform Traffic Citations (UTC) CY2004
 HB266 Revenue Comparisons

Citation	Over Weight Offence	Date	lbs Owt	Bail	Surcharge	Total	New Rate	Bail	Surcharge	Total
G66469	17AAC 25.013(a)(2)	11/1/04	11360	\$568.00	\$10.00	\$578.00	\$0.15	\$1,704.00	\$10.00	\$1,714.00
G67923	17AAC 25.013.(c)	11/2/04	3140	\$157.00	\$10.00	\$167.00	\$0.07	\$219.80	\$10.00	\$229.80
G67862	17AAC 25.013.(c)	11/2/04	3280	\$164.00	\$10.00	\$174.00	\$0.07	\$229.60	\$10.00	\$239.60
G66435	17AAC 25.013.(a) (2)	9/21/04	2680	\$134.00	\$10.00	\$144.00	\$0.07	\$187.60	\$10.00	\$197.60
G66565	17AAC 25.013.(a)(1)	10/20/04	4800	\$240.00	\$10.00	\$250.00	\$0.09	\$432.00	\$10.00	\$442.00
G67905	17AAC 25.013.(c)	11/2/04	3420	\$171.00	\$10.00	\$181.00	\$0.07	\$239.40	\$10.00	\$249.40
G64641	17AAC 25.013.(a) (2)	5/4/04	5740	\$287.00	\$10.00	\$297.00	\$0.09	\$516.80	\$10.00	\$526.80
G66432	17AAC 25.013.(a) (3)	9/13/04	2700	\$135.00	\$10.00	\$145.00	\$0.07	\$189.00	\$10.00	\$199.00
G65260	17AAC 25.013.(a) (2)	8/2/04	1460	\$73.00	\$10.00	\$83.00	\$100.00	\$100.00	\$10.00	\$110.00
G69148	17AAC 25.013.(a) (2)	8/2/04	2340	\$117.00	\$10.00	\$127.00	\$0.07	\$163.80	\$10.00	\$173.80
G67816	17AAC 25.013(a)(2)	12/14/04	4380	\$219.00	\$10.00	\$229.00	\$0.09	\$394.20	\$10.00	\$404.20
G65761	17AAC 25.013.(a) (2)	7/22/04	6280	\$314.00	\$10.00	\$324.00	\$0.12	\$753.60	\$10.00	\$763.60
G69112	17AAC 25.013. (a)(3)	4/27/04	5460	\$273.00	\$10.00	\$283.00	\$0.09	\$491.40	\$10.00	\$501.40
G69122	17AAC 25.013.(a) (2)	5/12/04	8300	\$415.00	\$10.00	\$425.00	\$0.12	\$996.00	\$10.00	\$1,006.00
G69145	17AAC 25.013.(a) (2)	7/27/04	7140	\$357.00	\$10.00	\$367.00	\$0.12	\$856.80	\$10.00	\$866.80
G67802	17AAC 25.013.(a) (2)	8/27/04	3180	\$159.00	\$10.00	\$169.00	\$0.07	\$222.60	\$10.00	\$232.60
G67881	17AAC 25.013.(c)	9/13/04	23460	\$1,198.00	\$10.00	\$1,208.00	\$0.15	\$3,519.00	\$10.00	\$3,529.00
G67912	17AAC 25.013(a)(3)	11/9/04	5600	\$280.00	\$10.00	\$290.00	\$0.09	\$504.00	\$10.00	\$514.00
G67906	17AAC 25.013.(c)	11/3/04	4520	\$268.00	\$10.00	\$276.00	\$0.09	\$406.80	\$10.00	\$416.80
G67812	17AAC 25.013(a)(2)	11/15/04	7820	\$393.00	\$10.00	\$403.00	\$0.12	\$938.40	\$10.00	\$948.40
G67915	17AAC 25.013.(c)	11/10/04	2540	\$127.00	\$10.00	\$137.00	\$0.07	\$177.80	\$10.00	\$187.80
G68452	17AAC 25.013(a)(2)	11/27/04	2360	\$118.00	\$10.00	\$128.00	\$0.07	\$165.20	\$10.00	\$175.20
G67869	17AAC 25.013.(c)	11/24/04	2220	\$111.00	\$10.00	\$121.00	\$0.07	\$155.40	\$10.00	\$165.40
G65784	17AAC 25.013(a)(2)	12/8/04	2520	\$126.00	\$10.00	\$136.00	\$0.07	\$176.40	\$10.00	\$186.40
G67872	17AAC 25.013.(c)	12/2/04	2080	\$104.00	\$10.00	\$114.00	\$0.07	\$145.60	\$10.00	\$155.60
G67508	17AAC 25.013.(a) (2)	5/3/04	7040	\$352.00	\$10.00	\$362.00	\$0.12	\$844.80	\$10.00	\$854.80
G67854	17AAC 25.013.(c)	10/20/04	2240	\$112.00	\$10.00	\$122.00	\$0.07	\$156.80	\$10.00	\$166.80
G66590	17AAC 25.013(a)(2)	11/24/04	2180	\$109.00	\$10.00	\$119.00	\$0.07	\$152.60	\$10.00	\$162.60
G69110	17AAC 25.013.(a) (2)	4/26/04	2240	\$112.00	\$10.00	\$122.00	\$0.07	\$156.80	\$10.00	\$166.80
G68540	17AAC 25.013.(c)	9/23/04	6840	\$342.00	\$10.00	\$352.00	\$0.12	\$820.80	\$10.00	\$830.80
G67880	17AAC 25.013.(c)	9/10/04	3880	\$194.00	\$10.00	\$204.00	\$0.07	\$271.60	\$10.00	\$281.60
G66104	17AAC 25.013.(a) (1)	8/5/04	4100	\$205.00	\$10.00	\$215.00	\$0.09	\$369.00	\$10.00	\$379.00
G66437	17AAC 25.013.(a) (2)	9/22/04	2760	\$138.00	\$10.00	\$148.00	\$0.07	\$193.20	\$10.00	\$203.20
G69183	17AAC 25.013.(a) (3)	9/14/04	6200	\$310.00	\$10.00	\$320.00	\$0.12	\$744.00	\$10.00	\$754.00
G66364	17AAC.25.013(a)(2)	1/22/04	4180	\$209.00	\$10.00	\$219.00	\$0.09	\$376.20	\$10.00	\$386.20
G70183	17AAC 25.013(a)(2)	12/21/04	2000	\$100.00	\$10.00	\$110.00	\$100.00	\$100.00	\$10.00	\$110.00

**Overweight Uniform Traffic Citations (UTC) CY2004
HB266 Revenue Comparisons**

Citation	Over Weight Offence	Date	Lbs Owt	Bail	Surcharge	Total	New Rate	Bail	Surcharge	Total
G70178	17AAC 25.013(a)(3)	12/2/04	1660	\$83.00	\$10.00	\$93.00	\$100.00	\$100.00	\$10.00	\$110.00
G67884	17AAC 25.013.(c)	9/20/04	3240	\$162.00	\$10.00	\$172.00	\$0.07	\$226.80	\$10.00	\$236.80
G68405	17AAC 25.013.(a) (2)	5/24/04	8220	\$411.00	\$10.00	\$421.00	\$0.12	\$986.40	\$10.00	\$996.40
G68548	17AAC 25.013.(c)	10/14/04	1860	\$93.00	\$10.00	\$103.00	\$100.00	\$100.00	\$10.00	\$110.00
G67560	17AAC.25.013(a)(2)	1/18/04	2140	\$107.00	\$10.00	\$117.00	\$0.07	\$149.80	\$10.00	\$159.80
G678	17AAC 25.013.(a) (3)		9880	\$494.00	\$10.00	\$504.00	\$0.12	\$1,185.60	\$10.00	\$1,195.60
G66436	17AAC 25.013.(a) (2)	9/21/04	2560	\$128.00	\$10.00	\$138.00	\$0.07	\$179.20	\$10.00	\$189.20
G66430	17AAC 25.013.(a) (2)	9/2/04	2280	\$114.00	\$10.00	\$124.00	\$0.07	\$159.60	\$10.00	\$169.60
G66429	17AAC 25.013.(a) (2)	9/2/04	9580	\$479.00	\$10.00	\$489.00	\$0.12	\$1,149.60	\$10.00	\$1,159.60
G65785	17AAC 25.013(a)(2)	12/8/04	7180	\$359.00	\$10.00	\$369.00	\$0.12	\$861.60	\$10.00	\$871.60
G67857	17AAC 25.013.(c)	10/22/04	3420	\$171.00	\$10.00	\$181.00	\$0.07	\$239.40	\$10.00	\$249.40
G67850	17AAC 25.013.(c)	10/22/04	3400	\$170.00	\$10.00	\$180.00	\$0.07	\$238.00	\$10.00	\$248.00
G66530	17AAC 25.013(a)(2)	11/10/04	3000	\$150.00	\$10.00	\$160.00	\$0.07	\$210.00	\$10.00	\$220.00
G66796	17AAC 25.013(a)(1)	12/11/04	2340	\$117.00	\$10.00	\$127.00	\$0.07	\$163.80	\$10.00	\$173.80
G66574	17AAC 25.013(a)(3)	11/27/04	4080	\$204.00	\$10.00	\$214.00	\$0.09	\$367.20	\$10.00	\$377.20
G66258	17AAC 25.013. (a)(2)	4/19/04	3100	\$155.00	\$10.00	\$165.00	\$0.07	\$217.00	\$10.00	\$227.00
G66190	17AAC 25.013.(a) (3)	5/21/04	2350	\$117.00	\$10.00	\$127.00	\$0.07	\$164.50	\$10.00	\$174.50
G66786	17AAC 25.013.(a) (2)	9/15/04	4860	\$243.00	\$10.00	\$253.00	\$0.09	\$437.40	\$10.00	\$447.40
G66494	17AAC 25.013.(a) (2)	7/22/04	2600	\$130.00	\$10.00	\$140.00	\$0.07	\$182.00	\$10.00	\$192.00
G66563	17AAC 25.013.(a) (1)	9/24/04	2100	\$105.00	\$10.00	\$115.00	\$0.07	\$147.00	\$10.00	\$157.00
G67568	17AAC 25.013.(c)	11/2/04	6560	\$328.00	\$10.00	\$338.00	\$0.12	\$787.20	\$10.00	\$797.20
G69117	17AAC 25.013.(a) (2)	4/30/04	6520	\$326.00	\$10.00	\$336.00	\$0.12	\$782.40	\$10.00	\$792.40
G65544	17AAC.25.013(a)(2)	1/20/04	4100	\$205.00	\$10.00	\$215.00	\$0.09	\$369.00	\$10.00	\$379.00
G65643	17AAC.25.013(a)(2)	1/13/04	2960	\$148.00	\$10.00	\$158.00	\$0.07	\$207.20	\$10.00	\$217.20
G67563	17AAC.25.013(a)(2)	2/24/04	5400	\$270.00	\$10.00	\$280.00	\$0.09	\$486.00	\$10.00	\$496.00
G66251	17AAC.25.013(a)(2)	2/25/04	1480	\$74.00	\$10.00	\$84.00	\$100.00	\$100.00	\$10.00	\$110.00
G65865	17AAC 25.013. (a)(2)	3/17/04	4200	\$210.00	\$10.00	\$220.00	\$0.09	\$378.00	\$10.00	\$388.00
G65868	17AAC 25.013. (a)(2)	3/23/04	6850	\$342.50	\$10.00	\$352.50	\$0.12	\$822.00	\$10.00	\$832.00
G65869	17AAC 25.013. (a)(2)	3/23/04	7060	\$353.00	\$10.00	\$363.00	\$0.12	\$847.20	\$10.00	\$857.20
G65870	17AAC 25.013. (a)(2)	3/25/04	3140	\$157.00	\$10.00	\$167.00	\$0.07	\$219.80	\$10.00	\$229.80
G65598	17AAC 25.013. (a)(2)	4/22/04	3340	\$167.00	\$10.00	\$177.00	\$0.07	\$233.80	\$10.00	\$243.80
G66790	17AAC 25.013.(a) (2)	9/28/04	2680	\$134.00	\$10.00	\$144.00	\$0.07	\$187.60	\$10.00	\$197.60
G66433	17AAC 25.013.(a) (2)	9/15/04	4400	\$220.00	\$10.00	\$230.00	\$0.09	\$396.00	\$10.00	\$406.00
G66785	17AAC 25.013.(a) (2)	9/15/04	2540	\$127.00	\$10.00	\$137.00	\$0.07	\$177.80	\$10.00	\$187.80
G66789	17AAC 25.013.(a) (2)	9/21/04	2280	\$114.00	\$10.00	\$124.00	\$0.07	\$159.60	\$10.00	\$169.60
G67801	17AAC 25.013.(a) (2)	8/27/04	3600	\$180.00	\$10.00	\$190.00	\$0.07	\$252.00	\$10.00	\$262.00

**Overweight Uniform Traffic Citations (UTC) CY2004
HB266 Revenue Comparisons**

Citation	Over Weight Offence	Date	lbs Owt	Bail	Surcharge	Total	New Rate	Bail	Surcharge	Total
G66467	17AAC 25.013(a)(2)	10/4/04	36400	\$1,820.00	\$10.00	\$1,830.00	\$0.15	\$5,460.00	\$10.00	\$5,470.00
G67805	17AAC 25.013(a)(2)	10/12/04	2660	\$133.00	\$10.00	\$143.00	\$0.07	\$186.20	\$10.00	\$196.20
G66443	17AAC 25.013(a)(2)	10/22/04	3100	\$155.00	\$10.00	\$165.00	\$0.07	\$217.00	\$10.00	\$227.00
G66584	17AAC 25.013(a)(2)	11/2/04	2040	\$102.00	\$10.00	\$112.00	\$0.07	\$142.80	\$10.00	\$152.80
G67813	17AAC 25.013(a)(2)	11/19/04	4320	\$216.00	\$10.00	\$226.00	\$0.09	\$388.80	\$10.00	\$398.80
G70114	17AAC 25.013(a)(3)	12/16/04	3120	\$156.00	\$10.00	\$166.00	\$0.07	\$218.40	\$10.00	\$228.40
G70185	17AAC 25.013(a)(2)	12/22/04	2560	\$128.00	\$10.00	\$138.00	\$0.07	\$179.20	\$10.00	\$189.20
G66575	17AAC 25.013(a)(1)	12/14/04	3380	\$169.00	\$10.00	\$179.00	\$0.07	\$236.60	\$10.00	\$246.60
G65757	17AAC 25.013.(a) (3)	6/14/04	3900	\$195.00	\$10.00	\$205.00	\$0.07	\$273.00	\$10.00	\$283.00
G65768	17AAC 25.013.(a) (3)	8/24/04	3400	\$170.00	\$10.00	\$180.00	\$0.07	\$238.00	\$10.00	\$248.00
G65767	17AAC 25.013.(a) (3)	8/19/04	1240	\$62.00	\$10.00	\$72.00	\$100.00	\$100.00	\$10.00	\$110.00
G65236	17AAC 25.013.(a) (2)	9/25/04	7380	\$369.00	\$10.00	\$379.00	\$0.12	\$885.60	\$10.00	\$895.60
G65284	17AAC 25.013(a)(2)	10/26/04	3540	\$177.00	\$10.00	\$187.00	\$0.07	\$247.80	\$10.00	\$257.80
G67586	17AAC 25.013. (a)(2)	4/22/04	2660	\$133.00	\$10.00	\$143.00	\$0.07	\$186.20	\$10.00	\$196.20
G64633	17AAC 25.013.(a) (2)	4/27/04	4960	\$248.00	\$10.00	\$258.00	\$0.09	\$446.40	\$10.00	\$456.40
G64680	17AAC.25.013(a)(2)	2/12/04	9680	\$484.00	\$10.00	\$494.00	\$0.12	\$1,161.60	\$10.00	\$1,171.60
G64680	17AAC 25.013.(a) (2)	2/12/04	8680	\$484.00	\$10.00	\$494.00	\$0.12	\$1,041.60	\$10.00	\$1,051.60
G64642	17AAC 25.013.(a) (2)	5/4/04	3900	\$195.00	\$10.00	\$205.00	\$0.07	\$273.00	\$10.00	\$283.00
G64643	17AAC 25.013.(a) (3)	5/4/04	3660	\$183.00	\$10.00	\$193.00	\$0.07	\$256.20	\$10.00	\$266.20
G64399	17AAC 25.013. (a)(2)	3/30/04	2600	\$130.00	\$10.00	\$140.00	\$0.07	\$182.00	\$10.00	\$192.00
G64651	17AAC 25.013(a)(2)	11/30/04	2880	\$144.00	\$10.00	\$154.00	\$0.07	\$201.60	\$10.00	\$211.60
G65300	17AAC 25.013(a)(2)	11/29/04	3440	\$422.00	\$10.00	\$432.00	\$0.12	\$1,012.80	\$10.00	\$1,022.80
G66189	17AAC 25.013.(a) (2)	5/20/04	1900	\$95.00	\$10.00	\$105.00	\$100.00	\$100.00	\$10.00	\$110.00
G66439	17AAC 25.013(a)(2)	10/8/04	2560	\$128.00	\$10.00	\$138.00	\$0.07	\$179.20	\$10.00	\$189.20
G66567	17AAC 25.013.(a)(1)	10/27/04	3260	\$163.00	\$10.00	\$173.00	\$0.07	\$228.20	\$10.00	\$238.20
G66569	17AAC 25.013(a)(2)	11/2/04	3220	\$161.00	\$10.00	\$171.00	\$0.07	\$225.40	\$10.00	\$235.40
G65235	17AAC 25.013.(a) (2)	9/23/04	4760	\$238.00	\$10.00	\$248.00	\$0.09	\$428.40	\$10.00	\$438.40
G66373	AS 45.75.380 (a) (11)	4/19/04	2240	\$112.00	\$10.00	\$122.00	\$0.07	\$156.80	\$10.00	\$166.80
G66776	17AAC 25.013.(a) (2)	6/22/04	1520	\$76.00	\$10.00	\$86.00	\$100.00	\$100.00	\$10.00	\$110.00
G66839	17AAC 25.013.(a) (2)	8/3/04	6960	\$348.00	\$10.00	\$358.00	\$0.12	\$835.20	\$10.00	\$845.20
G66527	17AAC 25.013.(a)(1)	10/4/04	2620	\$131.00	\$10.00	\$141.00	\$0.07	\$183.40	\$10.00	\$193.40
G66791	17AAC 25.013.(c)	10/11/04	5000	\$250.00	\$10.00	\$260.00	\$0.09	\$450.00	\$10.00	\$460.00
G65242	17AAC 25.013(a)(3)	11/21/04	9600	\$480.00	\$10.00	\$490.00	\$0.12	\$1,152.00	\$10.00	\$1,162.00
G68541	17AAC 25.013.(a) (3)	9/23/04	4260	\$213.00	\$10.00	\$223.00	\$0.09	\$383.40	\$10.00	\$393.40
G64398	17AAC 25.013. (a)(2)	3/18/04	3580	\$179.00	\$10.00	\$189.00	\$0.07	\$250.60	\$10.00	\$260.60
G64397	17AAC 25.013. (a)(2)	3/18/04	4900	\$245.00	\$10.00	\$255.00	\$0.09	\$441.00	\$10.00	\$451.00

**Overweight Uniform Traffic Citations (UTC) CY2004
HB266 Revenue Comparisons**

Citation	Over Weight	Offence	Date	lbs Owt	Bail	Surcharge	Total	New Rate	Bail	Surcharge	Total
G65230	17AAC	25.013.(a)(3)	7/21/04	6360	\$318.00	\$10.00	\$328.00	\$0.12	\$763.20	\$10.00	\$773.20
G66737	17AAC	25.013.(a)(2)	8/2/04	3000	\$150.00	\$10.00	\$160.00	\$0.07	\$210.00	\$10.00	\$220.00
G66213	17AAC	25.013.(a)(2)	7/17/04	5820	\$291.00	\$10.00	\$301.00	\$0.09	\$523.80	\$10.00	\$533.80
G66221	17AAC	25.013.(a)(3)	7/23/04	2850	\$142.00	\$10.00	\$152.00	\$0.07	\$199.50	\$10.00	\$209.50
G68576	17AAC	25.013(a)(3)	11/15/04	1240	\$62.00	\$10.00	\$72.00	\$100.00	\$100.00	\$10.00	\$110.00
G66778	17AAC	25.013.(a)(3)	7/22/04	2220	\$111.00	\$10.00	\$121.00	\$0.07	\$155.40	\$10.00	\$165.40
G66374	17AAC	25.013.(a)(2)	4/27/04	2220	\$111.00	\$10.00	\$121.00	\$0.07	\$155.40	\$10.00	\$165.40
G66783	17AAC	25.013.(a)(2)	9/5/04	1480	\$74.00	\$10.00	\$84.00	\$100.00	\$100.00	\$10.00	\$110.00
G67809	17AAC	25.013(b)	11/8/04	6460	\$323.00	\$10.00	\$333.00	\$0.12	\$775.20	\$10.00	\$785.20
G65848	17AAC	25.013.(a)(2)	4/1/04	2020	\$101.00	\$10.00	\$111.00	\$0.07	\$141.40	\$10.00	\$151.40
G66207	17AAC	25.013.(a)(2)	4/28/04	6500	\$325.00	\$10.00	\$335.00	\$0.12	\$780.00	\$10.00	\$790.00
G66206	17AAC	25.013.(a)(2)	4/28/04	5800	\$294.00	\$10.00	\$304.00	\$0.09	\$522.00	\$10.00	\$532.00
G66208	17AAC	25.013.(a)(2)	4/28/04	2320	\$116.00	\$10.00	\$126.00	\$0.07	\$162.40	\$10.00	\$172.40
G66204	17AAC	25.013.(a)(2)	4/19/04	6300	\$315.00	\$10.00	\$325.00	\$0.12	\$756.00	\$10.00	\$766.00
G66205	17AAC	25.013.(a)(2)	4/27/04	2540	\$127.00	\$10.00	\$137.00	\$0.07	\$177.80	\$10.00	\$187.80
G66203	17AAC	25.013.(a)(2)	4/14/04	5880	\$294.00	\$10.00	\$304.00	\$0.09	\$529.20	\$10.00	\$539.20
G66202	17AAC	25.013.(a)(2)	4/13/04	3460	\$173.00	\$10.00	\$183.00	\$0.07	\$242.20	\$10.00	\$252.20
G69173	17AAC	25.013.(a)(2)	8/30/04	4300	\$215.00	\$10.00	\$225.00	\$0.09	\$387.00	\$10.00	\$397.00
G66581	17AAC	25.013(a)(2)	10/5/04	2660	\$133.00	\$10.00	\$143.00	\$0.07	\$186.20	\$10.00	\$196.20
G66582	17AAC	25.013(a)(2)	10/8/04	2440	\$122.00	\$10.00	\$132.00	\$0.07	\$170.80	\$10.00	\$180.80
G66583	17AAC	25.013(a)(2)	10/25/04	5080	\$254.00	\$10.00	\$264.00	\$0.09	\$457.20	\$10.00	\$467.20
G66587	17AAC	25.013(a)(3)	11/3/04	8420	\$421.00	\$10.00	\$431.00	\$0.12	\$1,010.40	\$10.00	\$1,020.40
G66586	17AAC	25.013(a)(2)	11/3/04	4040	\$202.00	\$10.00	\$212.00	\$0.06	\$363.60	\$10.00	\$373.60
G66448	17AAC	25.013(a)(2)	11/10/04	2280	\$114.00	\$10.00	\$124.00	\$0.07	\$159.60	\$10.00	\$169.60
G67811	17AAC	25.013(a)(2)	11/12/04	4460	\$223.00	\$10.00	\$233.00	\$0.09	\$401.40	\$10.00	\$411.40
G67815	17AAC	25.013(a)(2)	11/26/04	2680	\$134.00	\$10.00	\$144.00	\$0.07	\$187.60	\$10.00	\$197.60
G70107	17AAC	25.013.(c)	11/29/04	5180	\$259.00	\$10.00	\$269.00	\$0.09	\$466.20	\$10.00	\$476.20
G66592	17AAC	25.013(a)(2)	11/30/04	2400	\$120.00	\$10.00	\$130.00	\$0.07	\$168.00	\$10.00	\$178.00
G66593	17AAC	25.013(a)(3)	11/30/04	1040	\$52.00	\$10.00	\$62.00	\$100.00	\$100.00	\$10.00	\$110.00
G70108	17AAC	25.013.(c)	12/7/04	6760	\$338.00	\$10.00	\$348.00	\$0.12	\$811.20	\$10.00	\$821.20
G66590	17AAC	25.013(a)(2)	12/8/04	2120	\$106.00	\$10.00	\$116.00	\$0.07	\$148.40	\$10.00	\$158.40
G70180	17AAC	25.013(a)(2)	12/8/04	2020	\$101.00	\$10.00	\$111.00	\$0.07	\$141.40	\$10.00	\$151.40
G66597	17AAC	25.013(a)(2)	12/10/04	3020	\$151.00	\$10.00	\$161.00	\$0.07	\$211.40	\$10.00	\$221.40
G64832	17AAC	25.013(a)(2)	2/18/04	1540	\$77.00	\$10.00	\$87.00	\$100.00	\$100.00	\$10.00	\$110.00
G66211	17AAC	25.013.(a)(2)	5/24/04	6240	\$317.00	\$10.00	\$327.00	\$0.12	\$760.60	\$10.00	\$770.60
G66210	17AAC	25.013.(a)(2)	5/24/04	3720	\$186.00	\$10.00	\$196.00	\$0.07	\$260.40	\$10.00	\$270.40

**Overweight Uniform Traffic Citations (UTC) CY2004
HB266 Revenue Comparisons**

Citation	Over Weight Offence	Date	lbs Owt	Bail	Surcharge	Total	New Rate	Bail	Surcharge	Total
G64981	17AAC 25.013. (a)(2)	4/10/04	3400	\$170.00	\$10.00	\$180.00	\$0.07	\$238.00	\$10.00	\$248.00
G64980	17AAC 25.013. (a)(2)	4/10/04	2620	\$131.00	\$10.00	\$141.00	\$0.07	\$183.40	\$10.00	\$193.40
G67587	17AAC 25.013. (a)(1)	4/29/04	2540	\$127.00	\$10.00	\$137.00	\$0.07	\$177.80	\$10.00	\$187.80
G66543	17AAC.25.013(a)(2)	1/15/04	2980	\$149.00	\$10.00	\$159.00	\$0.07	\$208.60	\$10.00	\$218.60
G65850	17AAC 25.013.(a) (2)	7/15/04	3280	\$164.00	\$10.00	\$174.00	\$0.07	\$229.60	\$10.00	\$239.60
G67125	17AAC 25.013.(a) (2)	5/2/04	3780	\$189.00	\$10.00	\$199.00	\$0.07	\$264.60	\$10.00	\$274.60
G67918	17AAC 25.013.(c)	11/15/04	4220	\$211.00	\$10.00	\$221.00	\$0.09	\$379.80	\$10.00	\$389.80
G65268	17AAC 25.013.(a) (2)	8/17/04	2520	\$126.00	\$10.00	\$136.00	\$0.07	\$176.40	\$10.00	\$186.40
G65269	17AAC 25.013.(a) (2)	8/17/04	2020	\$101.00	\$10.00	\$111.00	\$0.07	\$141.40	\$10.00	\$151.40
G69154	17AAC 25.013.(a) (2)	7/13/04	4680	\$234.00	\$10.00	\$244.00	\$0.09	\$421.20	\$10.00	\$431.20
G66553	17AAC 25.013.(a) (3)	7/22/04	4480	\$224.00	\$10.00	\$234.00	\$0.09	\$403.20	\$10.00	\$413.20
G67889	17AAC 25.013.(c)	9/24/04	4800	\$240.00	\$10.00	\$250.00	\$0.09	\$432.00	\$10.00	\$442.00
G67855	17AAC 25.013.(c)	10/20/04	4600	\$230.00	\$10.00	\$240.00	\$0.09	\$414.00	\$10.00	\$424.00
G65866	17AAC 25.013. (a)(2)	3/19/04	3320	\$166.00	\$10.00	\$176.00	\$0.07	\$232.40	\$10.00	\$242.40
G65872	17AAC 25.013. (a)(2)	3/30/04	1520	\$76.00	\$10.00	\$86.00	\$100.00	\$100.00	\$10.00	\$110.00
G67459	17AAC 25.013.(a) (3)	8/2/04	3040	\$152.00	\$10.00	\$162.00	\$0.07	\$212.80	\$10.00	\$222.80
G65296	17AAC 25.013(a)(2)	11/9/04	4140	\$207.00	\$10.00	\$217.00	\$0.09	\$372.60	\$10.00	\$382.60
G65295	17AAC 25.013(a)(2)	11/9/04	3960	\$198.00	\$10.00	\$208.00	\$0.07	\$277.20	\$10.00	\$287.20
G66492	17AAC 25.013.(a) (2)	7/21/04	9600	\$480.00	\$10.00	\$490.00	\$0.12	\$1,152.00	\$10.00	\$1,162.00
G65285	17AAC 25.013(a)(2)	10/26/04	10400	\$520.00	\$10.00	\$530.00	\$0.15	\$1,560.00	\$10.00	\$1,570.00
G67864	17AAC 25.013(a)(3)	11/3/04	3620	\$181.00	\$10.00	\$191.00	\$0.07	\$253.40	\$10.00	\$263.40
G69124	17AAC 25.013.(a) (2)	5/13/04	14940	\$747.00	\$10.00	\$757.00	\$0.15	\$2,241.00	\$10.00	\$2,251.00
G67877	17AAC 25.013 (c)	9/7/04	3640	\$182.00	\$10.00	\$192.00	\$0.07	\$254.80	\$10.00	\$264.80
G65234	17AAC 25.013.(a) (3)	9/16/04	5220	\$286.00	\$10.00	\$296.00	\$0.09	\$469.80	\$10.00	\$479.80
G67573	17AAC 25.013.(c)	12/15/04	3280	\$189.00	\$10.00	\$199.00	\$0.07	\$229.60	\$10.00	\$239.60
G67510	17AAC 25.013.(a) (3)	8/12/04	2100	\$105.00	\$10.00	\$115.00	\$0.07	\$147.00	\$10.00	\$157.00
G67895	17AAC 25.013.(c)	10/5/04	3680	\$184.00	\$10.00	\$194.00	\$0.07	\$257.60	\$10.00	\$267.60
G67588	17AAC 25.013.(a) (2)	6/8/04	3500	\$175.00	\$10.00	\$185.00	\$0.07	\$245.00	\$10.00	\$255.00
G66191	17AAC 25.013.(a) (2)	5/21/04	3300	\$165.00	\$10.00	\$175.00	\$0.07	\$231.00	\$10.00	\$241.00
G66201	17AAC 25.013. (a)(2)	4/12/04	2200	\$110.00	\$10.00	\$120.00	\$0.07	\$154.00	\$10.00	\$164.00
G65287	17AAC 25.013.(a) (3)	10/28/04	2680	\$134.00	\$10.00	\$144.00	\$0.07	\$187.60	\$10.00	\$197.60
G69115	17AAC 25.013. (c)	4/8/04	4400	\$220.00	\$10.00	\$230.00	\$0.09	\$396.00	\$10.00	\$406.00
G69128	17AAC 25.013.(a) (2)	5/10/04	4120	\$206.00	\$10.00	\$216.00	\$0.09	\$370.80	\$10.00	\$380.80
G69149	17AAC 25.013.(a) (2)	8/2/04	4880	\$244.00	\$10.00	\$254.00	\$0.09	\$439.20	\$10.00	\$449.20
G67806	17AAC 25.013(a)(2)	10/21/04	3420	\$171.00	\$10.00	\$181.00	\$0.07	\$239.40	\$10.00	\$249.40
G67719	17AAC 25.013. (a)(2)	3/18/04	2300	\$115.00	\$10.00	\$125.00	\$0.07	\$161.00	\$10.00	\$171.00

**Overweight Uniform Traffic Citations (UTC) CY2004
HB266 Revenue Comparisons**

Citation : Over Weight Offence	Date	lbs Owt	Bail	Surcharge	Total	New Rate	Bail	Surcharge	Total
G67589 17AAC 25.013.(c)	12/4/04	2580	\$128.00	\$10.00	\$138.00	\$0.07	\$179.20	\$10.00	\$189.20
G67452 17AAC 25.013.(a) (2)	5/10/04	3880	\$194.00	\$10.00	\$204.00	\$0.07	\$271.60	\$10.00	\$281.60
G64638 17AAC 25.013.(a) (2)	4/29/04	1580	\$79.00	\$10.00	\$89.00	\$100.00	\$100.00	\$10.00	\$110.00
G64639 17AAC 25.013.(a) (2)	4/29/04	2180	\$109.00	\$10.00	\$119.00	\$0.07	\$152.60	\$10.00	\$162.80
G64640 17AAC 25.013.(a) (2)	4/29/04	2160	\$108.00	\$10.00	\$118.00	\$0.07	\$151.20	\$10.00	\$161.20
G66559 17AAC 25.013.(a) (2)	8/28/04	4160	\$208.00	\$10.00	\$218.00	\$0.09	\$374.40	\$10.00	\$384.40
G65766 17AAC 25.013 (b)	8/17/04	3080	\$154.00	\$10.00	\$164.00	\$0.07	\$215.60	\$10.00	\$225.60
G65783 17AAC 25.013(a)(2)	12/6/04	2180	\$109.00	\$10.00	\$119.00	\$0.07	\$152.60	\$10.00	\$162.60
G67826 17AAC 25.013(a)(2)	10/4/04	8400	\$424.00	\$10.00	\$434.00	\$0.12	\$1,008.00	\$10.00	\$1,018.00
G67561 17AAC.25.013(a)(2)	1/18/04	2260	\$113.00	\$10.00	\$123.00	\$0.07	\$158.20	\$10.00	\$168.20
G65649 17AAC 25.013.(a) (2)	7/9/04	3240	\$162.00	\$10.00	\$172.00	\$0.07	\$226.80	\$10.00	\$236.80
G66834 17AAC 25.013.(a) (2)	7/6/04	3500	\$175.00	\$10.00	\$185.00	\$0.07	\$245.00	\$10.00	\$255.00
G66367 17AAC.25.013(a)(2)	2/23/04	4200	\$210.00	\$10.00	\$220.00	\$0.09	\$378.00	\$10.00	\$388.00
G66252 17AAC.25.013(a)(2)	2/27/04	3280	\$164.00	\$10.00	\$174.00	\$0.07	\$229.60	\$10.00	\$239.60
G66366 17AAC.25.013(a)(2)	2/5/04	2060	\$103.00	\$10.00	\$113.00	\$0.07	\$144.20	\$10.00	\$154.20
G65871 17AAC 25.013. (a)(2)	3/25/04	2300	\$115.00	\$10.00	\$125.00	\$0.07	\$161.00	\$10.00	\$171.00
G67868 17AAC 25.013(a)(3)	11/12/04	3900	\$195.00	\$10.00	\$205.00	\$0.07	\$273.00	\$10.00	\$283.00
G65781 17AAC 25.013(a)(3)	11/22/04	1680	\$84.00	\$10.00	\$94.00	\$100.00	\$100.00	\$10.00	\$110.00
G65290 17AAC 25.013(a)(3)	11/1/04	7460	\$373.00	\$10.00	\$383.00	\$0.12	\$895.20	\$10.00	\$905.20
G65292 17AAC 25.013(a)(3)	11/1/04	5780	\$289.00	\$10.00	\$299.00	\$0.09	\$520.20	\$10.00	\$530.20
G67562 17AAC.25.013(a)(2)	1/14/04	2560	\$128.00	\$10.00	\$138.00	\$0.07	\$179.20	\$10.00	\$189.20
G67124 17AAC 25.013. (a)(2)	4/23/04	4600	\$230.00	\$10.00	\$240.00	\$0.09	\$414.00	\$10.00	\$424.00
G67564 17AAC 25.013. (a)(2)	4/24/04	1700	\$85.00	\$10.00	\$95.00	\$100.00	\$100.00	\$10.00	\$110.00
G67509 17AAC 25.013.(a) (2)	5/7/04	4480	\$224.00	\$10.00	\$234.00	\$0.09	\$403.20	\$10.00	\$413.20
G67589 17AAC 25.013.(a) (2)	7/15/04	12480	\$624.00	\$10.00	\$634.00	\$0.15	\$1,872.00	\$10.00	\$1,882.00
G67507 17AAC 25.013. (a)(2)	4/5/04	2400	\$120.00	\$10.00	\$130.00	\$0.07	\$168.00	\$10.00	\$178.00
G68514 17AAC 25.013. (a)(2)	4/13/04	1460	\$73.00	\$10.00	\$83.00	\$100.00	\$100.00	\$10.00	\$110.00
G65847 17AAC 25.013. (a)(3)	3/18/04	4200	\$210.00	\$10.00	\$220.00	\$0.09	\$378.00	\$10.00	\$388.00
G69134 17AAC 25.013.(a) (2)	5/25/04	1780	\$89.00	\$10.00	\$99.00	\$100.00	\$100.00	\$10.00	\$110.00
G69114 17AAC 25.013.(a) (2)	4/28/04	4160	\$208.00	\$10.00	\$218.00	\$0.09	\$374.40	\$10.00	\$384.40
G68545 17AAC 25 013.(c)	9/30/04	3040	\$152.00	\$10.00	\$162.00	\$0.07	\$212.80	\$10.00	\$222.80
G67852 17AAC 25.013.(a) (3)	10/19/04	3940	\$197.00	\$10.00	\$207.00	\$0.07	\$275.80	\$10.00	\$285.80
G69156 17AAC 25.013.(a) (2)	7/14/04	6960	\$348.00	\$10.00	\$358.00	\$0.12	\$835.20	\$10.00	\$845.20
G66560 17AAC 25.013.(a) (2)	9/21/04	2220	\$111.00	\$10.00	\$121.00	\$0.07	\$155.40	\$10.00	\$165.40
G66568 17AAC 25.013(a)(2)	10/29/04	2940	\$147.00	\$10.00	\$157.00	\$0.07	\$205.80	\$10.00	\$215.80
G67853 17AAC 25.013.(c)	10/19/04	3840	\$192.00	\$10.00	\$202.00	\$0.07	\$268.80	\$10.00	\$278.80

**Overweight Uniform Traffic Citations (UTC) CY2004
HB266 Revenue Comparisons**

Citation	Over Weight Offence	Date	lbs Owt	Bail	Surcharge	Total	New Rate	Bail	Surcharge	Total
G65786	17AAC 25.013(a)(2)	12/9/04	2160	\$108.00	\$10.00	\$118.00	\$0.07	\$151.20	\$10.00	\$161.20
G65769	17AAC 25.013.(c)	8/27/04	4520	\$226.00	\$10.00	\$236.00	\$0.09	\$406.80	\$10.00	\$416.80
G684J1	17AAC 25.013. (a)(2)	3/22/04	6020	\$301.00	\$10.00	\$311.00	\$0.12	\$722.40	\$10.00	\$732.40
G65760	17AAC 25.013.(a) (2)	7/20/04	3300	\$165.00	\$10.00	\$175.00	\$0.07	\$231.00	\$10.00	\$241.00
G68544	17AAC 25.013.(c)	9/30/04	3060	\$153.00	\$10.00	\$163.00	\$0.07	\$214.20	\$10.00	\$224.20
G67882	17AAC 25.013.(c)	9/14/04	4340	\$217.00	\$10.00	\$227.00	\$0.09	\$390.60	\$10.00	\$400.60
G66787	17AAC 25.013.(a) (2)	9/18/04	4860	\$243.00	\$10.00	\$253.00	\$0.09	\$437.40	\$10.00	\$447.40
G66788	17AAC 25.013.(a) (2)	9/18/04	3980	\$199.00	\$10.00	\$209.00	\$0.07	\$278.60	\$10.00	\$288.60
G85241	17AAC 25.013(a)(2)	11/14/04	5240	\$262.00	\$10.00	\$272.00	\$0.09	\$471.60	\$10.00	\$481.60
G65775	17AAC 25.013(a)(2)	10/7/04	2320	\$112.00	\$10.00	\$122.00	\$0.07	\$162.40	\$10.00	\$172.40
G66585	17AAC 25.013(a)(2)	11/3/04	2260	\$113.00	\$10.00	\$123.00	\$0.07	\$158.20	\$10.00	\$168.20
G66572	17AAC 25.013(a)(1)	11/9/04	3240	\$162.00	\$10.00	\$172.00	\$0.07	\$226.80	\$10.00	\$236.80
G66591	17AAC 25.013(a)(2)	11/29/04	3720	\$186.00	\$10.00	\$196.00	\$0.07	\$260.40	\$10.00	\$270.40
G66705	17AAC 25.013(a)(3)	11/22/04	3360	\$168.00	\$10.00	\$178.00	\$0.07	\$235.20	\$10.00	\$245.20
G70184	17AAC 25.013(a)(1)	12/22/04	3680	\$184.00	\$10.00	\$194.00	\$0.07	\$257.60	\$10.00	\$267.60
G66797	17AAC 25.013(a)(3)	12/14/04	4180	\$209.00	\$10.00	\$219.00	\$0.09	\$376.20	\$10.00	\$386.20
G67916	17AAC 25.013.(c)	11/12/04	4380	\$219.00	\$10.00	\$229.00	\$0.09	\$394.20	\$10.00	\$404.20
G65782	17AAC 25.013(a)(2)	12/6/04	2200	\$110.00	\$10.00	\$120.00	\$0.07	\$154.00	\$10.00	\$164.00
G67078	17AAC 25.013.(a) (3)	10/12/04	3340	\$167.00	\$10.00	\$177.00	\$0.07	\$233.80	\$10.00	\$243.80
G69171	17AAC 25.013.(a) (2)	8/24/04	3320	\$166.00	\$10.00	\$176.00	\$0.07	\$232.40	\$10.00	\$242.40
G65776	17AAC 25.013(a)(2)	10/7/04	5120	\$256.00	\$10.00	\$266.00	\$0.09	\$460.80	\$10.00	\$470.80
G67804	17AAC 25.013.(a) (2)	9/16/04	2960	\$148.00	\$10.00	\$158.00	\$0.07	\$207.20	\$10.00	\$217.20
G67873	17AAC 25.013 (c)	12/3/04	3040	\$152.00	\$10.00	\$162.00	\$0.07	\$212.80	\$10.00	\$222.80
G65759	17AAC 25.013.(a) (3)	7/20/04	5920	\$296.00	\$10.00	\$306.00	\$0.09	\$532.80	\$10.00	\$542.80
G65764	17AAC 25.013.(a) (2)	7/30/04	3740	\$187.00	\$10.00	\$197.00	\$0.07	\$261.80	\$10.00	\$271.80
G65771	17AAC 25.013.(a) (3)	9/27/04	5020	\$251.00	\$10.00	\$261.00	\$0.09	\$451.80	\$10.00	\$461.80
G67572	17AAC 25.013.(c)	12/11/04	2640	\$132.00	\$10.00	\$142.00	\$0.07	\$184.80	\$10.00	\$194.80
G67899	17AAC 25.013.(c)	10/13/04	9080	\$454.00	\$10.00	\$464.00	\$0.12	\$1,089.60	\$10.00	\$1,099.60
G65299	17AAC 25.013(a)(2)	11/29/04	2240	\$112.00	\$10.00	\$122.00	\$0.07	\$156.80	\$10.00	\$166.80
G66794	17AAC 25.013(a)(2)	11/9/04	2320	\$116.00	\$10.00	\$126.00	\$0.07	\$162.40	\$10.00	\$172.40
G67911	17AAC 25.013.(c)	11/8/04	7160	\$358.00	\$10.00	\$368.00	\$0.12	\$859.20	\$10.00	\$869.20
G70176	17AAC 25.013(a)(2)	11/29/04	4440	\$222.00	\$10.00	\$232.00	\$0.09	\$399.60	\$10.00	\$409.60
G67451	17AAC 25.013.(a) (2)	5/7/04	3120	\$156.00	\$10.00	\$166.00	\$0.07	\$218.40	\$10.00	\$228.40
G69163	17AAC 25.013.(a) (2)	7/26/04	5640	\$282.00	\$10.00	\$292.00	\$0.09	\$507.60	\$10.00	\$517.60
G68546	17AAC 25.013.(c)	10/8/04	8480	\$427.00	\$10.00	\$437.00	\$0.12	\$1,017.60	\$10.00	\$1,027.60
G68549	17AAC 25.013.(a) (3)	10/14/04	3840	\$192.00	\$10.00	\$202.00	\$0.07	\$268.80	\$10.00	\$278.80

**Overweight Uniform Traffic Citations (UTC) CY2004
HB266 Revenue Comparisons**

Citation : Over Weight Offence	Date	lbs Owt	Bail	Surcharge	Total	New Rate	Bail	Surcharge	Total	
G65763 17AAC 25.013.(a) (2)	7/27/04	2100	\$105.00	\$10.00	\$115.00	\$0.07	\$147.00	\$10.00	\$157.00	
G65849 17AAC 25.013. (a)(2)	4/7/04	5580	\$279.00	\$10.00	\$289.00	\$0.09	\$502.20	\$10.00	\$512.20	
G67851 17AAC 25.013.(c)	10/15/04	1900	\$95.00	\$10.00	\$105.00	\$100.00	\$100.00	\$10.00	\$110.00	
G64634 17AAC 25.013.(a) (2)	4/27/04	3060	\$153.00	\$10.00	\$163.00	\$0.07	\$214.20	\$10.00	\$224.20	
G64635 17AAC 25.013.(a) (2)	4/27/04	3880	\$194.00	\$10.00	\$204.00	\$0.07	\$271.60	\$10.00	\$281.60	
G67592 17AAC 25.013(a)(2)	11/10/04	2880	\$144.00	\$10.00	\$154.00	\$0.07	\$201.60	\$10.00	\$211.60	
G70106 17AAC 25.013(a)(3)	11/29/04	4920	\$246.00	\$10.00	\$256.00	\$0.09	\$442.80	\$10.00	\$452.80	
G70115 17AAC 25.013(a)(3)	12/21/04	1380	\$69.00	\$10.00	\$79.00	\$100.00	\$100.00	\$10.00	\$110.00	
G70182 17AAC 25.013(a)(3)	12/17/04	7160	\$358.00	\$10.00	\$368.00	\$0.12	\$859.20	\$10.00	\$869.20	
\$55,179.50						\$2,610.00	\$57,789.50	\$105,033.60	\$2,610.00	\$107,643.60

New Fine Schedule CY 2004	\$107,643.60
CY 2004 Actual	\$57,789.50
Estimate of new revenue from new fine schedule.	\$49,854.10

Revenue Increase 86.3%

HB

268

SENATE COMMITTEE REPORT

DATE: 5/1/05

FURTHER: Judiciary

DATE TURNED

IN TO OFFICE: 5/3/05 1:45pm

Transportation Committee considered CS FOR HOUSE BILL NO. 268(JUD)

HB 268 OVERTAKING/PASSING STATIONARY VEHICLES

"An Act relating to overtaking and passing certain stationary vehicles."

and recommends:

be replaced with _____ CS _____ (_____)

adopt previous _____ CS _____ (_____)

attached amendment(s)

adopt Letter of Intent by _____ Committee

further referral to _____ Committee

CS Senate Bill:

- Same Title
- New Title

SCS House Bill:

- Same Title
- Technical Title Change
- New Title w/ SCR # _____

NEW FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#

PREVIOUS FISCAL NOTE(S):

Department	Date	Fiscal	Indet.	Zero	FN#
DPS	4/21/05			✓	1

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:

SIGNATURES AND RECOMMENDATIONS:	DO PASS	DO NOT PASS	NO REC	AMEND
<i>John C. ...</i>	X			
<i>Don ...</i>			X	
CHAIR: <i>[Signature]</i>	X			

Lowder
Herrault

Higgins

Representative Jay Ramras
Co-Chair, House Resources
V-Chair, Economic Develop.
Tourism & Trade

House State Affairs
119 N. Cushman St. Suite 207
Fairbanks, Alaska 99701
Phone: (907) 452-1088
Fax: (907) 452-1146

Alaska State Legislature



While in Session
State Capitol, Room 104
Juneau, Alaska 99801-1182
(907) 465- 3004
Fax: 465-2070
Toll Free: (877) 465-3004

House District 10

House of Representatives

MEMO

To: Senator Charlie Huggins, Chair Senate Transportation Committee

Fm: Representative Jay Ramras

Cc:

Date: May 2, 2005, 8:04 AM

Re: Request for hearing of HB 268

Please accept this memo as a request for the Senate Transportation Committee to hear House Bill 268, "Relating to overtaking and passing certain stationary vehicles." HB 268 is a bill that works to keep more types of emergency vehicle operators safe when operating in hazardous traffic environments, specifically tow truck and animal control workers.

Thank you in advance for scheduling HB 268 before the Transportation Committee.

Attachments: Sponsor Statement, CS for HB 268 (HJUD), HB 268, sectional, fiscal note, current statutes.

Representative Jay Ramras
Co-Chair, House Resources
V-Chair, Economic Develop.
Tourism & Trade

House State Affairs
119 N. Cushman St. Suite 207
Fairbanks, Alaska 99701
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Alaska State Legislature



While in Session
State Capitol, Room 104
Juneau, Alaska 99801-1182
(907) 465-3004
Fax: 465-2070
Toll Free: (877) 465-3004

House District 10

House of Representatives

Sponsor Statement

HB 268

HB 268 is a bill that will further clarify the current law regarding drivers passing emergency vehicles that are required to display flashing emergency lights on a highway or roadway. Currently, AS 28.35.185 requires drivers to vacate the lane closest to stopped emergency vehicles. Emergency vehicles, under current law, are police and fire vehicles. HB 268 will change the law to include other vehicles that should be treated with the same amount of caution, specifically tow trucks and animal control vehicles.

HB 268 simply works to make sure that drivers are more cautious when approaching more kinds of emergency situations, especially situations where there is a significant risk of injury to the tow truck operator or animal control specialist.

HB

403



Specifications

Dimensions

Length:	140 in	3556 mm
Width:	60 in	1524 mm
Height:	63 in	1600 mm
Wheelbase:	90 in	2286 mm
Curb Weight:	1450 lbs	653 kg

Wheels & Ride

Wheel Size:	13 in	330 mm
Brake Type:	Front Disc/Rear Drum	
Suspension:	4 Wheel Independent McPherson Struts (front) Coil/Over Shocks (rear)	
Road Speed:	Up to 25 mph	40 kph
Off-road Speed:	Up to 12 mph	20 kph
Range:	Up to 30 miles	50 km

Safety Features

- 3 Point Anchored Seat Belts
- High Visibility Brake and Tail Lights
- Side Indicators and Reflectors
- Back Up Light & Alarm
- Halogen Headlights with Hi/Lo Beams
- Self-Canceling Turn Signals with 4-way Flashers
- Windshield De-mist
- Battery Level Indicator
- Rearview and Side Mirrors

Construction Materials

Frame:	Aluminum
Body:	Infusion Molded Fiberglass®
Bumper Material:	Rotationally Molded Plastic
Windshield/Rear Glass:	Laminated Safety Glass

Power System

Traction Batteries:	6 x 12V Trojan 30 XHS
Accessory Battery:	1 x 12V Trojan 24 XHS
DC-DC Converter:	SPS Electronics
Motor Controller:	Curtis
Electric Motor:	72V, 5HP Advanced DC (Re-Generative)
Charger:	ZIVAN 110 VAC

DYNASTY MOTORCAR CORPORATION
Toll Free 388.818.1688

Local Dealer



800 McCurdy Road Kelowna, BC Canada V1X 2P7 250.765.4528 Fax 250.765.4187

www.itielectric.com

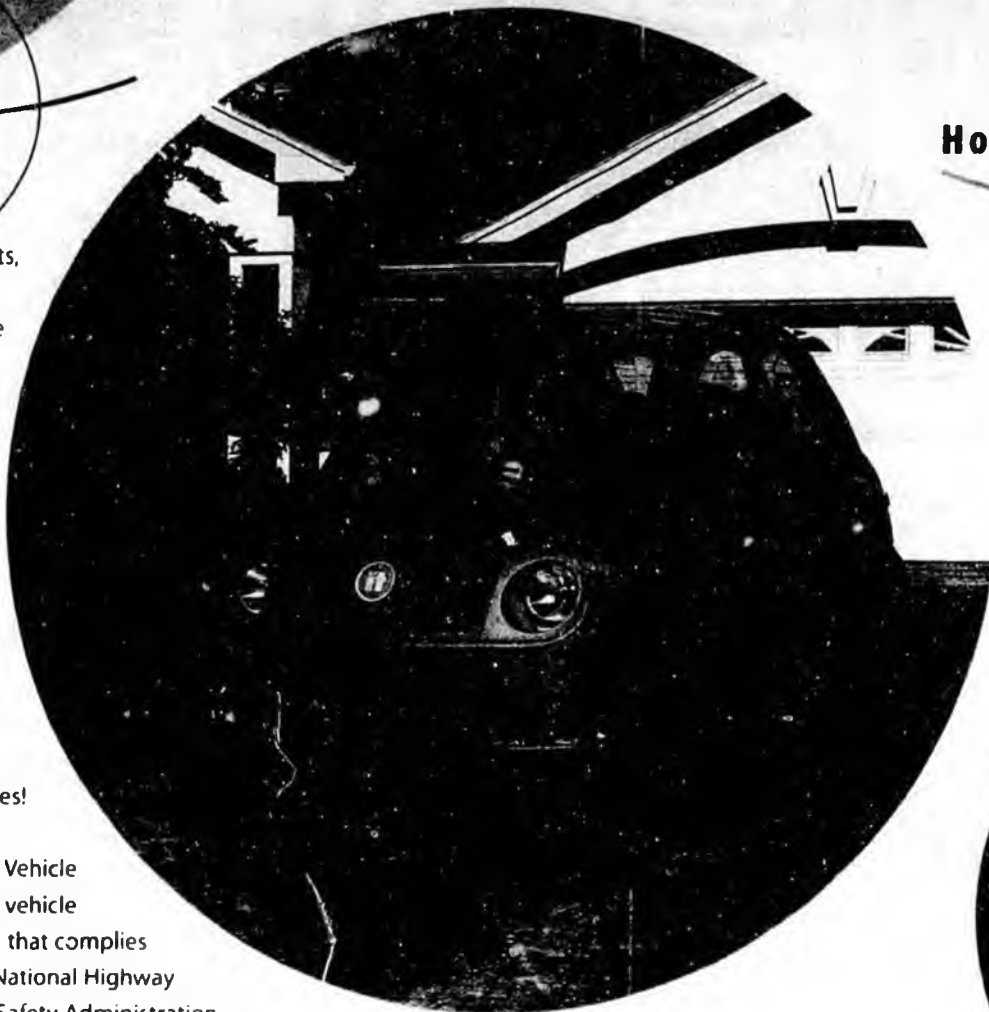
What is IT™?

IT is Innovative Transportation. A smart choice for university or college campuses, resorts, airports, industrial parks, planned and gated communities ... anywhere quiet, agile, versatile, reliable, clean-running, electric Low Speed Vehicles make sense - even indoors. IT is the way of the future! Fossil fuel engines pollute the environment and are expensive to operate and maintain. Not so with IT. This zero-emission electric vehicle has low operating and maintenance expenses!

IT is a Low Speed Vehicle (LSV) - a motor vehicle classification that complies with U.S. National Highway Traffic Safety Administration (NHTSA) and Transport Canada Motor Vehicle Safety Regulations. IT electric vehicles can operate on roads with posted speed limits of up to 25 mph (40 kph), at a speed not to exceed 25 mph (40 kph).

Who Makes IT™?

IT is a product of Dynasty Motorcar Corporation, a leader in the development of transportation products designed to meet your specific needs. Dynasty's history of staying close to the customer has spurred the development of innovative vehicle design as well as responsive and effective sales and service support. Add to that, experience in advanced computer engineering and implementation of world class manufacturing processes and you have a formula for product success.



How Does IT™ Work?

IT is battery powered and is easily recharged by plugging into any standard 110-volt outlet. Fully charged, IT can travel at full speed for up to 30 miles (50 kilometers). IT drives like any other vehicle but without the noise, smell and pollution of a standard internal combustion engine. Plugging in overnight, or convenience charging during the day, will ensure that you have hours of trouble-free driving.



TM

SEDAN

The Sedan is a 4 passenger, five door multi-purpose vehicle, great for transporting the kids to school, or a trip to the supermarket! IT meets all regulatory and safety standards with features such as halogen headlamps, rear tail and brake lights, self-canceling turn signals, three-point anchored seat belts, automotive safety glass, windshield washer/wiper, de-mist system, and side and rear view mirrors.

Walk Around IT™

Features:

- 6 12V, deep cycle, lead acid batteries
- 1 12V, deep cycle, lead acid accessory battery
- 72V, 5 HP DC Motor
- 110V, 12A Charger
- Motor Controller
- DC to DC Converter
- Heavy duty Charging Cord
- Windshield De-mist Unit

Rotationally Molded Plastic Bumper

All Aluminum Frame

Warranty

IT comes complete with a 12 month Bumper to Bumper warranty excluding batteries and tires which are warranted through Trojan and Goodyear respectively. An additional one year Extended Warranty is available and may be purchased before the factory warranty expires.

Enclosed Passenger Compartment
Lockable Doors

Infusion Molded Fiberglass® Body Panels

Coil Over Shocks

Rear Drum Brakes

Four-wheel Independent Suspension

13" Wheels

9" Front Disc Brakes

Front Wheel Drive

McPherson Struts



is electric!



REPRESENTATIVE BILL THOMAS

ALASKA STATE LEGISLATURE DISTRICT 5

e-mail: Representative.Bill.Thomas@legis.state.ak.us webpage: www.akrebublicans.org/thomas/

State Capitol

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SPONSOR STATEMENT

CSHB 403 (FIN)

“An act relating to registration and operation of Low Speed Vehicles”

As new motor vehicle technologies are developed, our legal structure must sometimes be modified to account for these changes. In recent years a number of manufacturers have designed and produced several models of small low-speed vehicles, most of which are electrically driven, that have come to be known collectively as Low-Speed Vehicles. LSVs have become popular in Europe and increasingly in North America. 36 states have already enacted legislation to permit and encourage their use.

These vehicles typically are limited by design to a top speed of 25 miles per hour and are powered by a bank of traditional lead-acid or sealed gel cell batteries. LSVs offer numerous advantages over gas powered vehicles, such as vastly improved energy usage, zero emissions, no necessity of anti-freeze for cooling, space efficiency in parking, and significant potential cost savings for private, commercial and government applications.

Unfortunately, under current law, the State of Alaska cannot license LSVs and as a result Alaska has yet to realize any of the benefits these new vehicles offer. Therefore HB 403 has been introduced with the support of the Division of Motor Vehicles to rectify this situation and encourage private citizens and municipalities to utilize LSVs. This legislation has been modeled after federal requirements and laws instituted by other states to govern the registration and use of LSVs in a safe and effective manner. As amended, it provides that municipalities must opt in to the use of these vehicles within their jurisdiction by first passing an ordinance.

April 21, 2006

Senator Charlie Huggins, Chair
Senate Transportation Committee
Alaska State Legislature
Juneau, AK 99801

I would like to propose that the motor vehicle statutes be amended to allow the use of Neighborhood Electric Vehicles on roads with speed limits of 35 MPH or less. I feel that these vehicles may be of use to many people who only use their cars for short trips to the grocery store, post office, church etc. With the high cost of vehicle ownership, gas, oil, tune ups, and insurance, these electric cars provide an affordable alternative mode of transportation. I realize that they will not work for all people in all areas, however for towns like Skagway and short local trips in larger cities like Anchorage these are ideal. There may be additional benefits to cities for use in parking enforcement, parks departments, airport security and so forth. These vehicles are legal in 36 other states including, California, Washington and Florida. NEVs are approved by the National Transportation Highway Safety Administration as long as they meet the federal standards.

I do not know how large a demand there will be for these types of cars, but I do know that at least 5 people here in Skagway have expressed an interest in them, and this is without any promotion or advertising.

Considering that due to the fact they are non-polluting, have no oil or anti freeze to dispose of and operate very economically (it will cost approx. \$1.10 to travel 35 miles for power here in Skagway at 18 cents a KW hour. I think Juneau's rate is 8 cents) If gas is close to \$3.00 a gallon, this means about the equivalent of 100 miles to a gallon. The purchase price delivered to Skagway of a fully loaded car, stereo, chrome wheels, high efficiency motors, zero maintenance batteries, heater, etc would be about \$17,000. With more and more talk of energy efficient, zero emissions type vehicles, perhaps these NEVs are just a start in that direction. Thank you for your time in the consideration of this matter.

Sincerely,



Ed Ibbotson

Skagway resident

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

State Capitol
Juneau, Alaska 99801-1182
Deliveries to: 129 6th St., Rm. 329

MEMORANDUM

April 28, 2006

SUBJECT: Definition of "Low-speed vehicle" in SCS CSHB 403(TRA)
(Work Order No. 24-LS1229X)

TO: Senator Charlie Huggins
Attn: Debbie Grundman

FROM: Gerald P. Luckhaupt *GLP*
Legislative Counsel

Enclosed is the final SCS(TRA) you requested. I have one comment about the definition the committee adopted for low-speed vehicles. The definition appears to be deficient as it apparently seeks to adopt a federal definition of "low-speed vehicle" contained in a federal regulation adopted by federal agency and to include within that definition all future amendments that are adopted by that federal agency.

The bill does not cite to a specific federal definition as the definition reads at a specific point in time. Citing to material enacted or adopted by other groups is potentially an improper delegation of law-making powers problem but those problems are lessened or eliminated by adopting another code, or section of a code as it appeared on a specific day or in a specific edition. In *Northern Lights Motel v. Sweaney*, 561 P.2d 1176 (Alaska 1977), *reh. der.* 563 P.2d 256, the Alaska Supreme Court rejected the purported adoption of the Uniform Building Code and "all future amendments thereto" as the delegation of the legislature's future law-making power to a private organization. The court said:

One reason for the prohibition against delegation to private groups is that when amendments are adopted by these groups the public does not necessarily receive notice of, or have an opportunity to comment on or criticize the amendments, as it does when they are adopted by the legislature or promulgated under the Alaska Administrative Procedure Act.

Northern Lights, supra, at 1181. While *Northern Lights* only dealt with a delegation to a private group the opinion does not appear to be limited to just those delegations. In *Northern Lights, supra*, at 1181, the court noted that "the adoption of future amendments has been upheld in certain cases" but recognized "that the due process problem was a serious one." In footnote 7 of that opinion, the court noted that the drafting manual for administrative regulations at that time stated:

an agency may not adopt by reference a code or set of standards from another state, the federal government, or a private organization and provide that future amendments as they become effective are being adopted also.

Id. (emphasis added)

The legislature has traditionally adopted (1) its own definitions of vehicles even though the federal government has definitions for passenger cars, trucks, SUVs, motor homes, and sundry other vehicles, or (2) granted the authority to the department to adopt regulations that govern the standards for specific types of vehicles. The legislature has not previously adopted a definition like the one used here in the motor vehicle context.

The model legislation proposed by the American Association of Motor Vehicle Administrators¹ does not define "low-speed vehicle" by referring to a federal definition. Their model legislation uses the following definition:

Low speed vehicle means a 4-wheeled motor vehicle, other than a truck, whose speed attainable in 1 mile (1.6 km) is more than 20 miles per hour (32 kilometers per hour) and not more than 25 miles per hour (40 kilometers per hour) on a paved level surface.

South Carolina defines "low-speed vehicle" in a manner that is identical to that provided to the committee in the "L" version. South Carolina further provides elsewhere in their statutory requirements:

The manufacturer's or importer's certificate of origin must identify clearly the vehicle as a low speed vehicle and must certify that the vehicle was manufactured in compliance with the equipment requirements for low speed vehicles in 49 C.F.R. Section 571.500. The State shall not issue vehicle identification numbers to homemade low speed vehicles, retrofitted golf carts, or any other similar vehicles, and these vehicles shall not qualify as low speed vehicles in this State.

Most state statutes that I have examined² provide a definition that requires the low-speed vehicle to have four wheels and that it be manufactured to be capable of propelling itself

¹ Which represents state and provincial motor vehicle officials.

² Texas, North Carolina, Oregon, Maryland, Florida, New York, Georgia, Indiana, Nevada, Virginia and others provide this or a similar definition and some require that the vehicle comply with safety standards contained within 49 CFR 571.500 either within the definition or elsewhere in their statutory requirements. Kansas, New Jersey, and Wisconsin appear to actually cite to the federal definition as their definition. From a quick review of the case law of Kansas, New Jersey, and Wisconsin, it does not appear

Senator Charlie Huggins
April 28, 2006
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at a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour and that it has not been modified to exceed that maximum speed.

Of course, the legislature can choose to ignore the delegation issue. If the committee wants to resolve the issue the committee could cite to the federal regulation as it reads on the effective date of the act. The committee could also adopt a definition similar to the federal definition but require the department to adopt by regulation those portions of the definition that are subject to change by the federal government. The following definition should seemingly meet those requirements:

"low-speed vehicle" means a motor vehicle that has four wheels, that was manufactured to be capable of propelling itself and achieving a minimum speed of 20 miles an hour and a maximum speed of 25 miles an hour, that has not been modified to have a maximum speed greater than 25 miles an hour, and that meets weight, equipment, and safety standards set by the department by regulation; weight, equipment, and safety standards shall be consistent with, and may not exceed, federal standards.³

GPL:ljw
06-220.ljw

Enclosure

that their respective court systems have recognized a delegation issue under their constitutions like in *Northern Lights*.

³ Maryland, separate from their definition section for low speed vehicles, requires their division of motor vehicles to "adopt, consistent with federal law, regulations establishing equipment, performance, and other technical standards for low speed vehicles."

SDC Skagway
Development Corporation
ECONOMIC AND COMMUNITY DEVELOPMENT

P.O. Box 1236 • Skagway, Alaska 99840 • Phone/Fax: (907) 983-3414 • skagdev@aptalaska.net

February 17, 2006

The Honorable Paul Seaton, Chairman
House State Affairs Committee
Alaska State Capitol
Juneau, Alaska 99801-1182

Re: An Act relating to registration and operation of neighborhood electric vehicles
HB403

Dear Representative Seaton:

The Skagway Development Corporation (SDC) is a private non-profit economic and community development organization working towards diversifying and enhancing Skagway's year round economy, and increasing the quality of life for its residents. The request for the introduction of Bill 403 pertaining to changes in Alaska code that would allow the use of Neighborhood Electric Vehicles (NEV) was made by me on behalf of a Skagway resident.

With the significant increases in fuel costs and the expectation that these costs will not be returning to previous levels there is national concern regarding the effects that this is having on the consumer and small business owner. This is nowhere more apparent than in Alaska, and especially in rural communities, where gasoline and diesel prices are well above the national average. As hybrid and electric vehicle technologies mature their efficiencies also provide increased cost benefits to the user. This increased effectiveness will translate to significant financial savings for users and lessen our nation's reliance on foreign oil reserves.

Statistics suggest that 65 percent of U.S. families own a second car, over 50 percent of urban trips last less than ten minutes; and 80 percent of all trips are within 10 miles or less. The results are cold running motors that translate into excessive engine wear, increased pollutants, and higher costs for the operator.

NEVs are designated as low-speed vehicles by the National Highway Traffic Safety Administration and are capable of up to 25 mph. As low-speed vehicles, these 20 to 25 mile-per-hour vehicles are subject to Federal Motor Vehicle Safety Standard No. 500 (49 CFR 571.500). This standard requires low-speed vehicles be equipped with headlamps, stop lamps, turn signal lamps, tail lamps, reflex reflectors, parking brakes, rearview mirrors, windshields, seat belts, and vehicle

Representative Paul Seaton
February 17, 2006

Page 2

identification numbers. The National Highway Traffic Safety Administration believes that these requirements appropriately address the safety of low-speed vehicle occupants and other roadway users, given the sub-25 mph speed capability of these vehicles and the controlled environments in which they operate.¹

NEVs are designed to be used in residential areas and rural communities with low density traffic and low speed zones. With a top speed of 25 mph, low-speed vehicles can be used on streets with a posted 35 mph speed limit or less. It would appear that NEVs are an appropriate vehicle for most of our transportation needs. These passenger-carrying vehicles, although low-speed, offer a variety of advantages, including comparatively low-cost and energy-efficient mobility², zero emissions, and up to 90 percent reduction in noise.

Unfortunately, at present NEVs are not allowable forms of transport in the state of Alaska, although being legal in 37 states. I believe that the time has come for Alaska to seriously explore the synergies that these vehicles can bring to the state's citizenry and economy. Alaska businesses are often at a competitive disadvantage with Lower 48 firms because of the cost differential in operating expenses. Many local businesses, especially microenterprises, should see a noticeable decrease in their operating costs if given the opportunity to use an efficient NEV over a regular gas or diesel powered vehicle.

I would ask that the committee look favorably upon this bill and allow Alaskans the opportunity to engage in an inexpensive, safe, efficient, and pollution free form of transportation. The benefits that ensue will trickle down and out across our communities and the state as a whole.

Thank you for your consideration, and should you require additional information please do not hesitate to contact me.

Regards,



Michael Catsi
Executive Director

¹ <http://www.electric-bikes.com/legalnev.htm>

² <http://www.electric-bikes.com/nev.htm>

April 21, 2006

Senator Charlie Huggins, Chair
Senate Transportation Committee
Alaska State Legislature
Juneau, AK 99801

I would like to propose that the motor vehicle statutes be amended to allow the use of Neighborhood Electric Vehicles on roads with speed limits of 35 MPH or less. I feel that these vehicles may be of use to many people who only use their cars for short trips to the grocery store, post office, church etc. With the high cost of vehicle ownership, gas, oil, tune ups, and insurance, these electric cars provide an affordable alternative mode of transportation. I realize that they will not work for all people in all areas, however for towns like Skagway and short local trips in larger cities like Anchorage these are ideal. There may be additional benefits to cities for use in parking enforcement, parks departments, airport security and so forth. These vehicles are legal in 36 other states including, California, Washington and Florida. NEVs are approved by the National Transportation Highway Safety Administration as long as they meet the federal standards.

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Sincerely,



Ed Ibbotson
Skagway resident

From: Sen. Charlie Huggins
Sent: Monday, April 24, 2006 12:54 PM
To: Deborah Grundmann
Subject: FW: HB 403 - "An Act relating to registration and operation of low-speed vehicles."

From: Skagway Development Corporation [mailto:skagdev@aptalaska.net]
Sent: Monday, April 24, 2006 12:24 PM
To: Sen. Charlie Huggins; Sen. John Cowdery; Sen. Gene Therriault; Sen. Albert Kookesh; Sen. Hollis French
Cc: Ian Fisk
Subject: HB 403 - "An Act relating to registration and operation of low-speed vehicles."

April 24, 2006

Senate Transportation Committee

Re: HB403 - *"An Act relating to registration and operation of low-speed vehicles."*

Dear Committee Chair and Members:

The Skagway Development Corporation offers its support for this bill for the following reasons:

High Fuel Costs

The high cost of gasoline these days has taken a real toll on us all, but most notably in rural areas where gas prices are significantly higher than in the urban areas (currently \$3.14 per gallon in Skagway). These Low Speed Vehicles (LSV) will allow Alaskans a safe alternative to gas powered vehicles and relief from high fuel costs because they are considerably cheaper to operate.

Appropriate Transportation

These vehicles provide an appropriate and inexpensive means of transportation in urban neighborhoods and rural areas. LSVs are perfect for seniors, parents, state and local agencies, and local commuters who will all benefit from their low purchase price to their inexpensive operating costs.

Business Opportunities

They also represent new business opportunities for Alaskans with regards to their sale, rental, and maintenance and repair. They will be popular purchases and will fit seamlessly into the existing network of new & used car dealers, ATV, snow machine dealers, and will provide for new opportunities in rural areas.

Skagway
Development Corp

Unfortunately, a House Finance amendment may render their business potential negligible. The amendment requires that municipalities opt in to allow their use. This will be an enormous burden on any business that wants to offer these vehicles for sale or rental. These vehicles meet federal safety standards, are legal in 36 other states, and would also be legal in Alaska but not in municipalities. Imagine having to go to multiple communities to lobby the local council/assembly and have them pass an ordinance allowing their use. This is not how we should be conducting business in Alaska. Imagine if we applied the same rules to motor bikes, Hummers, pick ups, or any other type of vehicle. No constituent would ever know where he could drive and where he couldn't. The amendment makes no sense and will harm economic development opportunities. Please remove this amendment and allow all Alaskans a fair and equal opportunity to enter into business.

Zero Emissions

In addition to these benefits these vehicles, whether they are powered by electricity, fuel cells or hydrogen, will all have zero emissions. LSVs represent an opportunity for Alaskans to have an alternative to gas powered vehicles and in many cases a more appropriate form of transport.

I would ask that you consider this bill in light of the benefits that it provides Alaskans to not only find relief from high fuel costs but also from the perspective of the expanded business opportunities that may help diversify our economic base.

Thank you,

Michael Catsi
Executive Director
Skagway Development Corporation
P.O. Box 1236
Skagway, AK 99840
Phone/Fax: 907-983-3414