

ALASKA LEGISLATURE COMMITTEE FILES 2007-2008 STRA 12778

Revisions To AS.45.25.465
Prepared By Alaska Auto Dealer Association
Jon Cook, Legislative Director

The Alaska Auto Dealers Association, with the full support of the State of Alaska Department of Law, is proposing the attached revisions to AS.45.25.465. Our revisions will clean up unintended consequences of the Dealer Practices Act which was passed several years ago. The language that will be deleted does not benefit dealers or consumers and is only being used to generate frivolous lawsuits against dealers.

At the time the original legislation was drafted, there was a flood of new vehicles manufactured for sale in Canada which were being refitted with US odometer clusters and being sold in Alaska for several thousands of dollars less than identical new vehicles on dealer lots. These "gray market" vehicles were a source of contention for new car dealers nationwide and certainly in the state of Alaska. The Alaska Attorney General's office was also concerned, because some consumers apparently purchased these "grey market" vehicles not understanding that the vehicles were "used." These customers later learned that, in some instances, the vehicles were not covered under manufacture warranties. Since the vehicles were used, they were also not subject to the protections provided consumers under Alaska's "Lemon Law."

Subsection C was specifically adopted to deal only with Canadian vehicles, even though the statute refers to "used" vehicles. Canadian cars were not specifically mentioned because to do so could have raised issues under laws governing international trade.

Subsection (C) requires a separate sticker be posted on **all** used vehicles. This sticker is unnecessary and redundant. Subsection (C)(1) requires that dealers inform the consumer that the vehicle is not subject to Alaska's "Lemon Law." Since Alaska's "Lemon Law" only applies to new vehicles, this requirement is unnecessary. Subsection (C)(2) requires that the dealer advise a customer that a vehicle is not subject to a manufacturer's warranty. The presumption is that most used vehicles are not subject to a warranty, since most used vehicles are sold "as is." The disclosure is only necessary in connection with the sale of "grey market" vehicles, which appear to be new and which apparently caused consumers to erroneously assume the vehicle is covered by a manufacturer's warranty. Further, required FTC postings for used vehicles (commonly known as the As-Is sticker) require dealerships to disclose whether the vehicle is sold as is. Finally, subsection (C)(3) requires dealerships to disclose whether the used vehicle was originally manufactured for sale in Canada or another foreign country. The "Canadian" vehicle problem was short term in nature and the market took care of the price imbalance anomaly. I have not seen a Canadian vehicle influx in well over three years.

The only people who stand to benefit from Subsection (C)(1) are class action attorneys who have sued Alaskan dealerships who do not display this unnecessary and redundant sticker. Not displaying this sticker is an unfair trade practice violation which means the plaintiff's attorney can sue for treble damages and full legal costs even though the

consumers have not suffered any actual harm or damages. There is a two year look back on unfair trade practices so a class action attorney can search for enough car buyers to create a class and then subpoena all records going back two years.

Two class action suits of this nature are progressing in Anchorage at this time. Dealerships are still predominantly family owned small businesses in the State of Alaska and frivolous litigation as described above could well bankrupt many well run and respected dealerships.

The Alaska Auto Dealers Association and Senior Assistant Attorney General Ed Sniffen all agree that there is no benefit to consumers or dealers provided by Subsection C which is why all parties have agreed that these amendments should be retroactive to the extent allowed by law. We appreciate your support of these amendments.

Sincerely,

Jon Cook
Alaska Auto Dealers Association
Legislative Director

AS 45.25.465. Sales of Used Motor Vehicles; Required Disclosures.

(a) Before the sale of a used motor vehicle, a motor vehicle dealer shall,

(1) when obtaining a used motor vehicle from an individual consumer, make a reasonable inquiry of the seller into the condition of the vehicle, including the accident and repair history of the vehicle; the information shall be recorded in writing and verified by the seller; the dealer shall provide this information to a prospective purchaser of the vehicle;

(2) when a motor vehicle dealer obtains a used motor vehicle from another motor vehicle dealer, a wholesaler, or an auction, disclose to a prospective purchaser of the vehicle that the vehicle was purchased from another dealer, a wholesaler, or an auction.

(b) Nothing in this section creates an express warranty by the dealer.

(c) When a motor vehicle dealer sells a used motor vehicle or a current model used motor vehicle, the motor vehicle dealer shall disclose to the buyer in writing in a manner that is clear and conspicuous and posted in the window of the vehicle

(1) that the warranty provisions of AS 45.45.300 - 45.45.360 do not apply to the purchase of the motor vehicle;

(2) that, if applicable, the vehicle is not subject to a manufacturer's warranty; and

(3) that, if applicable, the vehicle was originally manufactured for sale in Canada or another foreign country.

SENATE BILL NO. 164

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-FIFTH LEGISLATURE - FIRST SESSION

BY SENATOR MCGUIRE

Introduced: 4/27/07

Referred: Transportation, Judiciary

A BILL

FOR AN ACT ENTITLED

1 **"An Act relating to disclosures required for the sale of a used motor vehicle, including a**
2 **trailer, by a motor vehicle dealer."**

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

4 *** Section 1.** AS 45.25.465(c) is repealed.

5 *** Sec. 2.** The uncodified law of the State of Alaska is amended by adding a new section to
6 read:

7 **RETROACTIVE APPLICATION.** To the extent allowed by law, sec. 1 of this Act
8 applies to the sale by a motor vehicle dealer of a used motor vehicle or a current model used
9 motor vehicle that occurred on or after October 24, 2004, and is retrospective under
10 AS 01.10.090 to that extent. In this section,

11 (1) "motor vehicle" has the meaning given in AS 45.25.590;

12 (2) "motor vehicle dealer" has the meaning given in AS 45.25.990;

13 (3) "sale" has the meaning given in AS 45.25.990;

14 (4) "used motor vehicle" has the meaning given in AS 45.25.990.

ALASKA STATE LEGISLATURE

Session
State Capitol Building, Room 125
Juneau, Alaska 99801-1182
Phone (907) 165-2905
Fax (907) 165-6592

Interim
716 West Fourth Avenue, Suite 130
Anchorage, Alaska 99501
Phone (907) 269-0250
Fax (907) 269-0219



Chair
Senate State Affairs
Administrative Regulation Review

Member
Senate Judiciary Committee
Senate Resources Committee

SENATOR LESIL MCGUIRE

SPONSOR STATEMENT

SB 164 – Used Motor Vehicle Sales

SB 164 addresses unintended consequences brought about by a recent update to state statutes that govern used motor vehicle sales.

Subsection (c) of AS 45.25.465 requires that all used vehicles for sale by a dealer be stickered with a notice that the vehicle:

- (1) is not subject to Alaska's "lemon law"
- (2) is not covered under a manufactures warranty
- (3) was not manufactured for sale in Canada or another foreign country.

All three of these conditions are unnecessary or redundant in that:

- (1) Alaska's "lemon law" applies only to new vehicles
- (2) the Federal Trade Commission already requires dealers to disclose that the vehicle is not covered under a manufactures warranty
- (3) the Canadian vehicle problem was corrected by the market and is no longer an issue.

While subsection (c) was enrolled with good intentions, it has unfortunately opened the door for baseless and costly class action law suits. Not displaying the sticker is considered an unfair trade practice and thus allows for law suits that demand treble damages and reimbursement of full legal costs, even though consumers have not suffered any actual harm or damages. Furthermore, there is a two year look-back on unfair trade practices, which gives attorneys two years to solicit enough car buyers to eventually justify a class action suite.

Two class action suits of this nature are progressing in the state at this time. Dealerships are still predominantly family owned small businesses and this sort of frivolous litigation could well bankrupt many of them.

By removing unnecessary and harmful language that is of no benefit to dealers, consumers, or the state, SB 164 closes a legal loop-hole that currently allows for ill-founded and potentially very damaging class action suits.

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(3) that, if applicable, the vehicle was originally manufactured for sale in Canada or another foreign country.

SB

189

Nancy Barnes

From: Rowland, Mindy B (GOV) [mindy.rowland@alaska.gov]
Sent: Wednesday, February 20, 2008 2:33 PM
To: Nancy Barnes
Subject: SB 189

Hi Nancy,

In response to your inquiry as to whether **SB 189 APPROP.: BRIDGES, SERVICE ROADS, TRAILS**, will have **fiscal notes, it will not.** Appropriation legislation contains the funding in the body of the proposed statute; a fiscal note would essentially double the appropriation. Possibly the easiest example I can give is the capital budget, which lists every project and amount of the appropriation to that project in the bill and has no accompanying fiscal notes.

If you or others would like further explanation, I'm happy to oblige.

Thanks
Mindy

Mindy Rowland
Deputy Legislative Director
Office of Governor Sarah Palin
465-4021

2/20/2008

The authoritative voice of the trucking industry in Alaska

SB189

APPROP.: BRIDGES, SERVICE ROADS, TRAILS

Senate Transportation Committee Hearing

1:00 pm, February 19, 2008

Aves D. Thompson, Executive Director

Alaska Trucking Association

Thank you. Mr. Chairman and members of the committee, I am Aves Thompson, Executive Director of the Alaska Trucking Association. The Alaska Trucking Association is a state wide organization representing the interests of our more than 200 member companies from Barrow to Ketchikan. Freight movement represents a large chunk of our economy and impacts all of us each and every day. The simple truth is that "if you got it, a truck brought it."

One of the priorities of ATA is improve our infrastructure to ensure that our highways and particularly our bridges, are ready to allow the transport of the hundreds, if not thousands of loads necessary to build a gas pipeline. As we know from experience, one old or substandard bridge can be the weak link in an entire system. Timing is everything and it is critical that we begin to move forward to develop our system to eliminate any critical choke points. It is clear that federal funding will not meet



If you got it, a truck brought it...

Alaska Trucking Association, Inc.

3443 Minnesota Drive · Anchorage, Alaska 99503 · Phone (907) 276-1149 · Fax (907) 274-1946
www.aktrucks.org

The authoritative voice of the trucking industry in Alaska

Alaska's transportation infrastructure needs in either the short or long term. Given the enormous increase in tax revenue, Alaska needs to invest some of our dollars in our transportation system. Based on our position that we need to invest in our transportation infrastructure, we feel that funding bridge projects is an appropriate use of general fund dollars. Our only criticism is that, given the enormous need, the appropriation should be higher,

In conclusion Mr. Chairman, the Alaska Trucking Association supports the appropriation identified in SB189. Alaska is making an investment in our future.

Thank you for the opportunity to testify.



If you got it, a truck brought it...

Testimony on Local Bridge Funding Program

Thank you Mr. Chairman and committee members for providing me the opportunity to speak to you on this very important transportation topic.

For the record, my name is John Duffy and I am the Borough Manager for the Matanuska-Susitna Borough.

I know you have a tight schedule so I will be brief. I have a few prepared comments and have a short presentation I wish to provide.

Mr. Chairman, I first wish to state that we at the Matanuska-Susitna Borough are encouraged that the State Legislature and the Senate in particular are working to develop long term funding solutions for the state's transportation system. We hope that as you consider a funding mechanism for the maintaining the state's bridges and roads, that you will consider the creation of a local bridge and road program to address non-state bridges and roads that form the backbone of the state's transportation system. We believe that a local bridge and road program makes good sense and we are willing to provide a local match for such a program. Indeed, the Mat-Su Borough Assembly has already appropriated funds for such improvements.

An efficient and effective transportation is a basic requirement for a growing economy; without adequate roads and bridges our transportation system will be hampered by congestion which results in higher costs of doing business due to long travel time delays.

Other problems associated with poor bridges and roads include higher fatality and injury rates that result in higher health costs, higher insurance costs, and lower work productivity which all lead to higher overall business costs.

The costs to the citizens and taxpayers of Alaska are more dramatic as families struggle with higher health and insurance costs, and long-term injuries. Our aging transportation infrastructure is also increasing the basic cost of living. For example, there are many bridges in the Mat-Su Borough that have been de-rated by the state of Alaska due to their structural conditions. As a result, commercial vehicles such as fuel trucks, building delivery trucks, freight delivery vehicles and even ambulances and fire trucks are not able to use these bridges. We are unable to clear the bridges of snow because of the weight restrictions. Our citizens are now relying upon pick-up trucks to plow snow and snowmachines and sleds to move people should emergencies occur; many must provide their own fire response. Thus adequate investments in our transportation system at the local level are needed today to address basic quality of life standards and to maintain a strong economy.

Today I wish to focus on the poor condition of local bridges in Mat-Su. I also note that our situation is shared by other communities throughout Alaska. Local bridges in the Kenai Peninsula Borough, Fairbanks North Star Borough, Anchorage, and the Denali Borough and many of the cities within these boroughs all face similar challenges.

Please refer to page one of the presentation hand-out. The Mat-Su Borough presently maintains about 40 bridges. The maintenance and capital replacements are paid for by our local tax payers through Road Service Area taxes.

The existing bridge inspection program is conducted by the state DOT for bridges 25 feet in length or longer while the Borough completes inspections on those bridges less than 25 feet in length. Bridge inspections are conducted by both parties every two years.

The Mat-Su Borough taxpayer, like many others in other boroughs and cities, as I noted above taxes themselves for local bridge and road repair and improvements. Mat-Su taxpayers pay about \$11.2 million for local road and bridges. Much of these funds are dedicated to day-to-day maintenance, snow removal, and limited capital improvements. The Assembly recently appropriated \$400,000 for bridge repair. Unfortunately, our bridge repair needs is about \$3.6 million.

Please to pages 14 through 22 of the handout material for some typical depictions of our damaged bridges.

We respectfully request the State Legislature appropriate funds for local bridge repair with a provision or requirement for local match funds in the form of cash, materials such as gravel, right-of-way, and in-kind which will encourage local governments to match state funds and maximize local resources to help improve bridges in their area.

Mr. Chairman and members of the committee I appreciate the opportunity to speak with you today. We appreciate your efforts to improve the state's transportation system. This ends my comments and am available for questions.

BRIDGE DISCUSSION 2-19-08

Prioritized List

Br. No.	Br. Name	Highway	Cost	Type	Deficient?	'09 Delivery?
608	Ptarmigan Cr.	Seward	\$5.6M	Replace	Yes	Maybe
609	Falls Cr.	Seward	\$3.8M	Replace	Yes	Maybe
610	Trail R.	Seward	\$13.2M	Replace	Yes	Maybe
654	Slana R.	Tok	\$5.1M	Replace	Yes	Maybe
663	Tok R.	Tok	\$8.7M	Replace	Yes	Maybe
229	Livengood Cr.	Old Elliott	\$1.0M	Replace	Yes	Maybe
552	Tolsona Cr.	Glenn	\$2.4M	Replace	Yes	Yes
579	Phelan Cr.	Richardson	\$2.2M	Replace	Yes	Maybe
594	Ruby Cr.	Richardson	\$1.9M	Replace	Yes	Maybe
603	Snow R.	Seward	\$600K	Rehab.	Yes	Yes
605	Snow R.	Seward	\$1.9M	Rehab.	Yes	Yes
742	Chilkat R.	Haines	\$15.5M	Replace	No	Maybe
646	Gakona R.	Tok	\$10.0M	Replace	Yes	Maybe
666	So. Fork Anchor R.	Sterling	\$2.5M	Replace	Yes	Maybe
327	No Name Cr.	Halibut Pt. Rd.	\$2.5M	Replace	Yes	Maybe
Total Cost			\$76.9			
			M			

Only bridges owned and maintained by DOT&PF were considered and all others were eliminated. Structurally deficient bridges, as defined by FHWA, were then ranked based on structural condition and average daily traffic (ADT). At this point a lot of personal knowledge and judgment was used to identify the first seven bridges on the list above. Selection considerations included:

- Eliminated bridges that would require extensive road work as part of the replacement. For example, the Seward Highway from MP 75 to 90 is currently being evaluated for rehabilitation and reconstruction. Many of the alternatives include realigning the highway, so bridges within this project were not selected.
- Eliminated bridges scheduled for construction within the next year. For example, a replacement bridge for the Hyder Dock and Trestle is scheduled to obligate construction funding in August 2008. The Tanana River Bridge near Tok was not considered for the same reason.
- Highlighted bridges with particularly low superstructure and substructure ratings. The first five bridges on the list have substructure ratings of 3. The two Snow River Bridges have poor deck conditions.
- The Chilkat River Bridge just misses being rated as structurally deficient, and its replacement is considered a benefit to the proposed natural gas pipeline construction project.

"Providing for the movement of people and goods and the delivery of state services."

Option 1 --

This option picks eight bridges from the list above without exceeding the proposed budget.

Br. No.	Br. Name	Highway	Cost	Type	Deficient?	Delivery?
654	Slana R.	Tok	\$5.1M	Replace	Yes	Maybe
663	Tok R.	Tok	\$8.7M	Replace	Yes	Maybe
229	Livengood Cr.	Old Elliott	\$1.0M	Replace	Yes	Maybe
552	Tolsona Cr.	Glenn	\$2.4M	Replace	Yes	Yes
666	So. Fork Anchor R.	Sterling	\$2.5M	Replace	Yes	Maybe
327	No Name Cr.	Halibut Pt. Rd.	\$2.5M	Replace	Yes	Maybe
579	Phelan Cr.	Richardson	\$2.2M	Replace	Yes	Maybe
594	Ruby Cr.	Richardson	\$1.8M	Replace	Yes	Maybe
605	Snow R. West	Seward	\$1.9M	Rehab.	Yes	Yes
603	Snow R. Center	Seward	\$600K	Rehab.	Yes	Yes
Total Cost			\$28.7			
			M			

- **Advantages**
 - Maximizes the number of bridges for the approximate budget amount
 - All ten bridges are structurally deficient
 - Six of the bridges are on natural gas pipeline support routes
 - Spreads work around the state
 - Three bridges can have construction work in 2009
- **Disadvantages**
 - Does not address the three bridges on the Seward Highway with piers identified as "poor" condition (condition rating = 3).
 - Several construction contracts possibly resulting in higher administration costs.

Option 2 --

The Seward Highway between mile posts 17.1 and 25.4 has five structurally deficient bridges based on FHWA criteria. A combination of bridge replacement and rehabilitation of these five structures will address all deficient bridges between Seward and the Turnagain Pass area.

Br. No.	Br. Name	Highway	Cost	Type	Deficient?	'00 Delivery
610	Trail R.	Seward	\$13.2M	Replace	Yes	Maybe
609	Falls Cr.	Seward	\$3.8M	Replace	Yes	Maybe
608	Ptarmigan Cr.	Seward	\$5.6M	Replace	Yes	Maybe
605	Snow R. West	Seward	\$1.9M	Rehab.	Yes	Yes
603	Snow R. Center	Seward	\$600K	Rehab.	Yes	Yes
Total Cost			\$25.1 M			

- Advantages
 - All five bridges are structurally deficient and have some of the lowest condition ratings on the NHS in Alaska.
 - Replaces three bridges with piers rated as "serious" condition.
 - Rehabilitates two bridges with decks rated as "poor" condition.
 - Could perform this work under one or two construction contracts and perhaps decrease construction administration costs
- Disadvantages
 - Only addresses five deficient bridges in one location in the state.
 - Previous studies of this project area have proposed realignment at Falls and Ptarmigan Creeks. Highway reconstruction costs may exceed those assumed for "standard" bridge replacement projects.

**Providing for the movement of people and goods and the delivery of state services.*

High Ranking Bridges Not Selected

Bridge No.	Bridge Name	Highway	Reason
695	Rielly Creek	Parks	Realignment
532	Chena River	Wendell St.	
634	Twenty Mile River	Seward	Realignment
1238	Hyder Trestle	AMHS?	Already Funded
638	Virgin Creek	Seward	Realignment
725	Hoadley Creek	So. Tongass	Already Funded
263	Chena River	University	Realignment
505	Tanana River	Alaska	Already Funded
737	Mendenhall River	Glacier	Realignment
630	Portage Creek No. 1	Seward	Realignment
631	Portage Creek No. 2	Seward	Realignment
636	Peterson Creek	Seward	Realignment
639	Glacier Creek	Seward	Realignment
670	Kasilof River	Sterling	Already Funded
627	Placer River Overflow	Seward	Realignment

"Providing for the movement of people and goods and the delivery of state services."

Nancy Barnes

From: Nancy Barnes
Sent: Saturday, February 16, 2008 1:56 PM
To: Ryan Makinster; Sheila Peterson; Tim Sunday; George Ascott; Nancy Barnes; David Gray; Ginny Austerman
Cc: Ashli Hobbs; Lia Gladstone; LIO Juneau; Martha Hopson
Subject: FW: SB265 Fiscal Note
Attachments: SB265-DOC-OC-02-15-08.pdf

Attached is the fiscal note to put in your Senator's packet for SB 265 which was delivered to your office yesterday--with a note that the fiscal note would be delivered—decided to email it to you instead. The hearing on SB 265 is Thursday Feb. 21. Nancy #6828

From: Yocom, Lauren J (GOV) [mailto:lauren.yocom@alaska.gov]
Sent: Friday, February 15, 2008 6:41 PM
To: Nancy Barnes; Anderson, Ashley K (DEC); Shalon Szymanski
Cc: Peeples, Dwayne B (DOC)
Subject: SB265 Fiscal Note

Here is the fiscal note for SB265. Let me know if you have any questions.

Thanks,
Lauren

Lauren Yocom
Legislative Office Assistant
Office of Governor Sarah Palin
465-4021

Sen Kookesh's copy



SENATE TRANSPORTATION COMMITTEE

State Capitol, Room 11
Juneau AK, 99801-1182
907-465-6828

To: Senate Transportation Committee Members
From: Albert M. Kookesh, Chair, Senate Transportation Committee
Date: February 14, 2008
Re: Senate Transportation Committee
For the Week of February 18 - 22, 2008

Albert M. Kookesh

Tuesday, February 19, 2008 1:00-3:00 pm, Butrovich Room #205

②
③

SB 190: Minors Travelling alone by air (Senator Therriault)★

SB 189: Bridges service roads and trails (Senator Therriault)★

Bills previously heard or scheduled.

Thursday, February 21, 2008 1:00 - 3:00pm, Butrovich Room #205

①

SB 265: Sex Offenders, Kidnappers Driver's License (Senator McGuire)★

Bills previously heard or scheduled.

* Fiscal notes for all 3 bills have been requested and will be delivered when received (Monday, February 18)



Matanuska-Susitna Borough Bridges

John Duffy, Borough Manager

February 19, 2008



OVERVIEW

- Mat-Su Borough Bridges
 - General Information
 - Bridge Inspection Program
 - Funding Scenario
- Bridges and Estimated Costs of Repairs
- Photos Showing Representative Damages



Mat-Su Borough Bridge Information

- General Information
 - Mat-Su Borough bridge responsibilities include:
 - Twenty-nine (29) are greater than 25 feet in length
 - Ten bridges are less than 25 feet in length



Mat-Su Borough Bridge Information

- Bridge Inspection Program
 - DOT inspects Borough bridges that are greater than 25 feet in length. Borough bridges are those that are within the Borough's rights of ways.
 - DOT's inspections on each bridge occur every two (2) years
 - Borough's receives a comprehensive inspection report
 - If there are deficiencies noted with the bridges, the Borough is required to fund the repairs.

Mat-Su Borough Bridge Information

- Bridge Inspection Program (cont)
 - For bridges that are less than 25 feet in length:
 - The Borough utilizes consultant services for inspection of our bridges.
 - Follow-on inspections occur every two (2) years, which is also conducted by a consultant.



Mat-Su Borough Bridge Information

- Funding for Bridge Repairs and Replacements
 - DOT does not charge the Borough to inspect our bridges that are greater than 25 feet in length.
 - Funds for the bridge repairs come from each RSA budget (few can afford it).
 - Each RSA generates funds from local residents and businesses and these funds are used to fund the maintenance contracts, portions of employee salaries, replacement of road maintenance equipment, etc.
 - After these items are funded, it leaves little funds for bridges: For instance:
 - The total budget for all 16 RSAs is \$11.2M.
 - To date, we have a total requirement of over \$3.64M for bridge repairs and/or replacements.



Mat-Su Borough Bridge Information

- Funding for Bridge Repairs and Replacements
 - The situation is even bleaker if this is viewed on an individual RSA basis:
 - In FY 2007, DOT inspected Montana Creek bridge at Yoder Road and noted that a bridge member needed to be replaced
 - The cost of this project was over \$50K, and Talkeetna RSA had only \$82K that could be used for this and other emergencies of this type
 - The Deneki Meadows Bridge in Willow RSA needs to be replaced with an estimated replacement cost of \$1.0M
 - Willow's total RSA budget in FY 2008 totaled only \$532K. This is but one bridge in this RSA that needs to be replaced



Mat-Su Borough Bridge Information

- Funding for Bridge Repairs and Replacements
 - Trapper Creek's RSA has three (3) bridges at this point that need to be replaced for a total estimated cost of \$825K. Three (3) other bridges are in need of repairs for an estimated cost of \$155K.
 - The total RSA budget for FY 2008 totaled only \$139K.
 - Butte RSA has a total budget \$560K in FY 2008, and after deducting the cost of the contract and other required administrative expenses, they had approx \$199K to apply towards replacing Bodenbug Creek bridge.
 - The estimated cost to replace the bridge is \$260K, which more than bankrupts the RSA.



Bridges and Estimated Cost of Repairs



Bridges and Estimated Cost of Repairs

- To date, 15 bridges need to be replaced or repaired
 - Total estimated cost is \$3.64M
- Bridge Repair Specifics:
 - Deneki Meadows (Bridge washed away during Aug 2006 floods, affects emergency access) - \$1.0M
 - Eight (8) railroad car bridges (bridges de-rated to 3 tons by ADOT) - \$2.185M
 - One (1) bridge (cracked members, needs replacing) - \$275K
 - Five (5) bridges (needed safety and structural repairs) - \$180K



Funding

- Funding assistance is necessary to complete needed bridge safety and structural repairs.
- A state appropriation for local bridge repair and maintenance will improve overall safety for the traveling public and enhance the state's overall transportation system.
- Local bridges are part of the state's overall transportation system – they connect residential areas and businesses to the arterials and highways.



Funding

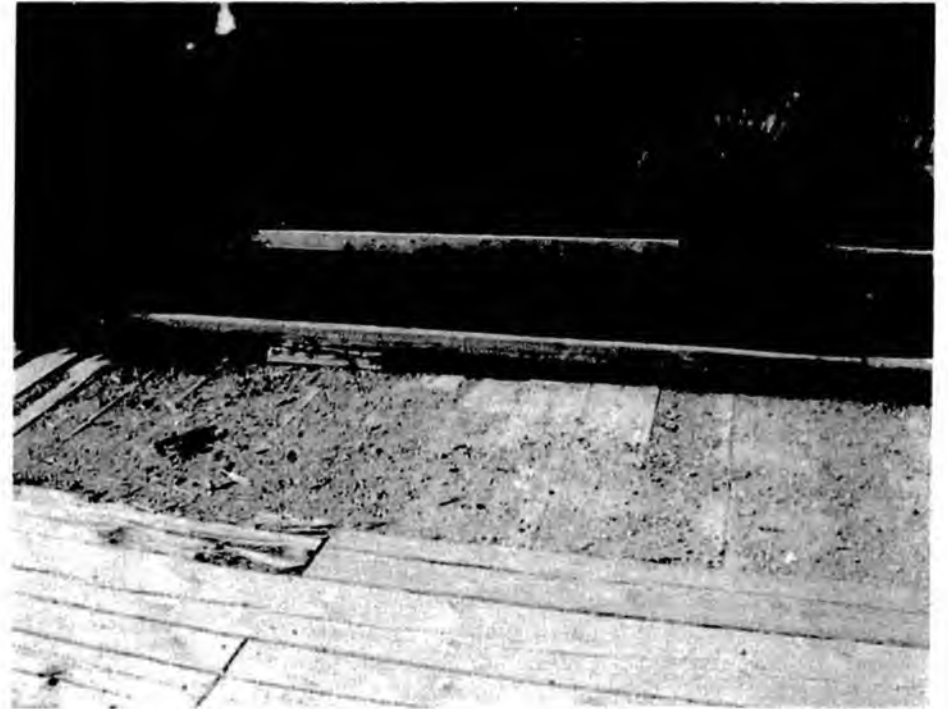
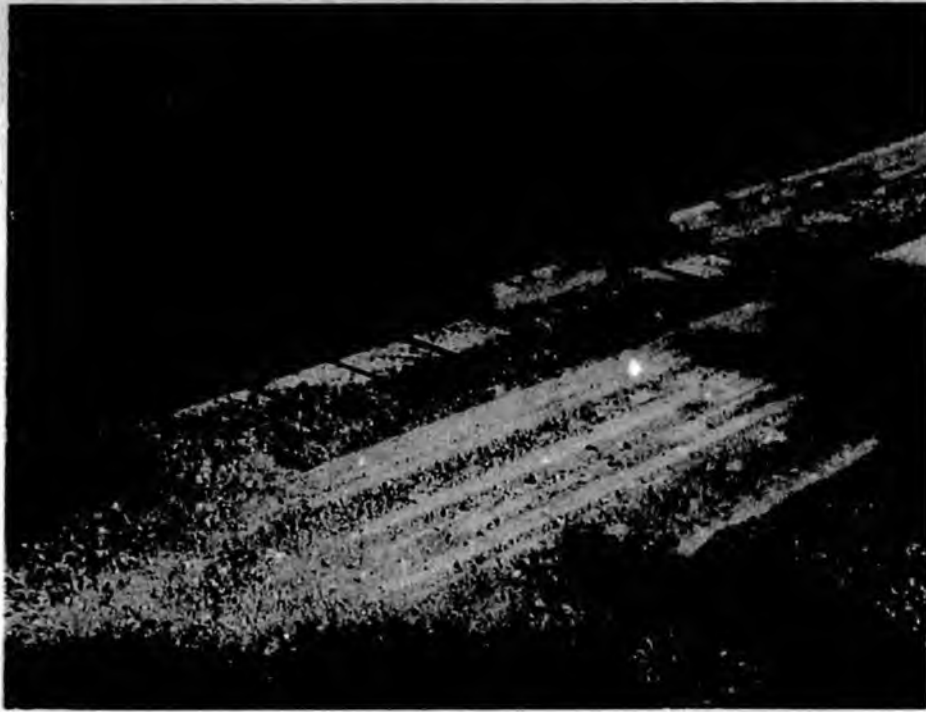
- Provide an appropriation for local bridge repairs
 - Allow local governments to match with:
 - Cash
 - Materials, e.g., gravel, concrete, rip-rap, etc.
 - In-kind, e.g., consultant expertise, equipment, personnel, etc.
- The Borough will provide a local cash match.





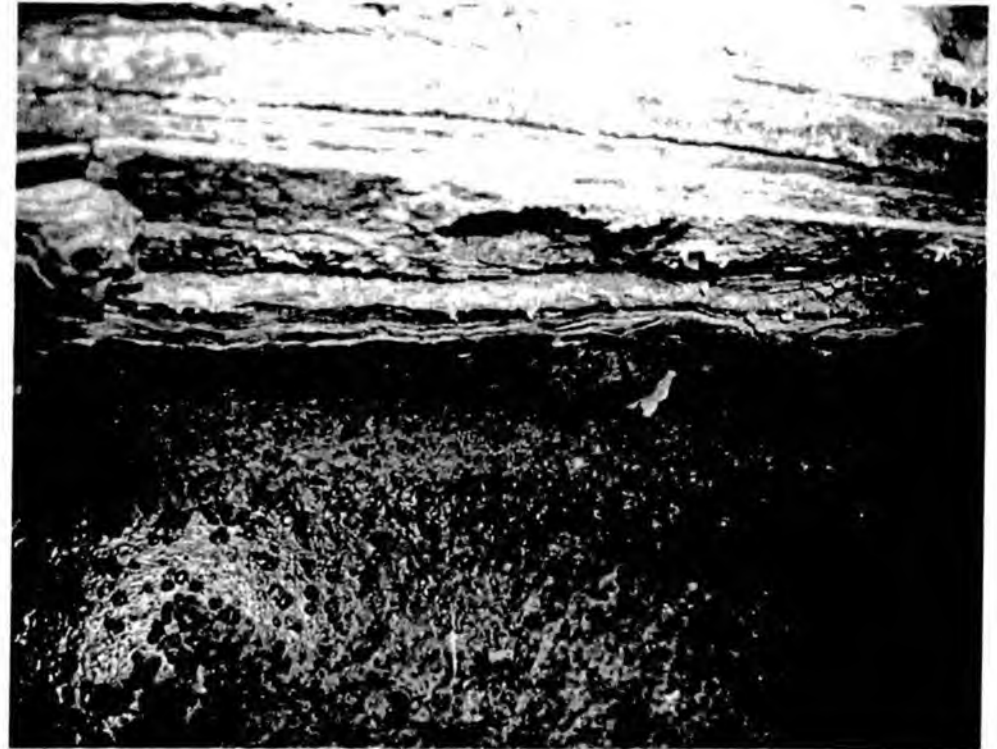
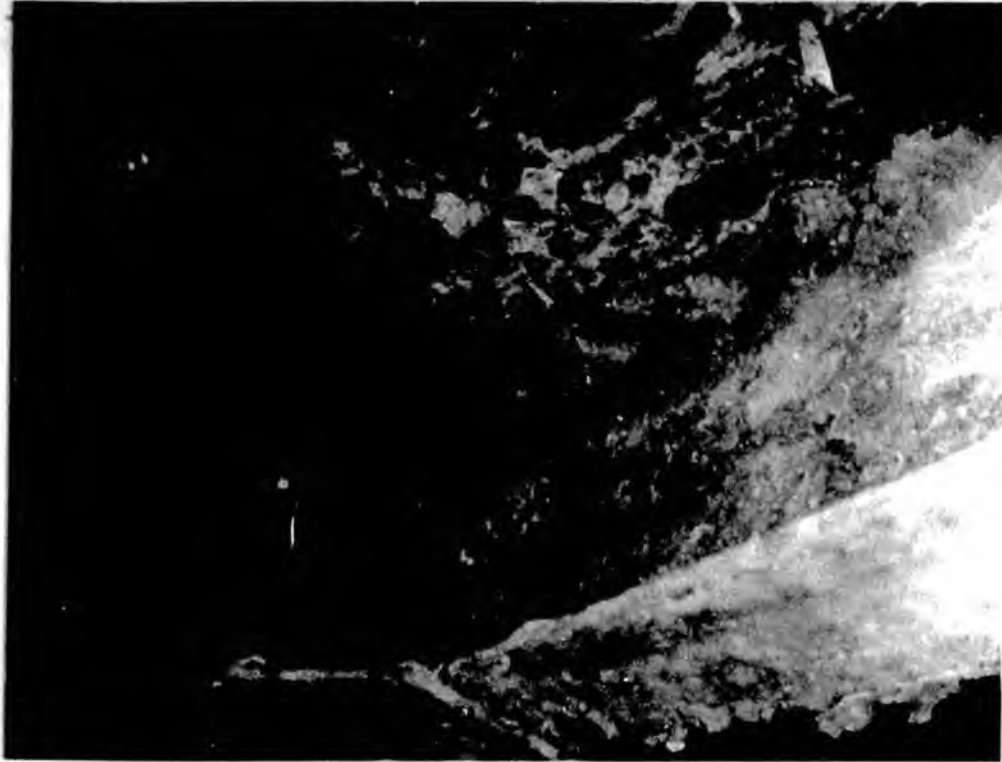
Photos Showing Representative Damages





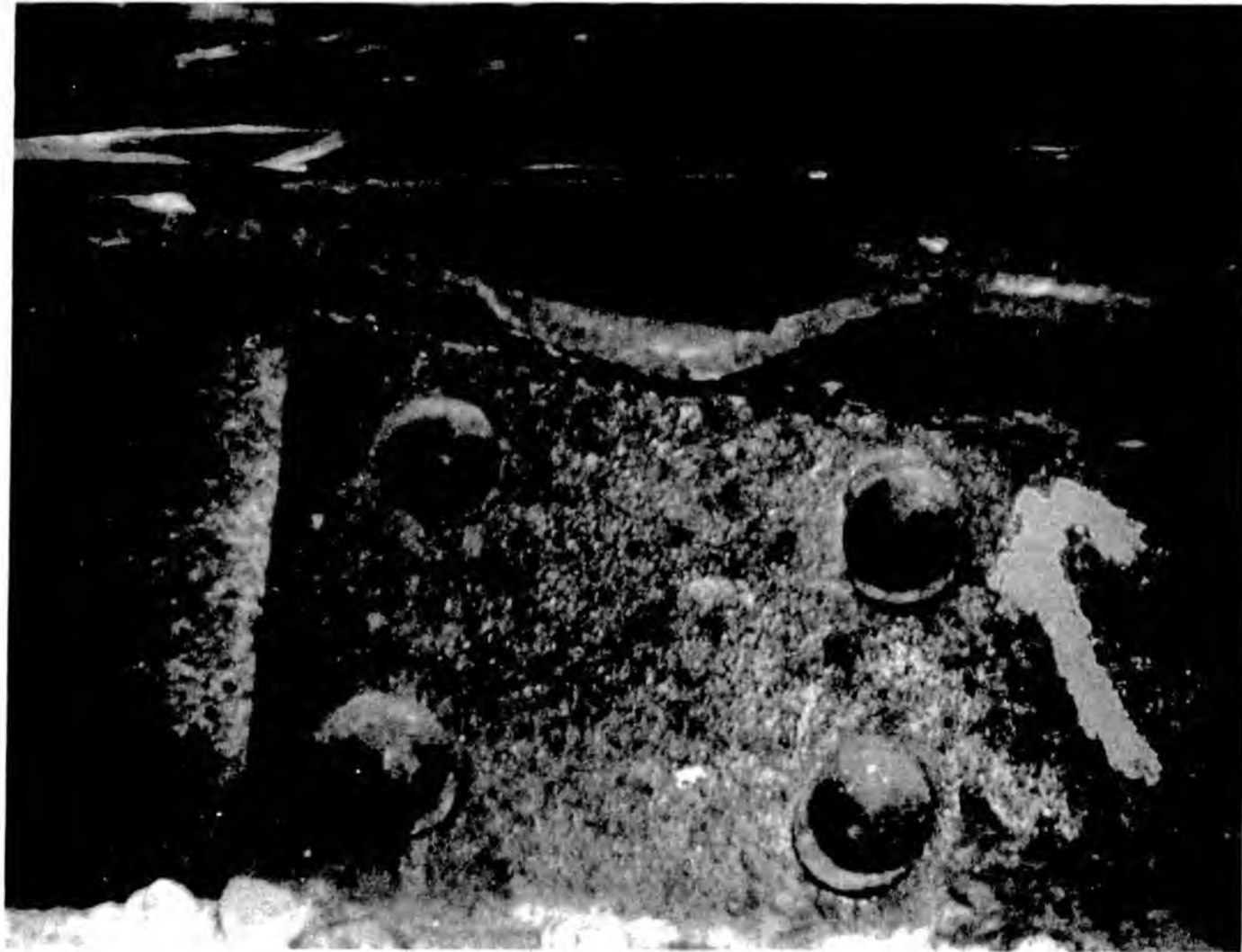
Broken rails that by design are supposed to restrain the lateral movement of vehicles and to prevent them from going over the side.





Sheet rust on the underside of the structural members that degrades the member's integrity





Cracked structural member that impacts structural integrity of the bridge





001Frame 008 FE Above



001Frame 010 Deck of ME



001Frame 011 Deck of ME

©2002 11 East 2002 1182 Lowa Getting Chat in Maps

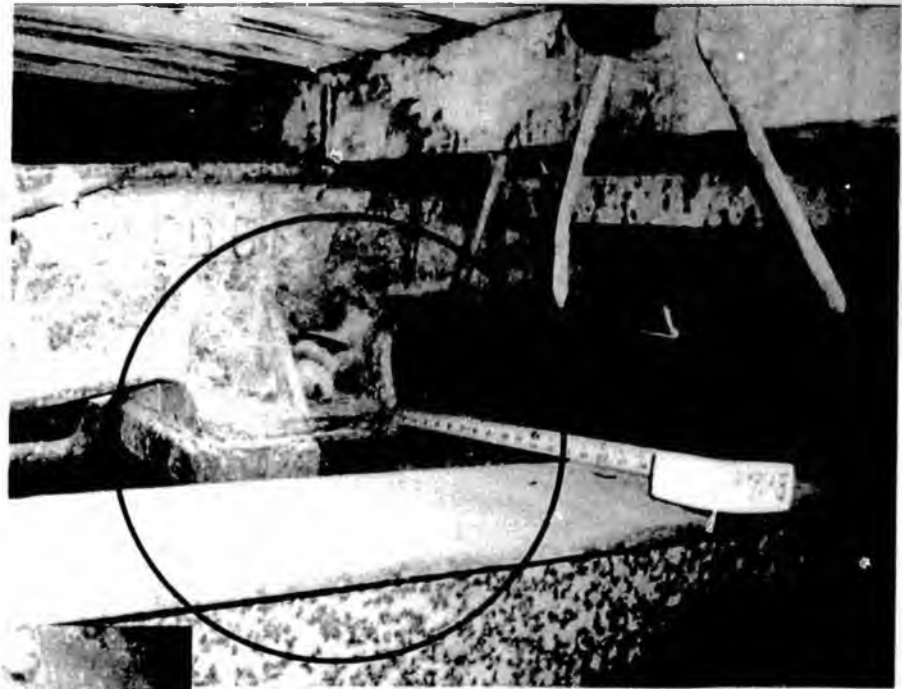
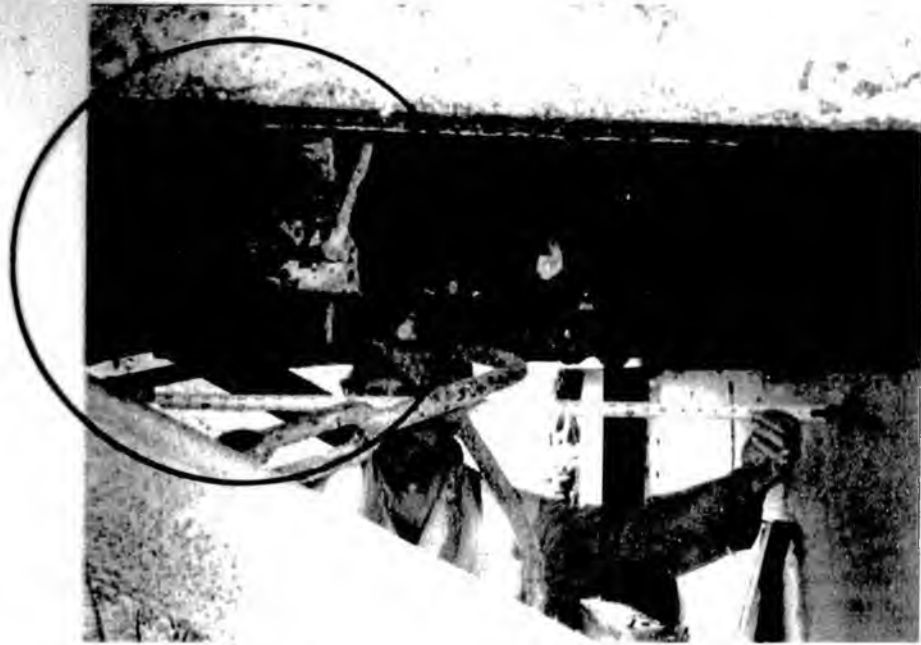
Before the August 2006 floods

After the August 2006 floods



Bridge that collapsed during the August 2006 floods...there now exists only one means of ingress/egress to this community via Shirley Town Bridge.





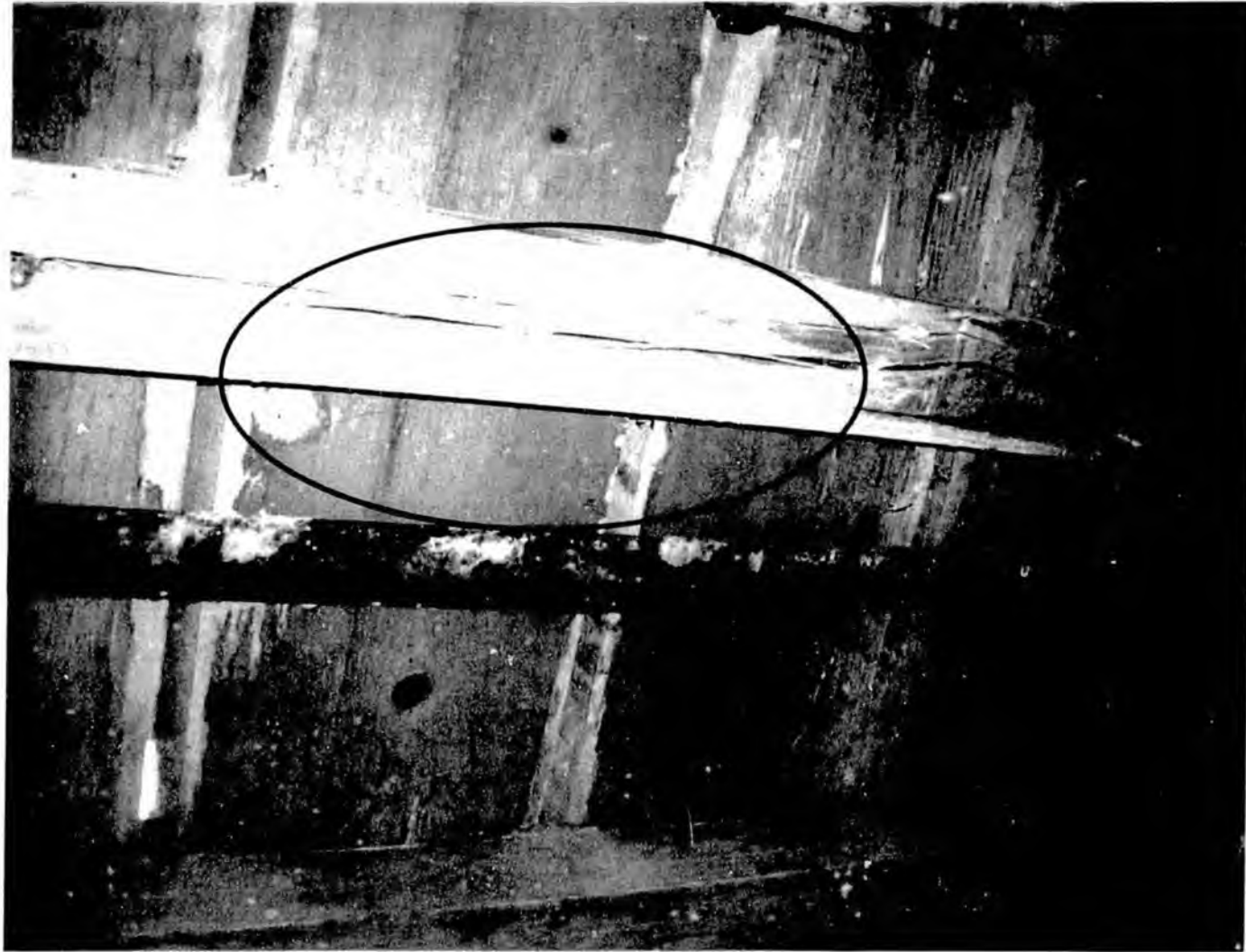
Photos showing where the railroad car is not supported at the wheel location. Because of this, the actual capacity of the bridge is undetermined. It is unknown whether the bridge can carry the load of its own weight given this scenario.





Deck surfaces that are degraded and ultimately affect vehicular safety





A cracked structural member running the length of the bridge

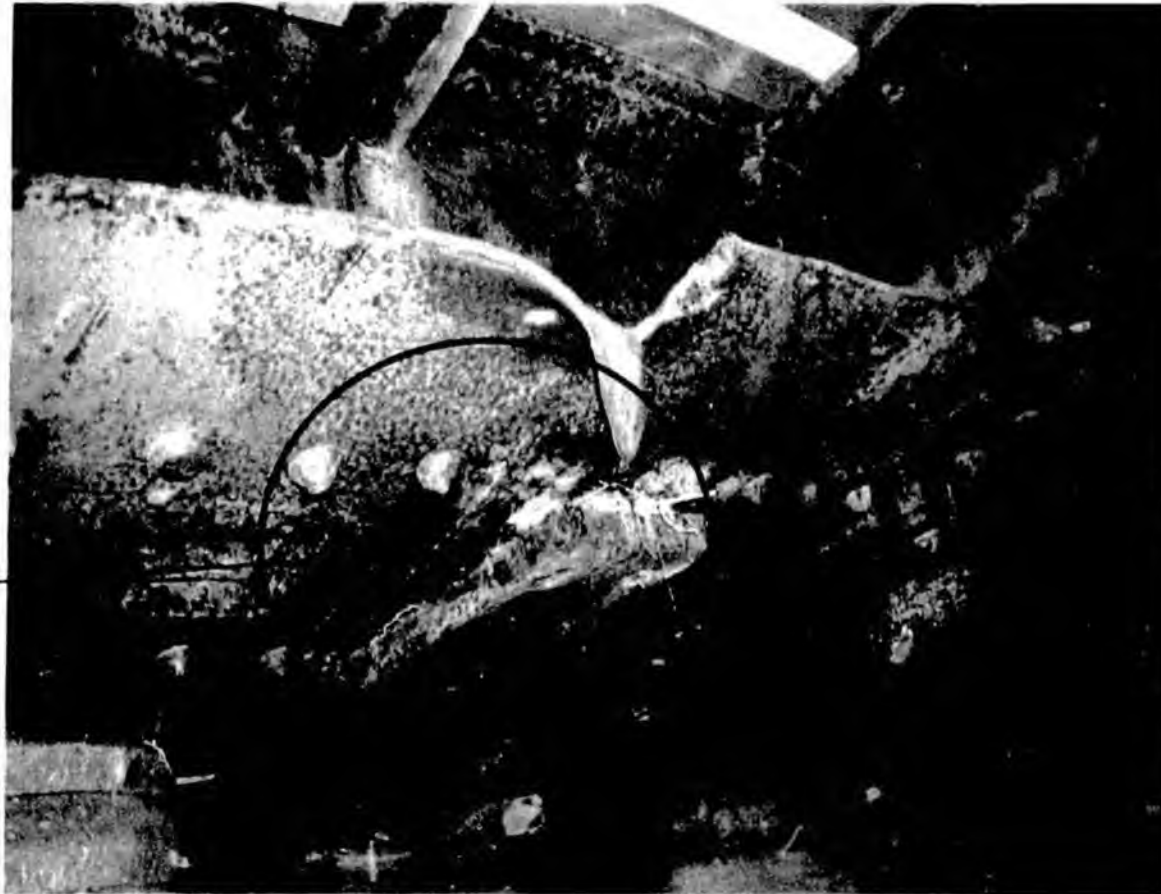




Damaged Abutments

Damaged abutments that by design is supposed to support the end of the bridge.





Damaged
Structural
member

Bridge not
supported at
wheel locations

Photo showing damaged structural member and that bridge is not supported at its wheel locations



SB 189

Bridge 1

State of Alaska DOT&PF



Bridge Name	Siana River	Location:	Tok Cutoff
Bridge Number	654	Problem:	Older bridge with cracked piers
Year Built:	1952	Recommendation:	<i>Replacement</i>



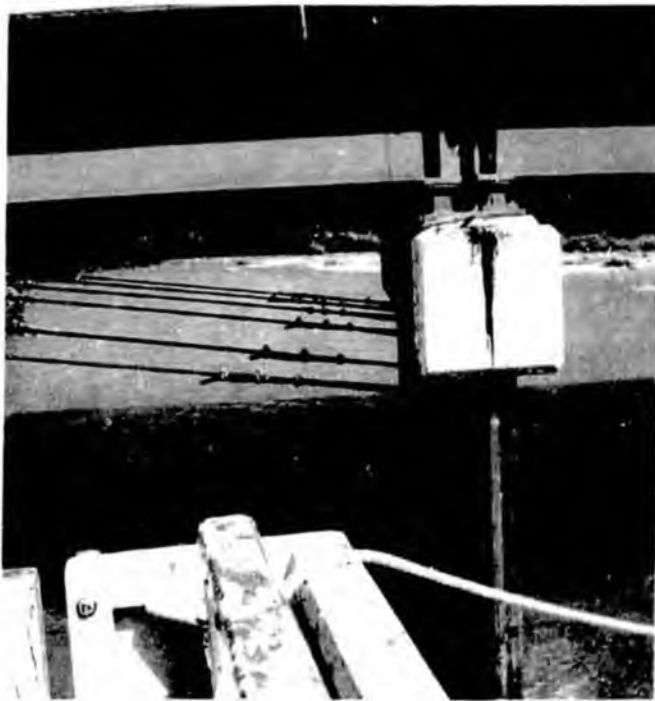
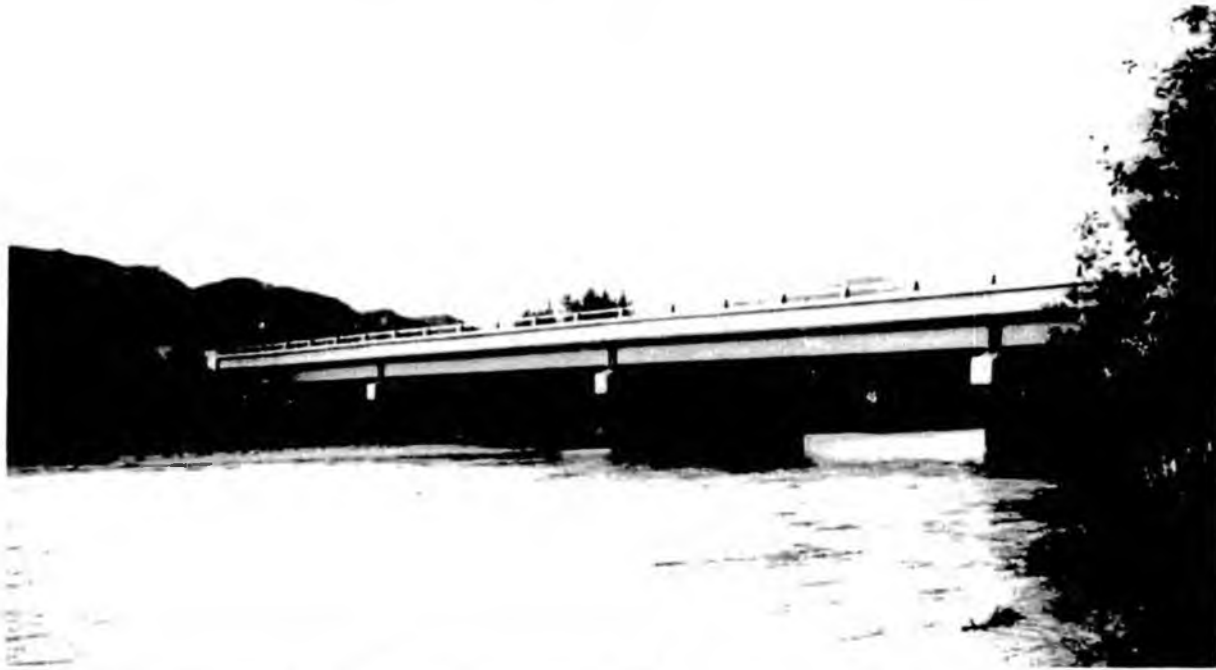
Bridge 2

State of Alaska DOT&PF



Bridge Name: Tok River
Bridge Number: 663
Year Built: 1964

Location: Tok Cutoff
Problem: Leaning and damaged pier
Recommendation: *Replacement*





State of Alaska DOT&PF

Bridge 4

Bridge Name:	Tolsona Creek	Location:	Glenn Highway
Bridge Number:	552	Problem:	Older bridge with damaged abutments
Year Built:	1950	Recommendation:	Replacement



Bridge 5

State of Alaska DOT&PF



Bridge Name:	S. Fork Anchor River	Location:	Sterling Highway
Bridge Number:	666	Problem:	Flooding problems, bad abutments
Year Built:	1959	Recommendation:	<i>Replacement</i>

