SJR

23

Introduced: 2/13/79
Referred: State Affairs

IN THE SENATE BY COLLETTA, RAY AND SUMNER

SENATE JOINT RESOLUTION NO. 23

IN THE LEGISLATURE OF THE STATE OF ALASKA

ELEVENTH LEGISLATURE - FIRST SESSION

Requesting the Secretary of the United States Department of Transportation to revise the standard time zones in which Alaska is located.

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

WHEREAS, alone among the 50 states Alaska spans four time zones; there is a three-hour time differential between Ketchikan and Nome; and

WHEREAS the present two-hour time differential between Southeastern Alaska and Anchorage, Fairbanks and the communities of the Kenai Peninsula and Prince William Sound creates confusion and difficulty in achieving and maintaining sound commercial, efficient government and satisfying personal communications; and

WHEREAS the elimination of this time differential between the existing state capital and the centers of finance, trade and commerce and the future state capital in Southcentral and Interior Alaska would resolve one of Alaska's most compelling needs: the elimination of artificial barriers that impair efforts to improve communications, thus welding together the widely scattered population centers of this vast and varied state and bringing state government closer to all the people of Alaska; and

WHEREAS "with due regard to the convenience of commerce and the junction and division of points of common carriers engaged in interstate and foreign commerce," the transfer of Southcentral and Interior Alaska to the Pacific Standard Time Zone would foster "adherence to a greater uniformity of time" within the State of Alaska and place most Alaskans on an identical time schedule that would not inconvenience the traveler, the transportation in-

dustry, nor other commercial enterprise with important connections both in Alaska and the "lower 48"; and

WHEREAS federal law (15 U.S.C. secs. 260-267; 49 U.S.C. sec. 1655(e)(5)) regulates the time on which all federal offices and common carriers engaged in interstate and foreign commerce operate and grants to the U. S. Secretary of Transportation the authority to redefine the boundaries of time zones that serve the entire United States.

BE IT RESOLVED that the Alaska Legislature requests the Secretary of the United States Department of Transportation to redefine the boundaries of the time zones in which Alaska is located by shifting those portions of it located in the Alaska Standard Time Zone and the Yukon Standard Time Zone into the Pacific Standard Time Zone at the earliest date possible.

COPIES of this resolution shall be sent to the Honorable Brock Adams, Secretary, U. S. Department of Transportation; and to the Honorable Ted Stevens and the Honorable Mike Gravel, U. S. Senators, and the Honorable Don Young, U. S. Representative, members of the Alaska delegation in Congress.

Interested parties: ① ex Mayor Sullivan Anchorage.
② Airlines.

THE FOLLOWING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

SJR 23	Requesting the Secretary of the United States Department of Transportation to revise the standard time zones in which Alaska is located.	Colletta, Ray & Sumner

SUMMARY

For reasons of inefficiency, confusion and difficulties that time differences within the state create for government, commerce, finance and trade, it is requested that the Secretary of the United States Department of Transportation redefine the boundaries of the time zones in Alaska by shifting portions within the Alaska Standard Time Zone and the Yukon Standard Time Zone into the Pacific Standard Time Zone at the earliest possible date.

NOTE: The Juneau City and Borough Assembly has introduced a resolution, Serial No. 569, requesting the United States Department of Transportation to extend the Yukon Standard Time Zone in Alaska to include the City and Borough of Juneau and other northern panhandle communities. The U.S. Department of Transportation will be scheduling local hearings on the request sometime this Spring. (See attachments)

SUPPORTIVE INFORMATION

Randy Phillips might have some backup on this. We are waiting to hear from him.

RELATED LEGISLATION: None

FISCAL NOTE: None

		Notified of Hearing
INTERESTED PARTIES:	Senator Colletta	2/20/79
	Senator Ray	2/20/79
	Senator Sumner	2/20/79
	City & Borough of Juneau	2/20/79

Presented by: Mayor Overstreet
Introduced: 1-18-79
Referred to:

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 569

A RESOLUTION REQUESTING THE UNITED STATES SECRETARY OF TRANSPORTATION TO EXTEND THE YUKON STANDARD TIME ZONE IN ALASKA TO INCLUDE THE CITY AND BOROUGH OF JUNEAU AND OTHER NORTHERN PANHANDLE COMMUNITIES.

WHEREAS, Alaska's capital, the City and Borough of Juneau, and other northern panhandle communities are presently in the Pacific standard time zone, and

WHEREAS, other major population centers in Alaska are in the Alaska standard time zone which creates a two hour time difference between the capital of Alaska and other major population centers of the state, and

WHEREAS, still other communities of Alaska are in the Bering standard time zone which creates a three hour time difference between the capital of Alaska and such other communities, and

WHEREAS, these two and three hour time differences create confusion and difficulty in achieving and maintaining sound commercial and efficient governmental communications, and

WHEREAS, geographically, the Southeast Alaska panhandle in the Pacific standard time zone stems from territorial days when the commercial orientation of the panhandle was primarily with Seattle, and

WHEREAS, with the growth of the State of Alaska since statehood, the commercial, financial, transportation, government and other social and economic ties of the northern panhandle communities have shifted significantly from the Seattle area to the growing population centers of interior and southcentral Alaska, and,

WHEREAS, southern panhandle communities have evidenced a preference for continued commercial ties to the Seattle area, and

WHEREAS, the reduction of the two and three hour differences in time to one and two hour differences between the northern panhandle communities and the other more populous areas of the state would vastly improve the convenience of commerce and the efficiency of government in Alaska, and

WHEREAS, federal law (15 U.S.C. §260-267) grants to the United States Secretary of Transportation the authority to redefine the boundaries of time zones that serve the entire United States;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

1. That the assembly hereby petitions the Secretary of the Department of Transportation to redefine the boundary between Yukon standard time and Pacific standard time in such a manner that northern panhandle communities will be placed in Yukon standard time. Such communities are those lying northerly of a line described as follows:

> Beginning at boundary peak No. 79 on the Alaska/Canadian border line at North 58°57'44.96" latitude and West 133°10'13.94" longitude; thence southwesterly along the northerly boundary of the City and Borough of Juneau on a straight line to Point Coke near Holkham Bay in Stevens Passage at North 57°47'30" latitude and West 134°42' longitude; thence continuing on the projection of said straight line to the mid-channel of Stevens Passage; thence southerly along the mid-channel of Stevens Passage and extension thereof to the mid-channel of Frederick Sound; thence southwesterly along the mid-channel of Frederick Sound and extension thereof to the mid-channel of Chatham Strait also being on the easterly line of the City and Borough of Sitka; thence northerly along the easterly boundary of the City and Borough of Sitka along the mid-channel of Chatham Strait until the mid-point of a line drawn between East Point and South Passage Point at the mouth of Tenakee Inlet bears due west; thence northwesterly along the northerly boundary of the City and Borough of Sitka along the mid-channel of Tenakee Inlet until an intersection is made with the line of mean high tide at the extreme northwesterly end of Tenakee Inlet; thence on a line bearing South 23°30' West more or less, but in any event until the extreme southeasterly point of the mean high tide line at the southeasterly point of Lisianski Inlet is reached; thence on a line bearing approximately due west until Star

Rock off the mouth of Lisianski Strait is reached being the northwesterly corner of the City and Borough of Sitka; thence due west until an intersection is reached with 137° West longitude.

2. That the Secretary of Transportation is requested to redefine the boundaries of the Yukon standard time zone at the earliest possible date.

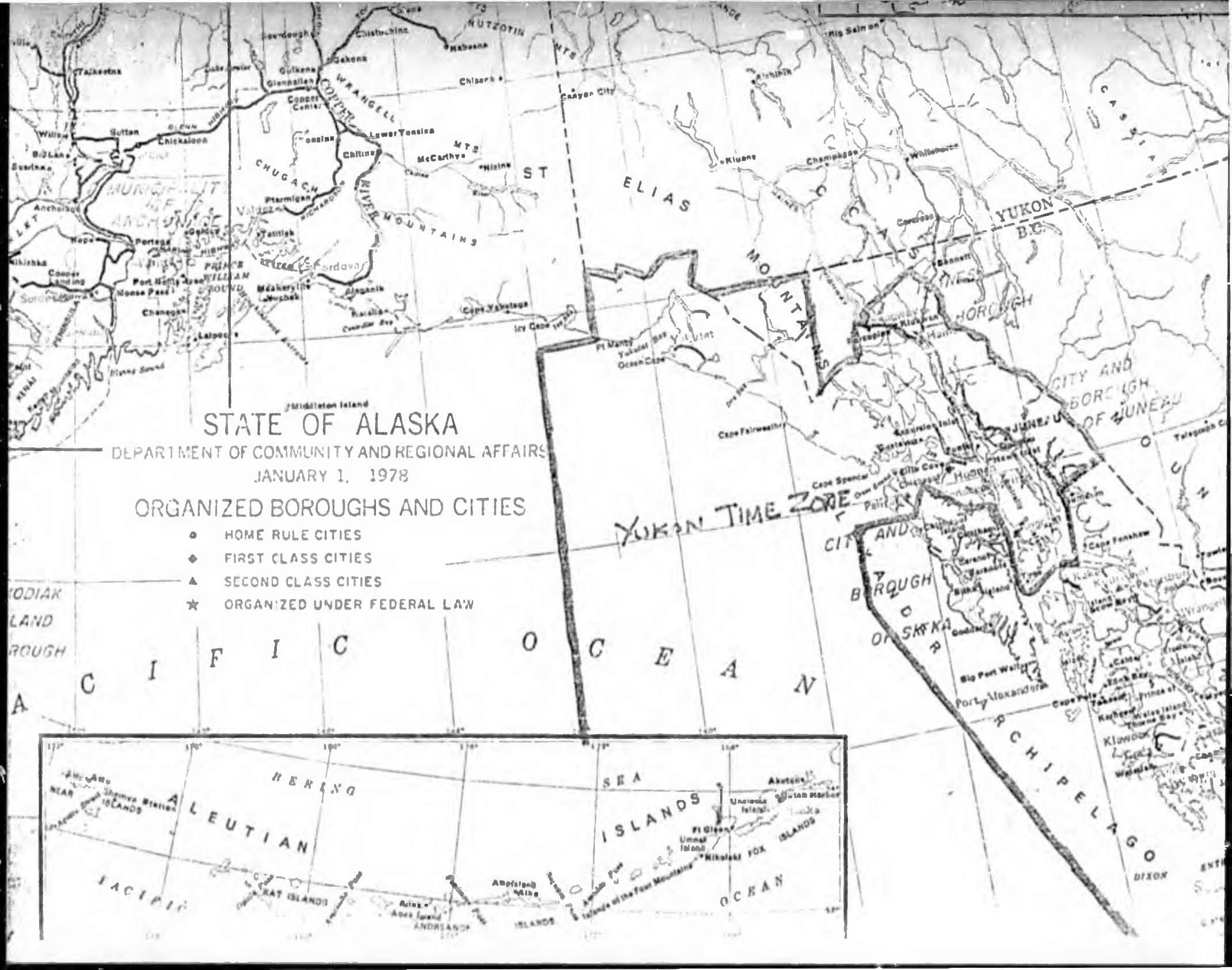
3. That copies of this resolution shall be sent to the Secretary of the Department of Transportation; to the Honorable Ted Stevens and the Honorable Mike Gravel, U. S. Senators, and the Honorable Don Young, U. S. Representative, members of the Alaska delegation in Congress.

Adopted this 18th day of January, 1979.

Mayor

Attest:

Clerk


STATE OF ALASKA
DEPARTMENT OF COMMUNITY AND REGIONAL AFFAIRS
JANUARY 1, 1978
ORGANIZED BOROUGHS AND CITIES
HOME RULE CITIES
FIRST CLASS CITIES
SECOND CLASS CITIES
ORGANIZED UNDER FEDERAL LAW
YUKON TIME ZONE
YUKON
B.C.
PACIFIC OCEAN
BERING SEA
ALEUTIAN ISLANDS
ST ELIAS MOUNTAINS
WRANGELL MTS
CHUGACH MOUNTAINS
NUTZOTIN MTS
McCARTHY MTS
CITY AND BOROUGH OF JUNEAU
CITY AND BOROUGH OF SITKA
ANCHORAGE
Talkeetna
Willow
Sutton
Chickaloon
Big Lake
Susitna
Anchorage
Hope
Portage
Cooper Landing
Kenai
Homer
Valdez
Cordova
Tatitlek
Ptarmigan
Glennallen
Gulkana
Copper Center
Chistochina
Gakona
Tonsina
Lower Tonsina
Chitina
Chisana
Canyon City
Kluane
Champagne
Whitehorse
Carcross
Skagway
Haines
Juneau
Sitka
Ketchikan
Wrangell
Petersburg
Cape Yakataga
Icy Cape
Cape Fairweather
Cape Spencer
Cape Fanshaw
Big Port Walter
Port Alexander
Cape Pole
Kake
Klawock
Craig
Hydaburg
Ketchikan
Prince of Wales Island
Dixon Entrance
Middleton Island
Yakutat Bay
Ocean Cape
Ft Manby
Nikolski
Umnak Island
Unalaska Island
Akutan
Ft Glenn
Nikolski
Adak
Atka
Amchitka
Shemya
Attu
Aleutian Islands
Rat Islands
Andreanof Islands
Fox Islands
Islands of the Four Mountains

MIKE GRAVEL
ALASKA

United States Senate

WASHINGTON, D.C 20510

FEB 7 1979

February 2, 1979

The Honorable W. D. Overstreet
Mayor, City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Dear Bill:

I recently received your letter and petition to Secretary Adams regarding the desire to have the Borough placed on Yukon time.

I have had my staff contact the Secretary's office and I am informed that at this time their general counsel is reviewing the request and will shortly be issuing an announcement of local hearings on the request. I have been assured that I will be consulted as to an appropriate time and place for such hearings. I will contact your office as soon as this information has been requested of me.

In the meantime, if there is any other way in which I can be of assistance, please do not hesitate to let me know.

Best regards.

Sincerely,

Mike

Mike Gravel

MG/mb

WARREN G. MAGNUSON, WASH., CHAIRMAN
JOHN C. STENNIS, MISS.
ROBERT C. BYRD, W. VA.
WILLIAM PROXMIRE, WIS.
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LOWELL P. WEICKER, JR., CONN.

United States Senate

COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

February 1, 1979

The Honorable W. D. Overstreet
Mayor
The City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Dear Bill:

Thank you for sending me a copy of the Resolution of the City and Borough of Juneau, regarding the inclusion of Juneau in the Yukon Standard Time Zone.

We have contacted the General Counsel of the Department of Transportation, and have recommended that DOT hold public hearings in Juneau to consider the change to Yukon time.

I will keep you informed of the progress of our discussions with DOT. In the meantime, please contact my office if we may provide further assistance.

With best wishes,

Cordially,

TED STEVENS
United States Senator

THE PRECEDING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

THE FOLLOWING PAGES WERE TREATED AS
A UNIT IN THE ORIGINAL FILE.

STATE AFFAIRS COMMITTEE
February 21, 1979

SJR 23	Requesting the Secretary of the United States Department of Transportation to revise the standard time zones in which Alaska is located	Colletta, Ray & Sumner

SUMMARY

For reasons of inefficiency, confusion and difficulties that time differences within the state create for government, commerce, finance and trade, it is requested that the Secretary of the United States Department of Transportation redefine the boundaries of the time zones in Alaska by shifting portions within the Alaska Standard Time Zone and the Yukon Standard Time Zone into the Pacific Standard Time Zone at the earliest possible date.

NOTE

The Juneau City and Borough Assembly has introduced a resolution, Serial No. 569, requesting the United States Department of Transportation to extend the Yukon Standard Time Zone in Alaska to include the City and Borough of Juneau and other northern panhandle communities. The U.S. Department of Transportation will be scheduling local hearings on the request sometime this Spring.
(See attachments)

FISCAL: There is no fiscal note.

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A UNIT IN THE ORIGINAL FILE.

Presented by: Mayor Overstreet
Introduced: 1-18-79
Referred to:

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 569

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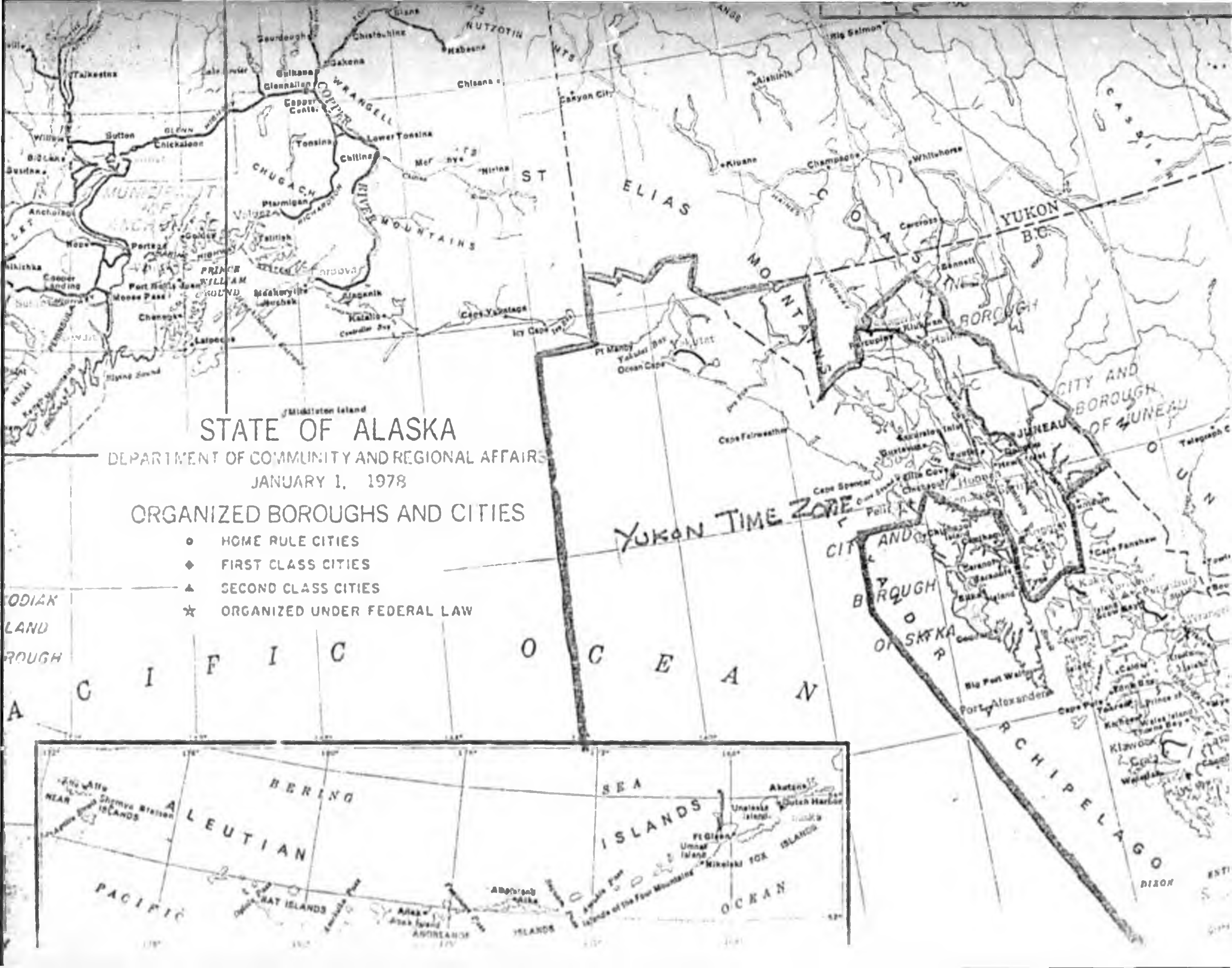
3. That copies of this resolution shall be sent to the Secretary of the Department of Transportation; to the Honorable Ted Stevens and the Honorable Mike Gravel, U. S. Senators, and the Honorable Don Young, U. S. Representative, members of the Alaska delegation in Congress.

Adopted this 18th day of January, 1979.

W. D. Overstreet
Mayor

Attest:

Elmer J. Emery
Clerk



STATE OF ALASKA
DEPARTMENT OF COMMUNITY AND REGIONAL AFFAIRS
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PACIFIC OCEAN
BERING SEA
ALEUTIAN ISLANDS
PACIFIC OCEAN
KODIAK ISLAND BOROUGH

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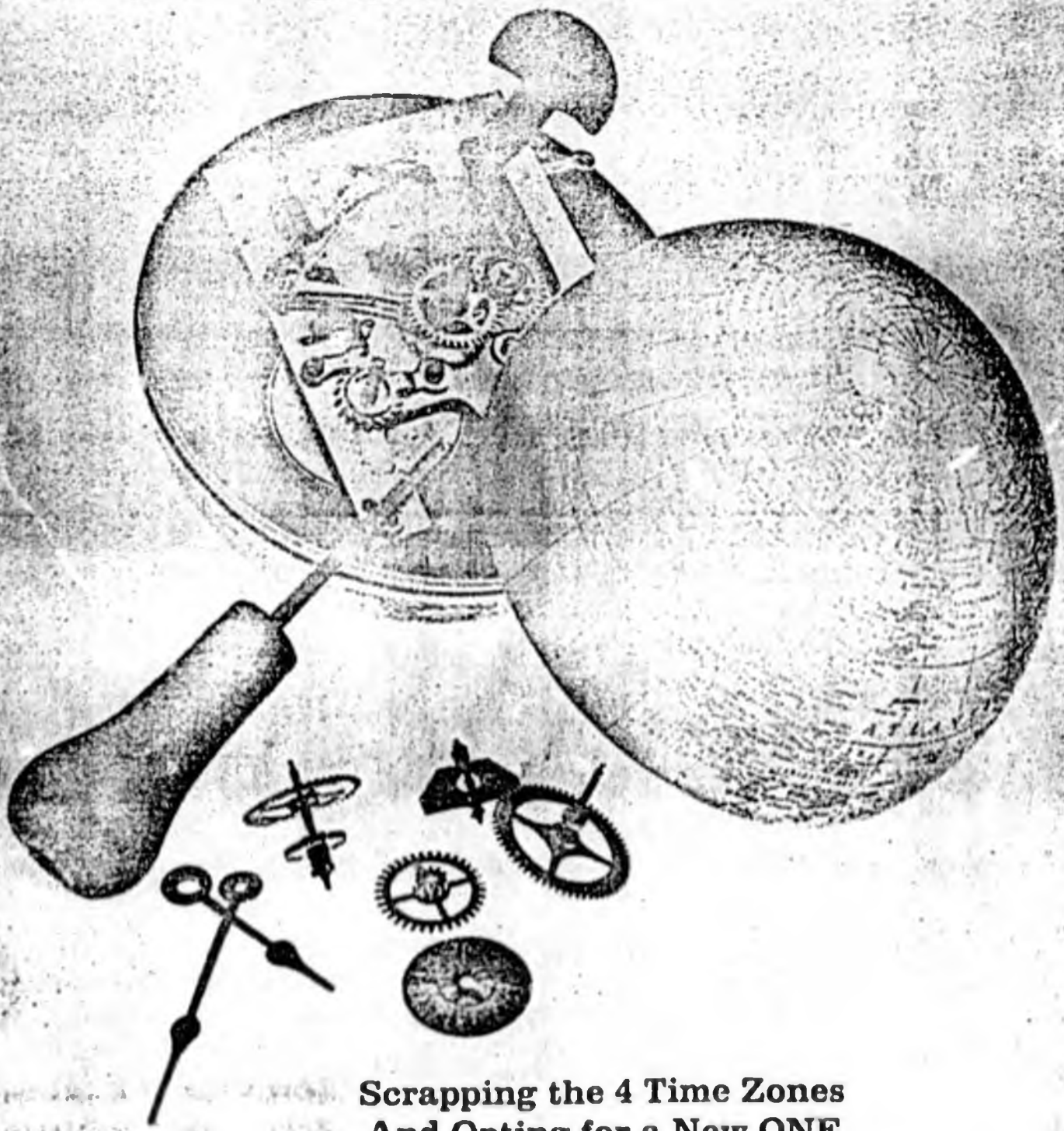
A UNIT IN THE ORIGINAL FILE.

A Case for U.S.A. Time



Scrapping the 4 Time Zones And Opting for a New ONE

Based on the research of Paul Mullinax,
Intelligence Research Specialist, Defense Intelligence Agency,
Washington, D.C.

Bill O

April 73

Four different time zones for the continental United States has not been a practical idea since the invention of the telephone and the airplane. One of the best solutions for modernizing time in the United States is to create a single time belt. We call this U.S.A. Time.

U.S.A. Time, a concept of it being 10 a.m. in New York, Chicago, Denver and Los Angeles simultaneously—rather than our present system of one hour differences between Eastern, Central, Mountain and Pacific time—could provide instant relief for the communications and travel problems of the millions of business people who keep the heart of America pumping.

Then why don't we adopt U.S.A. Time?

Your first reaction might be that it is a "slap in the face of Mother Nature." Before 1880, your opinion would have been popular, since our forefathers operated on the Mother Nature system of time. The instant the sun reached overhead in their home cities, they designated it "high noon" or 12 o'clock. This was a good system, provided you never left your hometown. Each city was on a different time. If you traveled a hundred miles in any direction from your city, the base time would vary several minutes.

Mother Nature complicated this further by her inconsistency. The sun would not be directly overhead at the same time on any given day in any given city since the difference between the shortest day of winter and the longest day of summer is more than five hours.

The Railroads Pushed for a Change

By the 1880s, high noon city-by-city time became obsolete due to the increased speed of telegraphic communication and railroad travel. The railroads found scheduling impossible on the high noon system. They pushed for a change. It worked.

In 1883, Time Zones—approved by international conventions—were introduced. The United States adopted Eastern, Central, Mountain and Pacific Time Zones with one hour differences. In an age when it took a full day to cross one of the wide U.S. time zones, this new system was practical. Besides, the country was sectionalized and the time zone boundaries usually ran through relatively uninhabited areas of the country.

The practicality of the new Time Zone decreased as the speed of travel and communication increased. Over the decades, progress has been made in other obvious areas—cars replaced horses, paved highways replaced dirt roads, planes began to be a major form of commercial travel, then faster planes replaced them, jets replaced props, until finally we were a jet age nation. Jet age, yes, but a country which still operates on an 1883 railroad time system.

Modern America began to play with the clock in the 1940s. During World War II we moved the national clock ahead one hour and called it Daylight Savings Time. After the War, Daylight Savings Time was observed by local option.

This caused more confusion than can be described. While most cities observed Daylight time only in the summer, many cities ended it in September, others October. Often towns within 10 miles of each other would split over the time. Town A would go on Daylight Time, Town B would decide to remain on standard.

In 1967, the Uniform Time Act divided the United States and its possessions into eight time zones: Atlantic, Eastern, Central, Mountain, Pacific, Yukon, Alaska/Hawaii and Bering.

The Act also said that all states, possessions and the District of Columbia *must* observe Daylight Savings Time from 2 a.m. on the last Sunday of April until 2 a.m. on the last Sunday of October. Did this solve any problems? Some.

However, the Act also allowed any state, by legislative action, to exempt itself from going on Daylight Savings Time. Hawaii, Arizona, Michigan and Indiana chose this way out.

In 1972, the Act was further watered down when the states were allowed to split themselves into time zones and to exempt either part. As a result western Indiana observes Daylight Time; eastern Indiana does not.

States which have been allowed to split themselves between time zones are Michigan, Utah, North Dakota, Nebraska, Kansas, Oregon, Texas and Indiana.

One thing is certain, the Uniform Time Act has done very little to eliminate the confusion caused by multiple time zones and Daylight Savings Time. It definitely has not simplified the job of interstate commerce or travel.

How Can U.S.A. Time Be Accomplished?

The change to U.S.A. time could come in two phases. Phase I would establish only two zones—Eastern and Western. Then Phase II would combine these with a half-hour change.

The change to U.S.A. Time should be enthusiastically embraced by those Americans living in the Central and Mountain Time Zones. Under Phase I they would not change. They also would not go on Daylight Savings Time.

The plan for U.S.A. Time concerns only the continental United States. (We would also recommend that Alaska drop its four time zones and standardize on Alaska/Hawaii Time; and that Puerto Rico and the Virgin Islands move from Atlantic Time to the new Eastern Time).

Eastern (now Central Time Zone) and Western (now Mountain Time Zone) would become the standards for a two-zone continental system. Here's how it would work.

In the continental United States, we would divide into two time zones—Eastern and Western. Residents in the Pacific Time Zone would go on a year-around Daylight Time, in effect, moving their clocks forward one hour to Mountain Standard Time. This shouldn't be difficult since the four states in the Pacific Zone all now go on Daylight Time each summer anyway.

Major objections most logically would come from residents in our present Eastern Standard Time Zone. They would set their clocks back one hour to Central Standard Time under the new system.

The East has a high concentration of businesses, however, which are involved with interstate commerce. Our present railroad inspired zones adversely affect them. Therefore, resistance might not be as great as anticipated since there would be many obvious advantages to dealing with the Midwest on the same time.

Assuming the Pacific, Mountain and Central Standard Time zones residents could persuade the Eastern Standard Time Zone residents to move their clocks back one hour—which is a reasonable assumption—Phase I of U.S.A. Time would be accomplished.

Examine the following illustration, and it explains that Phase I of the U.S.A. time change would nearly double the number of convenient hours to telephone coast to coast during the normal business day. More work would be done simultaneously.

Example: There are only three convenient hours to telephone from New York to Los Angeles today. This is due to different starting times, quitting times and lunch times.

Today you can only conveniently reach the East from Los Angeles from 10 a.m. to 12 noon, and from 1 p.m. to 2 p.m. Under the new system, calls from west to east would be regularly placed from 9 a.m. to 11 a.m., and from 1 p.m. to 4 p.m. From east to west, New Yorkers could call from 10 a.m. to noon, and from 2 p.m. to 5 or 6 p.m.

Problems of the Present System Are Many

The problems wrought by our present system are many. Those businessmen involved with the stock market and any of its related activities must make personal adjustments to impersonal zones. Since market operations must begin simultaneously across the U.S. (to prevent trading advantages), brokers in San Francisco must rise three hours earlier than their eastern counterparts in New York in order to be ready for the market's early morning operations.

Shippers must constantly plot arrival and departure times for shipments in distant locales. Businesses with scattered branch offices must fight time differences daily.

Network television spends millions because it must reschedule, retape and rebroadcast thousands of hours of programming to serve the present zoning system. It has, however, already accomplished Phase I by combining the Central and Eastern Time Zones into one. There have been few complaints.

Jet lag for air travelers is a real problem which affects the normal eating and sleeping patterns of passengers arriving at a transcontinental destination. (See *Health*, page 14).

Today when a passenger leaves Los Angeles for New York, he is literally on a five-hour air trip. However, when he arrives, he discovers that the trip has actually taken *eight* hours by the clock.

Suppose he leaves Los Angeles at 5:30 after the closing of a business day. He boards, jets away, and instead of arriving at 10:30 p.m. (still a decent hour), he arrives at 1:30 a.m. New York time. If his business meeting the following day is scheduled for 9 a.m., he gets up at 7:30 New York time. However, his mind and body are still attuned to Los Angeles time which is 4:30 a.m. His body reacts accordingly out of habit.

Does anyone really know what time it is? Yes, it's time for a change.

Why Phase I and Phase II Can Work

Let's look at the four major time zones across the United States and how they can be eliminated.

Phase I, as mentioned earlier, would form two zones instead of four, thus making the difference between New York and Los Angeles only one hour instead of three.

This would be done by combining the Eastern and Central Zones, and the Mountain and Pacific Zones. We would now have only Eastern (now called Central) and Western (now called Mountain) time. This would result in no change across most of the country and a change of one hour for the Coasts.

Now there would be no time change on flights between New York and Chicago, Memphis and Atlanta, New Orleans and Miami. In the West, we'd travel with ease between Los Angeles and Denver, Phoenix and San Francisco, Seattle and Salt Lake City without the disruption of time change.

Phase II Would Be Crucial to Unification of Time

The final step would combine the remaining two zones into a single zone from Maine to California. At that time, we would have to change our clocks only 30 minutes. The east would turn its clocks back 30 minutes; the West would move 30 minutes ahead. Now we would be on standardized U.S.A. Time.

Though it will aid airlines and their passengers greatly, it will, in fact, benefit every citizen of the country. Families with scattered members will be able to communicate with ease. The problems mentioned earlier—shippers, brokers and television delays—will be resolved. Efficiency will increase and we will have truly entered the jet age.

Objections will be raised. The first will be that changing the zones will not actually change anything—that there will *still* be

Some Parts of the World Have Already Opted for Standard Time

Several countries or regions have already united under the same time zone.

All world time is measured from Greenwich Mean Time, based on the London suburb of Greenwich. Yet, even before they entered the Common Market, Great Britain and Ireland joined Europe in the summer by going on Daylight Time which moved them an hour ahead and into step with the rest of western and central Europe. Now the continent from Portugal to Poland and from Ireland to Yugoslavia tells time the same.

The People's Republic of China, a nation which is broader from east to west than the United States, has been unified under one national time.

India, another large country, has combined her time zones into one by moving the eastern part of the country back a half hour and the western part ahead a half hour.

All of southern Africa, from the Atlantic to the Indian Oceans, maintains the same time. While political problems keep these nations apart, at least keeping the same time may help them talk about their differences.

Other Countries Also Have Complicated Time Zone Problems

While the continental United States puzzles through the problems of four time zones, other parts of the world have managed to confuse their citizens even more.

Canada has seven different time zones; the Soviet Union, an incredible eleven. Brazil, a country equal to the United States in size, divides itself into three zones with her island possessions in a fourth.

As mentioned earlier, our own State of Alaska, where air travel is sometimes the *only* means of transportation, copies the "lower 48" and splits itself into four unnecessary time zones.

Australia, a nation also as large as the continental United States, divides herself into three zones—and further confuses the matter by having the central zone be only 30 minutes behind the eastern zone, while it is 90 minutes ahead of the western zone.

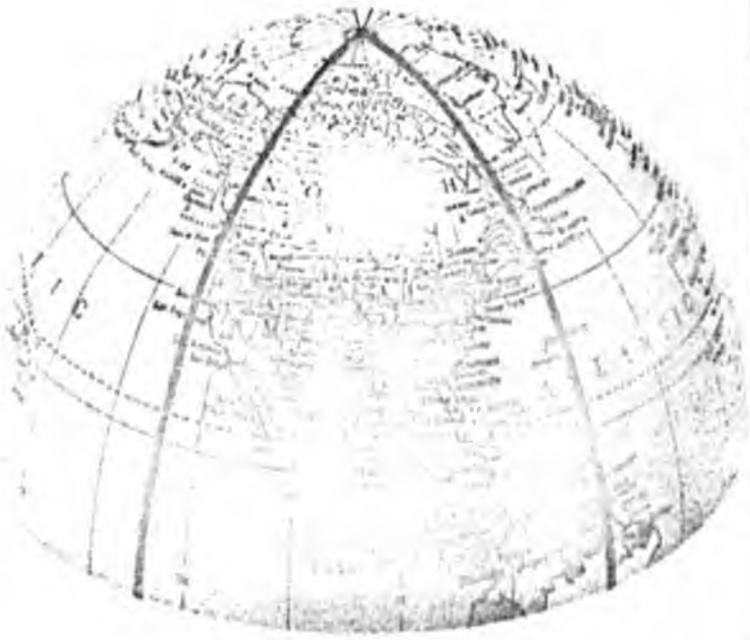
The Arab world invites problems of unity as it maintains six different kinds of time.

Most baffling of all is Saudi Arabia which keeps Arabic Time. This time is based on the concept that each day begins and ends at sundown which makes midnight different every day of the year.

In short, if time zone reform is accomplished in the continental United States, it would point the way for other nations to reduce or eliminate the hours which divide their people.

Americans, who pride themselves on progress, should take a look at the needs of their countrymen and what they must do to standardize time. It will literally take an "act of Congress" to change to Phase I or II of U.S.A. Time, but the impetus for this change begins with each of us.

Mainliner Magazine invites its readers to comment—pro or con—on the proposed change to U.S.A. Time. Address your comments to: Time Change, c/o Mainliner Magazine, 3540 Wilshire Blvd., Suite 707, Los Angeles, California 90010



UST

SJR 23	Requesting the Secretary of the United States Department of Transportation to Revise the standard time zones in which Alaska is located.	Colletta, Ray Sumner

SUMMARY

For reasons of inefficiency, confusion and difficulties that time differences within the state create for government, commerce, finance and trade, it is requested that the Secretary of the U.S. Department of Transportation redefine the boundaries of the time zones in Alaska by shifting portions within the Alaska Standard Time zone and the Yukon Standard Time zone into the Pacific Standard Time zone at the earliest date possible..

SUPPORTING INFORMATION

RELATED LEGISLATION:

FISCAL NOTE: None

INTERESTED PARTIES:		Notified
	Colletta	2/20/79
	Ray	2/20/79
	Sumner	2/20/79

The Juneau City and Borough Assembly has introduced a resolution (Serial No. 569) requesting the United States Secretary of Transportation to extend the Yukon Standard Time zone in Alaska to include the City and Borough of Juneau and other northern panhandle communities.

Copies of the resolution were sent to Brock Adams, Secretary of U.U. DOT, Sen. Stevens, Sen. Gravel and Rep. Young. They have replied informing the Assembly that the Department of Transportation will be scheduling local hearings on the request sometime in the Spring.

See attachments