

SJR

209



U.S. Department of
Transportation

Office of the Secretary
of Transportation

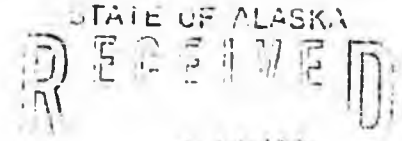
Assistant Secretary

400 Seventh St., S.W.
Washington, D.C. 20590

APR 10 1986

APR 17 1986

Honorable Stephen McAlpine
Lieutenant Governor
State of Alaska
Pouch AA
Juneau, AK 99811



LIEUTENANT GOVERNOR

Dear Lt. Governor McAlpine:

Thank you for your letter enclosing resolutions 32 and 33 of the Fourteenth Alaska State Legislature. Resolution No. 32 supports continuation of essential air service with large aircraft to Cordova, Yakutat, Petersburg, Wrangell and Gustavus; and resolution No. 33 supports permitting Korean Air Lines to provide service to Anchorage.

We appreciate the positions of the state on these issues, and we will give them careful consideration in any actions we take. At this time, I would like to outline the present circumstances regarding these matters for your information.

Regarding the essential air service issue, I would like to point out that the President's budget would eliminate the essential air service program beginning with FY 1987. Our dealings on this issue, therefore, depends upon the outcome of the budget deliberations which will occur over the next few months.

Essential air service at Cordova, Yakutat, Petersburg, Wrangell and Gustavus is currently being provided with B-727/B-737 aircraft by Alaska Airlines with an annual federal subsidy of \$1,973,000. Alaska Airlines was selected to provide this service through December 31, 1986. This date corresponds to the requirement in the Civil Aeronautics Board Sunset Act of 1984 that service to these communities be provided with aircraft having more than 60 seats through December 31, 1986.

As required by Congress, the Department submitted a report on January 17, 1986, addressing the feasibility of providing essential air transportation to these five communities with 60-seat or smaller aircraft. Based on our conclusion that the air transportation needs of the five communities could be provided with smaller aircraft and that such service could be operated without subsidy or with substantially reduced subsidy, we recommended that essential air service for these communities be allowed to be provided with any size aircraft.

Since Alaska Airlines' rate term is due to expire at the end of the year, if the program is maintained, we would have to take steps before then to process an essential air service case for continuing service to these communities. In accordance with our normal procedures, we would issue an order requesting all carriers interested in providing the service to file proposals, with subsidy requests if necessary. We would consider proposals with any size aircraft, but we would no longer be required to select only aircraft with more than 60

Honorable Stephen McAlpine (2)

seats. Our procedures for processing these cases also allow for civic party comments on all proposals and subsidy requests. In addressing the level and type of service to be provided at the communities, we would give careful consideration to the civic parties' views, the economics of the service, the reliability of the applicants, the required level of subsidy and all other relevant information.

Regarding the issue of Korean Air Lines (KAL) obtaining traffic rights to Anchorage, negotiations on a number of issues are now in progress between the United States and Korea. One of the issues is Korea's request for additional traffic rights to U.S. cities, including Anchorage. Although we appreciate the State of Alaska's desire for additional service at Anchorage, there are several reasons why it would be extremely difficult for the United States to grant KAL additional traffic rights at this time.

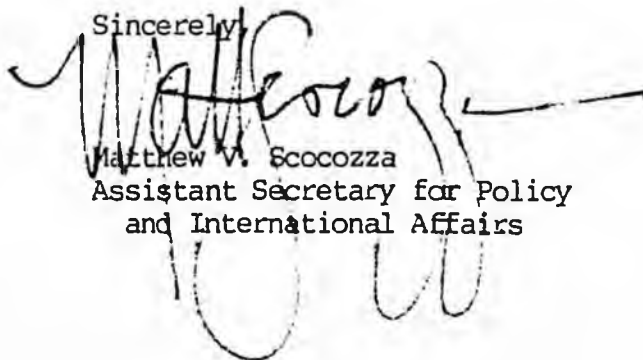
First of all, the United States remains concerned over the failure of Korea to satisfactorily resolve many "doing business" issues that have been raised in connection with the operations of U.S. carriers in Korea. These entail such matters as the right of U.S. carriers to perform their own ground handling of inbound cargo at Seoul's Kimpo International Airport. Although we cannot "pay" for the resolution of these problems since they involve the denial of rights to which U.S. carriers are already entitled, we are pleased with Korea's recently demonstrated willingness to address these issues.

It must also be noted, however, that in considering additional rights for Korea, we must take into account the current imbalance of benefits favoring Korea. KAL derives about three times as much revenue as U.S. carriers from services operated under the U.S.-Korean aviation agreement.

Resolution No. 33, which you enclosed, requests that the President ratify a 1980 Memorandum of Understanding (MOU) between the United States and Korea. This Memorandum affirmed a requirement in the U.S.-Korea aviation agreement that Korea provide, by March 22, 1981, facilities enabling U.S. carriers to perform their own ground handling at Kimpo. Korea did not provide these facilities and therefore it is the position of the United States Government that Korea did not meet the terms of the 1980 MOU and that the 1980 document is no longer operative. Under these circumstances, it would not be appropriate for the U.S. Government to ratify the 1980 MOU.

I hope this information is helpful. If we may be of any further assistance, please let me know.

Sincerely,



Matthew V. Scocozza
Assistant Secretary for Policy
and International Affairs



ALASKA STATE CHAMBER OF COMMERCE

310 Second Street
Juneau, Alaska 99801
(907) 586-2323

HAND DELIVERED

February 10, 1986

Representative Bette Cato
Pouch V
Juneau, AK 99811

Re: House Transportation Committee hearing February 11 on SJR 29

Dear Bette:

Unfortunately, I will be in Anchorage at the time of this hearing but want you and the Transportation Committee to know the Alaska State Chamber of Commerce strongly endorses SJR 29.

Please convey this to members of the committee.

Thank you.

Cordially,

A handwritten signature in dark ink, appearing to read 'George Krusz', written over a horizontal line.

George Krusz
President

GK/rb

DON YOUNG
CONGRESSMAN FOR ALL ALASKA

WASHINGTON OFFICE
2331 RAYBURN BUILDING
TELEPHONE 202-225-3765

COMMITTEES:
INTERIOR AND INSULAR
AFFAIRS
MERCHANT MARINE AND
FISHERIES
POST OFFICE AND
CIVIL SERVICE



Congress of the United States
House of Representatives
Washington, D.C. 20515

January 24, 1986

DISTRICT OFFICES

701 G STREET, BOX 5
ANCHORAGE, ALASKA 99513
TELEPHONE 907/271-5978

BOX 10, 101 12TH AVENUE
FAIRBANKS, ALASKA 99701
TELEPHONE 907/456-0210

401 FEDERAL BUILDING
P.O. BOX 1247
JUNEAU, ALASKA 99802
TELEPHONE 907/586-7400

501 FEDERAL BUILDING
KETCHIKAN, ALASKA 99902
TELEPHONE 907/225-6880

RT. 1, BOX 1808
KENA, ALASKA 99811

BOX 177
KODIAK, ALASKA 99616

P.O. BOX 1550
NOME, ALASKA 99762

The Honorable Bette Cato
Chairman
House Transportation Committee
Alaska State Legislature
Pouch V
Juneau, Alaska 99811

Dear Bette:

I am writing with regard to State Senate Joint Resolution 29, which requests the U.S. Department of Transportation to continue to require jet service to the communities of Cordova, Yakutat, Petersburg, Wrangell, and Gustavus, Alaska.

In the past, Senator Stevens, Senator Murkowski and I have been successful in maintaining subsidized jet service to Southeast Alaska. However, due to the tremendous fiscal pressures caused by Gramm-Rudman the chances for maintaining this program beyond December 31, 1986, appear doubtful.

In the meantime, I will continue to consult with the Department of Transportation regarding the future of this program. Additionally, I will be available to discuss the subject with you in more detail when I travel to Juneau in February.

With best regards,

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Young".

DON YOUNG
Congressman for All Alaska

*PS Bette
Hope to see you soon
in Juneau - I'll be there around
Feb 9-11.*

Alaska State Legislature

SENATOR
ROBERT H ZIEGLER, SR
307 BAWDEN STREET
KETCHIKAN ALASKA 99901

WHILE IN JUNEAU
POUCH V
JUNEAU ALASKA 99811

January , 1986



Senate

JAN 29 1986

MEMBER
SENATE JUDICIARY COMMITTEE
SELECT COMMITTEE ON LEGISLATIVE ETHICS
WESTERN STATES LEGISLATIVE
FORESTRY TASK FORCE
EXECUTIVE COMMITTEE
WESTERN LEGISLATIVE CONFERENCE
COUNCIL OF STATE GOVERNMENTS
ALTERNATE MEMBER
NATIONAL CONFERENCE OF STATE LEGISLATURES
STATE AND FEDERAL ASSEMBLY
COMMITTEE ON
FEDERAL TAXATION, TRADE AND ECONOMIC DEVELOPMENT

Representative John Sund
Representative Robin Taylor
Alaska State Legislature
Juneau, Alaska

Dear John and Robin:

SJR 29 passed the Senate unanimously on January 27th. I have annexed to the resolution some backup data which Guy assembled for us, together with other backup material.

I am unaware of any reason why Representative Cato wouldn't schedule the bill for a hearing in the near future, although there obviously isn't any hurry.

A caveat is in order: There are two young men here in town whose names are, if recollection serves me, Bob Jacobsen and Ed Cahill. Apparently they don't like the resolution because they feel that one of these days, at some unknown date in the future, they might want to start a new airline which would feature the utilization of Convairs. This aircraft wouldn't do the trick, and I told them I didn't much care for their screwing around with the resolution which merely requests los federales to continue to provide the same essential air service to the affected towns that they have in recent years.

In other words, these dudes are trying to do unprovoked good for an airline which is still on the drawing boards.

Nobody is against free enterprise, and if they ever come to us with a going concern, then consideration can be given to their plight.

Regards,

A handwritten signature in black ink, appearing to be "R. Ziegler", written in a cursive style.

Robert H. Ziegler, Sr.

Enclosures

cc: ✓ Representative Cato w/enc

TO: SENATOR ZIEGLER
SUBJECT : SJR 29 Maintenance of existing essential air service
S.E. Alaska

1. THIS IS VERY IMPORTANT The resolution does not deal with the question of essential air service, rather, it requests that the level of essential air service be maintained/ie rather than using smaller aircraft, the continued use of 727s' and 727-100s'
2. The convair 580 has a passenger capacity of only 50 persons. Its freight capacity with 22 passengers is only 7,000 lbs. Without any passengers, the freight capacity is only 16,000 lbs.
3. 737 passenger capacity.....111 persons
freight capacity 30,000 lbs.
4. 727-100. Passenger capacity 110
freight capacity 40,000lbs
5. 727-200 Passenger capacity..137
freight capacity 50,000lbs plus
6. Under the Seair proposal, there is no provision to serve the lower forty-eight. Only Southeast service.
7. The capacity of the Convair 580 is not enough for passengers throughout the area and with passengers certainly not enough to include freight hauling. Whereas, the existing jet service can handle both freight and passengers. Even in Gustavus, there is a need for freight service...bringing supplies in and shipping seafood to Juneau and to the lower forty-eight.
8. Both freight and passenger traffic require rapid air service that can only be provided by jet aircraft with a larger all-around carrying capacity than the Convair 530.



U.S. Department of
Transportation
Office of the Secretary
of Transportation

400 Seventh St., S.W.
Washington, D.C. 20590

October 29, 1985

Honorable William Privette
Mayor
P. O. Box 531
Wrangell, Alaska 99929

1 85
COPY BY [unclear]
ALASKA

Dear Mayor Privette:

By Order 85-5-89, the Department of Transportation requested carriers interested in providing essential air service to Cordova, Yakutat, Petersburg, Wrangell and Gustavus, Alaska, to file service proposals, with subsidy requests if necessary. The Department's request was prompted by the impending end of Alaska Airlines' rate term for serving these communities on September 30, 1985.

Essential air service for each point, as established by Civil Aeronautics Board Order 80-1-167, requires seven round trips per week with large aircraft (over 60 seats). Off-peak season service at Gustavus requires only two round trips per week with small aircraft (up to 10 seats). The designated hubs for essential air service are as follows:

<u>Eligible Point</u>	<u>Designated Hub</u>
Cordova	Anchorage
Yakutat	Anchorage or Juneau
Petersburg	Juneau or Ketchikan
Wrangell	Juneau or Ketchikan
Gustavus	Juneau

Order 80-1-167 stated that although a certain size of aircraft was indicated in the essential air service determinations for points in Alaska, the Board would be willing to rely on operations with different size aircraft to meet the essential air service requirements provided that the number of frequencies were adjusted accordingly to provide sufficient capacity.

With respect to Cordova, Petersburg, Wrangell, Yakutat and Gustavus, however, Congress has directed us to rely only on large aircraft to meet the essential air service requirements unless the state agrees to service with smaller aircraft. This Congressional requirement is effective through December 31, 1986. In view of this requirement, we requested proposals for the period October 1, 1985, through December 31, 1986.

We are writing to the State and the civic officials of each of these communities to advise them of the status of the case at this time and to request their positions and comments on certain issues, as discussed below.

We received proposals to serve all five communities from Alaska Airlines and SEAIR Alaska Airlines. Alaska Airlines proposes to continue to provide its existing service pattern with B-737 and B-727 aircraft. SEAIR proposes to provide service with Convair 580 aircraft, which would require the agreement by the State in order for us to consider it. SEAIR filed two proposals. The first proposal involves one daily round trip operated over a linear route, Anchorage-Cordova-Yakutat-Juneau-Petersburg-Wrangell and return. The carrier requests an annual subsidy of \$577,620 for this proposal. SEAIR's second proposal involves turnaround service between Anchorage and Cordova; Juneau and Yakutat and Juneau and Petersburg/Wrangell. SEAIR requests an annual subsidy of \$437,902 for this proposal. SEAIR's proposals do not indicate specific schedules for Gustavus. However, the carrier has indicated that it intends to serve the point.

SEAIR has indicated that it does not want to hold a rate conference unless the State agrees to considering service with the Convair aircraft. As a first issue, therefore, we have requested the State's position on whether or not we should consider proposals with this equipment. If the State agrees to consider SEAIR's service proposal, we would hold a rate conference with the carrier.

We have concluded a rate conference with Alaska Airlines for its proposal, and the carrier has agreed to provide the service outlined in its proposal through December 31, 1986, for an annualized subsidy rate of \$1,973,000.

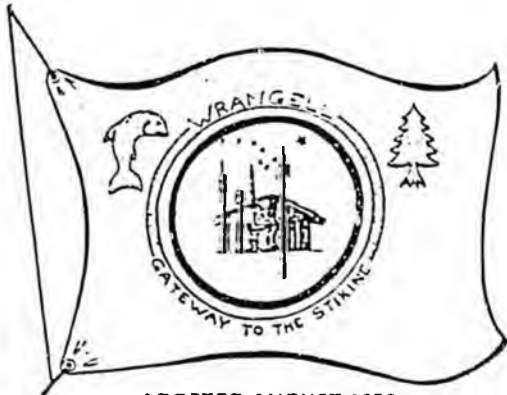
In the event that the State does not agree to consider SEAIR's proposal, we would appreciate receiving your comments on Alaska Airlines' proposal and subsidy request for our consideration in making a decision in the case. Upon receipt of your comments, we plan to submit a recommendation to the Assistant Secretary on Alaska Airlines' proposal and subsidy request.

If the State agrees to considering SEAIR's proposal, we would hold a rate conference with SEAIR and afford Alaska Airlines an opportunity to amend its subsidy request. Following the completion of those procedures, we would advise you of the final service and subsidy requests and ask for your comments on the final proposals.

In order to complete this case as expeditiously as possible, we would appreciate receiving your response by November 15, 1985. An original and five copies of your response should be sent to William C. Boyd, Chief, Service Analysis Division I, S-63, Department of Transportation, 400 7th Street, S.W., Washington, D.C. 20590. A copy of your comments should also be sent to each carrier. If you have any questions, please contact Bernard Calure of my staff at (202) 426-9813 or Dick Steinman of our Alaska field office at (907) 271-5146.

Sincerely,

William C. Boyd
William C. Boyd, Chief
Service Analysis Division I
Office of Essential Air Service



ADOPTED AUGUST 1972

CITY of WRANGELL, ALASKA

INCORPORATED JUNE 15, 1903

BOX 531, 99929 (907) 874-2381

November 13, 1985

Mr. William C. Boyd, Chief
Service Analysis Division I, S-63
United States Department of Transportation
400 Seventh Street South West
Washington, D.C. 20590

Dear Mr. Boyd:

In response to yours of October 29, 1985, requesting our position regarding the proposal from SEAIR Alaska Airlines, I am enclosing a copy of my original letter to Mr. John V. Coleman of your office. The letter, dated July 5, 1985, clearly outlines our position on the essential air service issue. All of the parties listed as receiving copies of the original letter have gone on record as supporting our position.

In your current correspondence you indicate that SEAIR proposes service with Convair 580 aircraft for daily round trip service from Anchorage to Wrangell and points in between. SEAIR's proposal, as outlined in your letter, gives me cause for great concern for a number of reasons.

There is no mention of service south to Seattle via Ketchikan or to other points in the lower 48. The Convair 580 has marginal passenger capacity for our peak seasons and would be totally inadequate to meet the freight demands of Wrangell, let alone the additional demands of cities to our north. This past year we shipped 600,000 pounds of seafood to markets in the lower 48 states plus an additional 200,000 pounds of miscellaneous freight and mail for a total of 800,000 pounds. An increase of approximately 375,000 pounds in a two year period. Wrangell Forest Products, our major employer, is dependent on commercial jet service to and from the lower 48 for parts, technical personnel and Pacific Rim customers. Eight thousand passengers arrived from the south in 1985, the majority of which were tourists.


Our economic survival hinges on adequate air service. If we are unable to properly serve our timber, fishing, and tourism industries,

CITY OF WRANGELL, ALASKA

Mr. William C. Boyd, Chief
November 13, 1985
Page Two

it will cause an economic catastrophe. Please consider these points carefully during your negotiations.

Sincerely,



William B. Privett
Mayor

WBP:fv

Enc.

cc: Congressman Donald E. Young
Senator Ted Stevens
Senator Frank Murkowski
Governor Bill Sheffield
Commissioner Loren Lounsbury
SEAIR Alaska Airlines
Alaska Airlines



ADOPTED AUGUST 1972

CITY of WRANGELL, ALASKA

INCORPORATED JUNE 15, 1903

BOX 531, 99929 (907) 874-2331

July 5, 1985

Mr. John V. Coleman, Director
Office of Essential Air Service
U.S. Department of Transportation
400 Seventh Street South West
Washington, D.C. 20590

Dear Mr. Coleman:

As an addendum to the enclosed Civic Part Questionnaire, the following letter will explain in more explicit detail the importance of continued commercial jet service to the City of Wrangell.

Wrangell is a city of 2,376 people located on the northern tip of Wrangell Island in Central Southeast Alaska. There are no roads to Wrangell. It is accessible only by air or water. The entire economy of Wrangell is dependent on these two modes of transportation, relying heavily on commercial jet service, our only high speed access to the major markets of Anchorage, Juneau, and the lower 48 states. Most of the people coming to Wrangell, as a destination point, for business or pleasure, travel by commercial jet.

The majority of our fly-in tourist trade would be unable or unwilling to come here if the only means available was by light aircraft, either scheduled or charter, for a variety of reasons. Limited vacation time, cumbersome scheduling, inadequate seating and luggage space, high cost, or just plain fear of flying in a light aircraft. The loss of scheduled jet service would be devastating to the Visitor Industry of Wrangell.

The Fishing Industry relies heavily on scheduled jet service to transport their product to markets in the lower 48 states. Four of the five seafood processors located in Wrangell deal exclusively in fresh or frozen product that is shipped by air to select markets in the lower 48. Seafood is susceptible to rapid spoilage and rapid price fluctuation so it requires the speed, special handling and reasonable freight rates that commercial jet service provides. Jet service enables our processors to ship their products and have them arrive on time, in edible condition, and at a feasible cost. Without this service, they would be severely handicapped in servicing their markets properly. They would face the distinct possibilities of customer dissatisfaction, loss of revenue, and plant closure. The resulting domino effect would cause a drastic decline in Wrangell's fishing fleet because many fishermen would be forced to move to other ports in order to sell their product and others who were unable to move could be forced out of business.

CITY OF WRANGELL, ALASKA

John V. Coleman
July 5, 1985
Page Two

Timber, our major industry, is heavily reliant on commercial jet service for delivery of replacement parts, small equipment, executive travel, and outside technical help. A situation that would be considered a minor breakdown in the lower 48 where parts are readily accessible, could cause a shut-down at the Wrangell Mill for want of a small but essential part or the expertise of a specialist, if scheduled jet service was not available.

Wrangell's entire economy evolves around the ability to provide efficient transportation for the goods, services and people that are the life blood of our community. Therefore it is essential that the federal government continues their support of commercial jet operations into Wrangell to help assure the future economic survival of our City.

Sincerely,



William B. Privett, Major
City of Wrangell, Alaska

WP:fv

cc: Congressman Donald E. Young
Senator Ted Stevens
Senator Frank Murkowski
Governor Bill Sheffield
Commissioner Loren Lounsbury
Commissioner Richard Knapp

Enc.



ADOPTED AUGUST 1972

CITY of WRANGELL, ALASKA

INCORPORATED JUNE 15, 1903

BOX 531, 99929

(907) 874-2381

November 14, 1985

Senator Robert Ziegler
307 Bawden
Ketchikan, Alaska 99901

Dear Senator Ziegler:

Enclosed is a copy of Mayor Privett's letter to Mr. William C. Boyd, with accompanying pertinent correspondence.

We ask your continued support in our efforts to maintain our present level of commercial jet service. We are just now getting back to square one after the 1982-83 mill and cannery closures. If we are denied this vital transportation link to our markets, it will cause irreparable damage to our two major employers and the consequent loss of jobs would severely impact our economic base.

Sincerely,


Jim Gove
Economic Development Director

JG:cd

Enclosure

STAFF

**HOUSE
COMMITTEE REPORT**

(7)
Date referred: 1/29/86

FURTHER REFERRALS:

DATE: 2-11-86

The TRANSPORTATION Committee has considered SJR 29

Relating to maintenance of essential air service to Cordova, Yakutat, Petersburg, Wrangell, and Gustavus, Alaska.

and recommends:

- do pass
- do not pass
- do pass with attached amendment(s)
- no recommendation
- replace with _____ same title
 new title

and recommends _____

further referral to the _____ Committee

- and attaches:
- letter of intent
 - first fiscal note
 - new fiscal note
 - zero fiscal note

SIGNING DO PASS:

SIGNING OTHER RECOMMENDATIONS:

W. Furness

Adelheid Herrmann

Dick Shultz

Bette Cato

Michael

[Signature]

A.V.M. MARROU Do No Pass

SOCIALISTIC INTERFERENCE IN MARKETPLACE

Bette Cato

Chairman

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No. : SJR 29
 Title : Maintenance of Essential
 Air Service

Sponsor : Ziegler
 Requestor : Cato
 Date of Request : 2-11-86

FISCAL DETAIL

Agency Affected : DOT&PF
 BRU : _____

Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	0	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING : (Thousands of Dollars)

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

POSITIONS :

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

There is no fiscal impact to the Department of Transportation and Public Facilities, as the Resolution does not affect this agency.

Prepared by : Susan Fleischauer
 Division : Office of the Commissioner

Approved by Commissioner : [Signature]
 Agency : DOT&PF

Phone : 465-3900
 Date : 2-12-86
 Date : 2/13/86

Distribution (by Agency preparing fiscal note) :

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

STATE OF ALASKA 1986 LEGISLATIVE SESSION FISCAL NOTE

Revision Date : _____

REQUEST

Bill Resolution No. : SJR 29
 Title : Relating to maintenance of
essential air service to Cordova,
Yakutat, Petersburg, Wrangell and
 Sponsor : Ziegler
 Requestor : _____
 Date of Request : _____

FISCAL DETAIL

Agency Affected : _____
 BRU : _____
 Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
----------------	----------	----------	----------	----------	----------	----------

FUNDING : (Thousands of Dollars)

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

POSITIONS :

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

Prepared by : House Transportation Committee
 Division : _____

Phone : 465-4858
 Date : _____

Approved by ~~XXXXXXXXXX~~ Rep. Betty Carter by R.P.
 Agency : _____

Date : 2/11/86

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
- Impacted Agency(ies)

HOUSE JOURNAL

ALASKA STATE LEGISLATURE

FOURTEENTH LEGISLATURE · SECOND SESSION

Juneau, Alaska

Monday

March 3, 1986

Fiftieth Day

Pursuant to adjournment, the House was called to order by Speaker Grussendorf at 11:08 a.m.

Roll call showed 36 members present. Representative Duncan had been previously excused from a call of the House today. Representatives Boucher and Hurley were excused due to illness. Representative M.W. Miller was absent.

The invocation was offered by the Chaplain, Reverend Milton S. Hunt of the Resurrection Lutheran Church. Representative Hanley moved and asked unanimous consent that the invocation be spread on the journal. There being no objection, it appears below:

"O Lord God, Creator of the Universe, we give You thanks for the snow which blankets the mountains, trees, buildings and vehicles this morning in Juneau.

Snow is also a symbol of how You come and cover our mistakes, errors and sins. In ancient days, You spoke through Isaiah saying: 'Though your sins be as scarlet, they shall become as white as snow.'

Most Gracious Heavenly Father, forgive us our blunders and our sins. We recognize that sometimes with good intentions we have ended up with what later turned into bad results. Forgive us our sins of commission. Also, cover our failures to act when we might have acted. For we human beings have such limited time and sometimes we have neglected someone we wish we would not have neglected. And there never seems to be enough money for all the good projects to help the poor and the weak. During this Christian Lenten season, forgive us our sins of omission.

Guide us to make definitive language in our legislation and to boldly make clear decisions on the matters before us. Fill us with new vigor that we may tackle with energy the course that is ahead.

We pray in the name of the bringer of forgiveness and new life, Jesus Christ. Amen."

The Pledge of Allegiance was recited

CERTIFICATION OF THE JOURNAL

Representative Clocksin moved and asked unanimous consent that the journal for the 47th, 48th and 49th days and House Journal Supplement No. 92 be approved as certified by the Chief Clerk. There being no objection, it was so ordered.

MESSAGES FROM THE GOVERNOR

SJR 29

A message dated February 28, 1986, was read stating the Governor has signed the following resolution and is transmitting the engrossed and enrolled copies to the Lieutenant Governor's office for permanent filing:

SENATE JOINT RESOLUTION NO. 29
Relating to maintenance of essential air service to Cordova, Yakutat, Petersburg, Wrangell, and Gustavus, Alaska.

Legislative Resolve No. 32

MESSAGES FROM THE SENATE

A message dated February 28, 1986, was read stating the Senate has approved the following citation and it is transmitted for consideration:

Honoring - Anderson High School 1986
Girls Basketball Team, AA State
Champions
by Senator Coghill and Representative Shultz

The citation was referred to the Rules Committee for placement on the calendar.

HCSSB 187(2d-Jud)

HCSSB 187(2d Jud) was read the third time.

The question being: "Shall HCSSB 187(2d Jud) pass the House?" The roll was taken with the following result:

HCSSB 187(2D JUD)

Yeas: 36 Adams, Binkley, Cato, Clocksin,
Collins, Cotten, Davis, Duncan,
Frank, Fuller, Goll, Gruenberg,
Grussendorf, Hanley, Herrmann,
Hurley, Jenkins, Koponen, Larson,
Marrou, Miller.M.M., Miller.M.W.,
Navarre, Pearce, Pettyjohn,
Phallips, Pignalberi, Pourchot,
Rieger, Ringstad, Shultz, Sund,
Srymanski, Taylor, Uehling,
Willis

Nays: 3 Furnace, Martin, Thompson

Excused: 1 Foucher

Absent: 0

And so, HCSSB 187(2d Jud) passed the House.

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause.

Representative Martin objected and withdrew his objection. There being no further objection, the effective date clause was adopted.

Representative Martin gave notice of reconsideration of his vote on HCSSB 187(2d Jud).

SECOND READING OF SENATE RESOLUTIONSSJR 29

SENATE JOINT RESOLUTION NO. 29 (relating to maintenance of essential air service to Cordova, Yakutat, Petersburg, Wrangell, and Gustavus, Alaska) was read the second time with the Transportation Committee report (page 2085).

SJR 29

Representative Clocksin moved and asked unanimous consent that SJR 29 be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

SJR 29 was read the third time.

The question being: "Shall SJR 29 pass the House?" The roll was taken with the following result:

SJR 29

Yeas: 22 Adams, Binkley, Cato, Clocksin,
Collins, Duncan, Fuller, Goll,
Gruenberg, Grussendorf, Herrmann,
Hurley, Koponen, Miller, M.M.,
Navarre, Pignalberi, Pourchot,
Rieger, Shultz, Sund, Szymanski,
Taylor

Nays: 15 Davis, Frank, Furnace, Hanley,
Jenkins, Marrou, Martin,
Miller, M.W., Pearce, Pettyjohn,
Phillips, Ringstad, Thompson,
Uehling, Wallis

Excused: 1 Boucher

Absent: 2 Cotten, Larson

And so, SJR 29 passed the House.

Representative Navarre gave notice of reconsideration of his vote on SJR 29.

LEGISLATIVE CITATIONS

Representative Clocksin moved and asked unanimous consent that the House approve the citations on the calendar. There being no objection, the House approved the following citations:

In Memoriam - Terry D. King

which was referred to the Chief Clerk for transmittal to the Senate; and

Honoring - Delta Junction High School,
Girls Basketball Team

which was sent to enrolling.