

ALASKA LEGISLATIVE COMMITTEE HOUSE DOGS

3145 HT INTERIM REPORT #2

8/4

September 2, 1984

**ARR TRANSFER
Financial Issues
WORK PLAN**

1.0 Task: Survey of ARR financial planning

Priority: 1

Resource Team: McAlister, Wiggins, Killoran, Gray, and Carr

1.1 Summarize existing ARR financial planning activities

1.2 Assemble financial data base for budget preparation

-- Analyze ARR debt financing capability

1.3 Identify needed financial planning system improvements

September 2, 1984

2.0 Task: Prepare draft budget for state FY 1986

Priority: 1

Resource Team: McAlister, Wiggins, Kiloran, Gray, and Carr

2.1 Prepare operating budget

2.2 Prepare capital budget

September 2, 1984

3.0 Task: Coordinate transfer audit of the ARR.

Priority: 1

Resource Team: O'Meara, McAlister, Carr and Blasingame

3.1 Develop RFP for audit

--coordinate with FRA

3.2 Prepare scope

3.3 Develop cost-reduction plan

3.4 Obtain bids

3.5 Select contractor

3.6 Manage contract

3.7 Coordinate results with accounting and financial planning task

4.0 Task: Assist in development of the accounting policy and system for the ARC.

Priority: 1

Resource Team: McAlister, McKinney, O'Meara, Blasingame, and Carr

4.1 Survey ARR's existing accounting systems and policies as part of transition audit

4.2 Assist in development of alternative plans for immediate post-transfer accounting operations--for each issue we will review legal requirements, review existing systems, assess available options, develop time frame for needed changes, and make recommendations to the board.

4.2.1 Payroll

4.2.2 Other disbursements

4.2.3 Banking

4.2.4 Receivables

4.2.5 Fiscal year

4.2.6 Separation of federal and state money

4.3 Prepare presentation for ARC Board

September 2, 1984

5.0 Task: Coordinate development of a risk management plan for the
ARC.

Priority: 1

Resource Team: McKinney, Blasingame

5.1 Review alternatives

5.2 Present to ARC Board

5.3 Finalize proposed risk management plan

5.4 Assist in implementation of risk management plan

5.5 Identify employees to be bonded

5.6 Coordinate bonding of employees

5.7 Assist in development of draft policy on employee bonding, for
presentation to the ARC Board

6.0 Task: Analyze federal withholdings from the ARR revolving fund.

Priority: 2

Resource Team: McKinney, Hickey, and Carr

- 6.1 Survey of revolving fund
- 6.2 Estimate federal withholdings
- 6.3 Estimate fund balance at transfer
- 6.4 Monitor fund activity
- 6.5 Assure accuracy of any federal withholdings
- 6.6 Assure accuracy of final settlement
- 6.7 Review legal requirements
- 6.8 Negotiate written agreement with Federal Railroad Administration
 - 6.8.1 Definition of "revolving fund"
 - 6.8.2 Process for handling fund at transfer

September 2, 1984

7.0 Task: Assure smooth transition of contracting, procurement, supply, and property management activities.

Priority: 2

Resource Team: Blasingame, McKinney, McAlister

7.1 Transition of contracting and procurement activities

7.1.1 Survey of ARR procurement and contracting policy and procedure

7.1.2 Assist in identification of critical procurement items

7.1.3 Coordinate purchases requiring long lead time

7.1.4 Assist in identification of needed revisions in contracting procedures

7.1.5 Prepare presentation for ARC Board

7.2 Transition of supply and property management activities

7.2.1 Survey ARR supply and property management policies, procedures, and activities

7.2.2 Identify post-transfer supply and property management alternatives

7.2.3 Prepare presentation to ARC Board

September 2, 1984

8.0 Task: Assure coordination, as needed, between ARR and State data processing systems.

Priority: 2

Resource Team: Blasingame, Carr, and McKinney

8.1 Summarize existing ARR data processing systems

8.2 Identify issues and needs

8.3 Identify needed improvements

ALASKA RAILROAD TRANSFER
CORPORATE DEVELOPMENT ISSUES
WORK PLAN

1.0 Task: Assist with the review and selection process for board appointees.

Priority: 1

Resource Team: Hickey, McGee, Wiggins

1.1 Preparation of necessary/preferred qualifications for board appointees.

1.2 Assist with technical research and candidate searches as assigned.

2.0 Task: Assess legal requirements which must be met to properly establish this entity in timely fashion.

Priority: 1

Resource Team: Hickey, McGee, Wiggins, Johnson

- 2.1 Prepare Articles of Incorporation, interim by-laws, and other materials needed for first set of board meetings.
- 2.2 Identify and register Corporation Registered Agent and Registered Office.
- 2.3 Identify requirements for installation of board members.
- 2.4 Identify and implement procedures necessary for compensation and travel for board members.

3.0 Task: Prepare briefing materials on individual railroad issues for presentation to board.

Priority: 1

Resource Team: Hickey, Wiggins, Rogers, McGee, Johnson

3.1 Prepare an in-depth overview and sectional analysis of the Corporation Act.

3.2 Prepare agenda for presentation to board.

3.3 Summarize current situation during transition period before transfer for all railroad issues, including personnel, financial, administrative/operational issues and real property.

3.4 Provide recommendations for further action or analysis.

4.0 Task: Coordinate review and approval by board for actions required from this and other work plan components.

Priority: 1

Resource Team: Hickey, McAlister, Wiggins, McGee, Rogers

- 4.1 Prepare analysis of available options and provide a recommendation.
- 4.2 Assist board with adapting and implementing approved recommendations.
- 4.3 Assist board with negotiation and adoption of various agreements or memorandums of understanding.

5.0 Task: Obtain certificate of public convenience and necessity from the Interstate Commerce Commission as required by ARTA.

Priority: 1

Resource Team: Hickey, McGee, Wiggins, Johnson

5.1 Assist board with review of requirements

5.2 Prepare and submit filing to ICC

6.0 Task: Coordinate initiation of OSHA and building code compliance surveys and planning work.

Priority: 2

Resource Team: Hickey, Rice, Wiggins

- 6.1 Coordinate budgetary requirements with the Departments of Public Safety and Labor.
- 6.2 Coordinate initiation of survey work with the ARR.
- 6.3 Assist board with implementation of survey and planning work.

7.0 Task: Coordinate the ongoing railroad security function with State and local law enforcement agencies as required.

Priority: 2

Resource Team: Hickey, Wiggins, McGee

7.1 Identify functions performed by railroad security.

7.2 Coordinate resolution of issues with the Department of Public Safety.

8.0 Task: Coordinate initiation of valuation study work necessary to support Interstate Commerce Commission's rate-making filings.

Priority: 2

Resource Team: Hickey, McGee, Wiggins, Johnson

8.1 Prepare analysis of costing and rate-making procedures.

8.2 Coordinate with board.

(Remaining tasks yet to be identified.)

9.0 Task: Assist board with executive official searches as required.

Priority: 2

Resource Team: Hickey, Wiggins

(Tasks yet to be identified.)

10.0 Task: Coordinate initiation of planning efforts to explore privatization options.

Priority: 2

Resource Team: Hickey, Wiggins, Rogers, McGee

10.1 Explore possible lease arrangements.

10.2 Explore possible sale arrangements.

(Remaining tasks yet to be identified.)

11.0 Task: Coordinate inter-agency liaison for the new corporation.

Priority: 2

Resource Team: Hickey, Wiggins, McAlister, Rogers

11.1 Identify all involved agencies and contacts.

(Remaining tasks yet to be identified.)

Workers prepare for rail transfer

by Kenneth R. Allen
Times Writer

State officials and the Federal Railroad Administration are working to allay fears among Alaska Railroad employees who will be transferred from federal payrolls to state rosters on Jan. 5 when the 526-mile line is turned over to the Alaska Railroad Corp. for \$22.3 million.

Mark Hickey, state railroad transfer team coordinator, and William Loftus, executive director of the Federal Railroad Administration, have issued bulletins that address some employee concerns. They say the bulletins contain the "best analysis" available on what the future might hold for workers.

Most employees will move from federal to state payrolls under a two-year transition agreement.

The state has agreed to retain all transferring permanent employees, adopt all collective bargaining agreements and pay current pay scales, including cost-of-living adjustments, according to Hickey and Loftus.

They say the state will continue the Federal Re-

irement System or provide a system substantially equivalent to that of state employees and to provide health and welfare coverage much like current federal programs.

Permanent employee interests will be maintained subject to exceptions for reassignments, firings for cause, resignations, retirements and lack of work, Hickey and Loftus say.

They say employees can be fired during the two-year transition period, subject to existing collective bargaining agreements with the five unions that represent various workers and the personnel policies and rules applicable at the time of termination.

Employees must decide within 30 days before the federal-to-state transfer whether they wish to retire, resign or transfer to employment by the Alaska Railroad Corp.

All temporary workers employed as of the date of transfer will be separated from federal service on Jan. 5. The state has agreed to re-employ those workers at transfer in line with the terms and con-

ditions of their previous federal employment and existing collective bargaining agreements, where they apply.

The five unions, which represent most of the railroad workers, include:

- The United Transportation Union, representing locomotive engineers and firemen, train conductors and breakmen and baggagemen.

- The American Federation of Government Employees represents blue-and white-collar work-

ers. Freight handlers, heavy-equipment operators, on-track section crews, and clerical and administrative staffs are among its membership.

- Locomotive mechanics and maintenance workers are represented by the International Association of Machinists and Aerospace Workers.

- The American Train Dispatchers Association has two locals, one for train dispatchers and another for agent telegraphers.

- Workers on railroad rolling stock, which includes everything but locomotives, are members of the Brotherhood of Railway Carmen of the United States and Canada.

State to take over railroad from Feds Jan. 5.

The Associated Press

Ceremonies signing over the continent's northernmost railroad from the federal government to the state of Alaska will be held Jan. 5, officials said Thursday.

John Shively, Gov. Bill Sheffield's chief of staff, said the transfer date signifies the formal and legal change of ownership for the Alaska Railroad.

Effective Jan. 6, the Alaska Railroad Corporation will be responsible for ownership and operation of the 526-mile line. The changeover follows several years of negotiations between federal and state officials as well as the passage of two major bills by the

Legislature.

One measure authorized Sheffield to buy the line, its rolling stock and facilities for \$22.3 million, while the other laid out ground rules for how the railroad was to be run.

"I'm pleased that the transfer process, set up under federal and state law, continues to remain on schedule," Shively said in a prepared statement. "We have a lot of hard work ahead of us to ensure that the transition is a smooth one, and that the railroad is run as efficiently as possible."

The railroad, which has about 500 permanent employees, has been operated by the federal government since

1924. The line extends from Fairbanks, in Alaska's interior, to two south central ports — Seward and Whittier.

The railroad passes through one national forest, one national park — Denali — and is the last remaining flag

stop line in the United States, officials said.

Ceremonies in the Railbelt area commemorating the transfer are being organized, including a formal exchange of transfer of documents at Nenana on Jan. 5, Shively said.

State to sign for railroad in ceremonies on Jan. 5

The Associated Press

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ARR workers unhappy with operation

ANCHORAGE (AP)—Alaska Railroad employees testifying at a state legislative committee hearing Tuesday said their federal bosses may be undermining the line's safety, cost-effectiveness and worker morale.

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Senate Transportation Committee Chairman Pappy Moss, D-

Delta Junction, said he called the special hearing because he has been hearing about the workers' allegations for about a month.

"I began hearing about people losing jobs in Fairbanks, and operations being shut down and the state knew nothing about it," Moss said. "I began to think we were not getting the railroad we thought we were."

The workers warned Moss that the state might be getting stuck with a \$3.5 million bill to comply

with a year-old federal regulation requiring special safety glass in all railroad equipment. The rail employees said the installations have not been done.

The employees also said temporary workers are being laid off before necessary maintenance is completed on locomotives, certain maintenance operations are being shut down and labor from outside the state is being hired instead of Alaska residents.

Rail workers warn of misdealings

Associated Press

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ATTACHMENT "C"

MINUTES OF OCTOBER 26, 1984
ALASKA RAILROAD CORPORATION
REGULAR BOARD MEETING

I. CALL TO ORDER/COMMENCEMENT OF CORPORATE EXISTENCE

Meeting was called to order at 9:00 a.m. by Dick Lyon, Commissioner of the Department of Commerce and Economic Development, who introduced Dick Knapp, Commissioner of the Department of Transportation and Public Facilities; Mr. Jim Campbell, President of Spenard Builders Supply, Inc.; Mr. Frank Chapados, President of H&S Forwarders, Inc.; Mr. Lewis Dickinson, a partner of DOWL Engineers; and Mr. Gerald Valinske, an Alaska Railroad employee. Commissioner Lyon administered the Oath of Office to the four appointed members.

The first item of business on the agenda was the introduction of the Organic Resolution, which was read by Commissioner Lyon and is included in these minutes as Attachment #1. Mr. Dickinson made the motion to accept the resolution, which was seconded by Mr. Campbell. Mr. Chapados expressed concern over what he felt was a potential conflict of interest and suggested that he should not participate in the voting because of an Interstate Commerce Act provision that prohibits the participation of an officer or owner of certain freight forwarding corporations as a director of a railroad corporation. He indicated that his involvement in a freight forwarding corporation might be a conflict and is presently being reviewed by the Interstate Commerce Commission (ICC). It was his position that it would be better if he abstained from voting on the action items until the ICC completed its review.

Mr. Chapados did state, however, that he would like to participate in the discussions. He then requested to abstain from voting. Mr. Campbell indicated that he had no problem as long as Mr. Chapados could have input into the meeting. Mr. Campbell asked Mr. Jack McGee, legal counsel from the Department of Law, when they might get a ruling on this matter. Mr. McGee's response was that the ICC was reviewing it and a determination could be forthcoming within a month and possibly as soon as two weeks. Mr. Chapados said that there were alternatives to avoid this conflict if it existed and he had them under consideration as well. Mr. Campbell moved that the Board permit Mr. Chapados to refrain from voting, which was seconded by Commissioner Knapp. The motion carried without objection.

Commissioner Knapp suggested setting up a temporary Chairman and Board Secretary. He then moved that Commissioner Lyon be appointed as temporary Chairman. Commissioner Lyon suggested that Commissioner Knapp move to table the motion in order to vote on the pending Organic Resolution. Commissioner Knapp moved to table his motion, which was seconded by Mr. Valinske. His motion was tabled without objection. Mr. Campbell then said that it would be proper to vote on the Organic Resolution on the table. The motion carried unanimously with Mr. Chapados abstaining.

Commissioner Knapp then requested that the motion be put back on the table to nominate Commissioner Lyon as temporary Chairman, which was seconded by Mr. Campbell. The motion carried by unanimous decision. Commissioner Knapp then made a motion to nominate Mr. Mark Hickey as temporary Board Secretary. Motion seconded by Mr. Valinske. Commissioner Lyon asked for additional nominations. There being none, the motion carried by unanimous decision with Mr. Chapados abstaining.

Mr. Campbell moved for adoption of the agenda but asked to have discussion of an orientation trip for Board members added to the agenda. The motion was seconded by Commissioner Knapp. Chairman Campbell asked for objections but receiving none, the motion carried by unanimous decision with Mr. Chapados abstaining.

II. OFFICIAL BUSINESS

Commissioner Knapp introduced and moved the bylaws, which were prepared by the State Attorney General's Office and Special Counsel to the Alaska Railroad Transfer Team with the assistance of counsel from The Alaska Railroad, for discussion and adoption. Motion was seconded by Mr. Campbell. Mr. Campbell asked if the bylaws could be amended at a later date as he had questions on the definition of the executive officer group and the adopting of a corporate fiscal year. Mr. Hickey said the bylaws could be amended later and that the Corporation Act gives the Board the flexibility to adopt the State fiscal year, the federal fiscal year, or whatever other fiscal year they might wish. Commissioner Lyon asked for any proposed changes to the bylaws. Hearing none, he called for a roll call vote: Commissioner Lyon - yes; Commissioner Knapp - yes; Mr. Valinske - yes; Mr. Campbell - yes; Mr. Dickinson - yes; Mr. Chapados - abstain. Bylaws adopted and included as Attachment #2.

Commissioner Lyon stated that the next item on the agenda was the introduction and adoption of Resolution #1, Finding of Necessity for Adoption of Emergency Rules. Commissioner Knapp noted that the election of Board officers was the next item on the agenda.

Commissioner Lyon called for election of Board officers. Mr. Dickinson nominated Mr. Campbell for Chairman. Motion seconded by Mr. Valinske. There were no additional names offered for Chairman. Commissioner Lyon declared the nominations closed. Commissioner Lyon asked Mr. Hickey to conduct a roll call vote: Commissioner Lyon - yes; Commissioner Knapp - yes; Mr. Valinske - yes; Mr. Campbell - abstain; Mr. Dickinson - yes; Mr. Chapados - abstain. Motion carried.

Mr. Campbell nominated Mr. Chapados as Vice Chairman. Mr. Valinske seconded the motion. Roll call vote: Commissioner Lyon - yes; Commissioner Knapp - yes; Mr. Valinske - yes; Mr. Campbell - yes; Mr. Chapados - abstain; Mr. Dickinson - yes. Motion carried.

Commissioner Knapp nominated Mr. Hickey as interim Board Secretary to serve until the Board's first regular meeting in January after the transfer. Mr. Valinske seconded the nomination. Roll call vote: Commissioner Lyon - yes; Commissioner Knapp - yes; Mr. Valinske - yes; Mr. Campbell - yes; Mr. Chapados - abstain; Mr. Dickinson - yes. Motion carried. Commissioner Lyon yielded the chair to Chairman Campbell.

Chairman Campbell welcomed everyone to the first Board meeting and said that he considered it a great pleasure to serve. He felt that it was important to give the employees of the Railroad an understanding of what was going to happen and that the Board was there to represent the entire Railbelt as well as the State of Alaska. Commissioner Lyon and Mr. Chapados echoed these comments.

Chairman Campbell introduced Item C, Introduction & Adoption of Resolution #1, on the agenda. He asked Mr. Hickey to comment on the resolution. Mr. Hickey said the resolution was consistent with the Corporation Act and what was in the Corporation's bylaws. Mr. Valinske made a motion to adopt Resolution #1, which was seconded by Mr. Dickinson. Mr. Campbell asked the Board Secretary to read the resolution into the record which was done. That resolution is included in these minutes as Attachment #3. Roll call vote: Commissioner Lyon - yes; Commissioner Knapp - yes; Mr. Valinske - yes; Chairman Campbell - yes; Mr. Chapados - abstain; Mr. Dickinson - yes. Resolution passed.

Chairman Campbell next introduced Emergency Rule #1 and asked the Board Secretary to comment. Mr. Hickey said it was an emergency rule regarding public notice of regular and special Board meetings. He said it was consistent with state law requiring public notice be given in three newspapers of general circulation. A motion was made by Commissioner Lyon and seconded by Mr. Valinske to adopt Emergency Rule #1. Roll call vote: Commissioner Lyon - yes; Commissioner Knapp - yes; Mr. Valinske - yes; Chairman Campbell - yes; Mr. Chapados - abstain; Mr. Dickinson - yes. Motion carried.

Introduction of Emergency Rule #2, Meeting by Telecommunications (Attachment #4), was made and the Board Secretary was asked by the Chairman to comment. Mr. Hickey said that it was consistent with the Corporation Act which authorizes the Board to confer by telecommunication methods. He said that any actions taken, however, would be subject to providing proper arrangements for public access to those discussions prior to making decisions. A motion to adopt Emergency Rule #2 was made by Mr. Valinske and seconded by Commissioner Knapp. Roll call vote: Commissioner Lyon - yes; Commissioner Knapp - yes; Mr. Valinske - yes; Chairman Campbell - yes; Mr. Chapados - abstain, Mr. Dickinson - yes. Motion carried.

Next item on the agenda was Emergency Rule #3 (Attachment #5), Public Participation at Meetings. The Board Secretary told the Board that the rule was designed to govern the process for public participation at regular and special meetings. Thereafter followed a general discussion followed by questions and answers. Commissioner Lyon moved to adopt Resolution #3. The motion was seconded by Mr. Valinske. Mr. Hickey stated that the rule they were adopting did not reflect the first component that they wished. Chairman Campbell asked staff to prepare an amendment during the lunch hour so that they could look at it immediately following lunch. Mr. Valinske made a motion to table the item until that afternoon. Motion seconded by Mr. Dickinson, and Emergency Rule #3 was tabled without objection.

Emergency Rule #4, Public Disclosure of Information (Attachment #6), was introduced. The Board Secretary was asked to comment. Mr. Hickey explained that the Corporation Act provides that information in the possession of the Corporation is public and available to public inspection at reasonable times.

Consistent with the need to operate a railroad corporation, however, is the need to protect information of a private or proprietary nature from public disclosure. He stated the federal transfer law requires that the State protect information of the federal Alaska Railroad which includes its proprietary business data, personnel records, etc. from public disclosure. Mr. Chapados moved for adoption of Emergency Rule #4 and Commissioner Knapp seconded the motion. Roll call vote: Commissioner Lyon - yes; Commissioner Knapp - yes; Mr. Valinske - yes; Chairman Campbell - yes; Mr. Chapados - abstain; Mr. Dickinson - yes. Motion carried.

III. GENERAL BRIEFINGS

Chairman Campbell moved on to Item #3, General Briefings. Mr. Hickey gave a brief overview listing the major milestones of the transfer process. He also showed a Transition Chart which highlighted remaining pre-transfer work tasks. Commissioner Knapp pointed out that the reduction-in-force (RIF) process is only a procedural matter in transferring from federal ownership and wanted to make all employees aware of that fact.

Chairman Campbell introduced Arnold Polanchek, Assistant General Manager of The Alaska Railroad. Mr. Polanchek presented an overview organizational chart which indicated how the Railroad is structured. He next presented a brief overview of the Railroad's financial condition as of September 30, 1984. Additional charts were presented on Selected Operational Data, ARR Operations Summary, Positive Cash Flow, Passenger Statistics, and Selected Employment History. Mr. Chapados asked him to comment briefly on the declining revenues in 1983-84. Mr. Polanchek introduced Mr. John Gray, Manager of Marketing & Sales, who commented on the ARR Operational Summary Chart.

The meeting adjourned at 10:30 a.m. for a brief recess and reconvened at 10:45 a.m.

Commissioner Knapp noted that the next two items on the agenda were briefings on banking services and leasing activities. He noted the potential for conflicts of interest with certain members and stated that the law says that if you have a conflict of interest, you are precluded from engaging in or even discussing the items. Commissioner Knapp moved that an executive session of appropriate staff be convened during the lunch hour to discuss those specific matters, as well as transfer-related legal matters. Mr. Chapados seconded the motion.

Chairman Campbell pointed out that they would only hold executive sessions for matters of personnel and proprietary matters. He thought the Board needed to fill the Chief Executive Officer slot and wanted to include that as well in a discussion of employee and personnel matters. Commissioner Knapp changed his motion to do so and Mr. Chapados seconded the motion. The motion carried by unanimous consent.

Chairman Campbell stated that since they could not talk about banking services or leasing activities, they should move to Item E, Other Transfer Issues. Mr. Polanchek provided a brief rundown of the fiscal year 1986 budget by means of a Pro Forma Income Statement and showed the Revenue Analysis by Commodity Chart. Mr. Polanchek continued by presenting the Alaska Railroad Corporation Chart, a Summation of Freight Revenue by Freight Category Chart, and a Monthly Summation Statement of Estimated Revenues Chart.

Chairman Campbell asked the Board Secretary to address the Health & Life Insurance Program issue. Mr. Hickey presented a Health & Life Insurance Chart and introduced Mr. Evan McKinney to help explain the key issues. Mr. Hickey explained that part of the complexity of the issue is the short time limit involved and the fact that Railroad employees currently have about 20 separate programs from which to choose. There are 10 programs now in use by employees, although 89% of the employees are enrolled in three main programs. Mr. McKinney continued by saying that it was a complicated issue but the State had agreed to provide a program that was substantially equivalent to what they presently had. Mr. Hickey said they had come up with a recommended program and have informally presented it to the Federal Railroad Administration and the Office of Personnel Management. Their reaction was that it was not only substantially equivalent on the health side, but also about 20% cheaper on a cost basis.

Mr. Hickey also addressed the issue of The Alaska Railroad Medical Association. He said it was the State's recommendation to keep it in place as an adjunct to the health and life insurance program since it was incorporated in existing collective bargaining agreements. Mr. Hickey continued by saying that the Board should make a decision on the recommendations by their November 7th meeting. Mr. Hickey continued on to say that the issue has not been discussed to any degree with the employees. Chairman Campbell stated that the Board should not take any action until the employee groups could react on this issue. Mr. Dickinson asked the status of the Transfer Team's recommendation. Mr. Hickey responded that they recommended a single insurance plan and recommended continuing the ARR Medical Association as it presently exists.

Chairman Campbell asked if the Board had any objections or thoughts about having a committee to sit in on employee briefings. There were no objections. Art Minton, International Representative of the International Association of Machinists & Aerospace Workers, suggested joint sessions. Chairman Campbell suggested proceeding with joint sessions.

Chairman Campbell asked if there was time to go on to the final briefing item of Corporate Employment Offers. Mr. Hickey explained that RIF letters would be going out to all employees along with an offer of a new position with the Corporation. The employees would have a 21-day notice period in which to review these offers. Mr. Hickey said that members of the Railroad staff and State will be touring the property and answering questions and there would be an opportunity for personal counseling for employees once the RIF letters were sent out.

Meeting recessed for lunch and the executive session at 11:45 a.m. and reconvened at 1:45 p.m.

IV. SPECIAL ACTION ITEMS

Chairman Campbell announced that he was appointing a committee of Mr. Chapados, Mr. Valinske, and Commissioner Knapp to sit in on employee briefings. He asked Mr. Chapados to serve as Chairman. Commissioner Knapp indicated that Commissioner Lyon would serve as an alternate member if he was unable to attend some of the meetings.

Chairman Campbell introduced Item C, Banking Services, and stated that as Director of the National Bank of Alaska, he had a conflict of interest on this issue and thought Mr. Chapados did as well. At this time, he passed the gavel to Commissioner Lyon. Mr. Chapados said that he, too, had a conflict of interest.

Mr. Hickey asked Mr. McKinney and Mr. Bruce Carr, Alaska Railroad, to walk the Board through the banking service issue. Mr. McKinney explained that the object is a process to establish banking services between the Railroad and a private bank. The objective is to assure that the Railroad can go through the transfer without losing the ability to receive and disburse funds and for the Corporation to accrue any interest on the excess revenue. The process they suggested was a modified bid procedure. Based on the proposals, they would evaluate the proposals on the two criteria of the ability to provide services and the cost. He suggested a one-year contract with an option to renew. He stated that it was necessary to move quickly. Their plan was to distribute the request for proposals later in the afternoon to the four banks which currently carry the Railroad's accounts and, hopefully, would have the response back by next Friday. They would then evaluate the responses and bring that evaluation back to the Board at their next meeting on November 7th so the Board could make a decision at that time. Commissioner Knapp asked if the Board would be violating any banking procedures as the plan was limited to the consideration of only four banks. Mr. McKinney said "no" because there was an Emergency Rule on the agenda that authorized limited procurement.

Commissioner Lyon said he thought the Tender Team would like authorization to issue the request for proposals. Commissioner Knapp responded that it would come later under the subject of Special Resolution #2. The Board Secretary commented that Item 4, Special Action Items A-B related to banking authorization, but that they could move to that point on the agenda. Commissioner Lyon asked if there were any objections to doing so, and hearing none, moved to that point on the agenda. Commissioner Knapp said if there were no objections, he would move to adopt Special Resolution #2 and Emergency Rule #5 (Attachment #7). Commissioner Knapp moved for adoption of the Resolution and Emergency Rule #5 as one item. Mr. Dickinson seconded the motion. Roll call vote: Commissioner Lyon - yes; Commissioner Knapp - yes; Mr. Valinske - yes; Mr. Dickinson - yes; Chairman Campbell - abstain; Mr. Chapados - abstain.

The next item on the agenda was Item D, Leasing Activities. Mr. Polanchek made a brief overview of the leasing activities on the Railroad. He said that the Railroad owned about 3,000 acres of industrial land and that in 1974 the leasing policy of the Railroad had not been formalized. The major area of concern from the 1974-75 audit pertained to the Railroad's leasing policies. The outcome of the audit was that the Railroad was mandated to revise its leasing policies. One criteria was that all leases had to be brought up to the fair market value and a fair market rental rate applied. A leaseholders' association was formed in 1981 and they subsequently filed several actions in the courts. The initial suit was dismissed; however, there was a motion filed for reconsideration and a secondary suit filed which would probably reopen the original suit.

Commissioner Lyon asked if there were any current unresolved areas between the Railroad and leaseholders. Mr. Polanchek responded that he thought it would just be a question of the method the Railroad uses in determining the fair market value of the land as some of the leaseholders did not believe that lessee below-ground improvements to the property should be included in the appraisal. Mr. Polanchek stated that this was probably the major source of contention. Commissioner Lyon returned to gavel to Chairman Campbell.

Chairman Campbell asked if there were any other questions of the Board at that time under employee issues. The Board Secretary told the Board that they would be hearing later that day during the public comment period on these issues. Chairman Campbell suggested that if there were no objections, they would move into the public comment period since the Board had not yet adopted the procedures for signing up to speak, they would just try to allow as much time as possible but try to stay within the time restraints of five to ten minutes. He asked that all speakers sit at the front of the room and state their name for the record.

V. OPPORTUNITY FOR PUBLIC COMMENT

Mr. James Kirsch, Alaska Railroad employee representing himself, was the first speaker. He said there had been discussions on how the transfer was to transpire but that he had questions as to what was really going to happen after transfer. He stated that at the present time there were numerous rumors. His main concern was for those employees ready for retirement. He felt that they should be allowed to retire from the Railroad and then go back to work for the Corporation in the same job with the same seniority. His second area of concern centered around Railroad trackage that ran through the military area from Whitney Road to Eagle River. He suggested that someone negotiate with the Army to try to get a different right-of-way so the train could move faster and more efficiently with less cost to the Railroad.

Mr. Robert Collopy, Alaska Railroad Section Foreman, was the second speaker. He stated that he had 32 years of Government service--4 with the Army and the rest with The Alaska Railroad. He said that he was in the same position as Mr. Kirsch and would also like to retire from the Railroad and go back to work for the Corporation. He said he was represented by the American Federation of Government Employees and the President, Mr. Jack Burton, felt that the seniority question would be a union issue.

Mr. Jack Burton, President of the American Federation of Government Employees, spoke next. He said that these people wanted to take advantage of retirement and return to the same position, but felt that because of the way the contracts were now written, it was a political issue for the unions. He stated that he was neutral on this particular issue because it did not affect him one way or the other. Mr. Burton asked Mr. Hickey if health insurance premiums may go down for some people. The response from Mr. Hickey was that the overall cost might be as much as 20% less. He then asked if in some instances the premiums could increase and the response was that they might on a case-by-case basis. Mr. Burton stated that he would have a problem with that simply because he didn't think those people should subsidize the portion that the Railroad would otherwise pay for others.

Mr. Art Minton, International Representative of the International Association of Machinists & Aerospace Workers, addressed the issue of temporary employees who had been laid off and were subject to recall on a seasonal or as-needed basis. He suggested that temporary status implied someone who worked 30-90 days to as much as 6 months, but he did not feel that was the true picture. He said that some of these employees held positions for up to two-year periods. He felt that it was necessary to approach the Board to obtain a preferential hiring list for those temporary employees who had been terminated. He mentioned the fact that everything discussed to date spoke only to career or full-time employees. He also raised the question of those people who were within five years of retirement but said there were a lot of questions for those people who were not yet to that point and suggested that the Board also needed to address that issue.

Mr. Ray Sanderford from the United Transportation Union (UTU) was the next speaker. Mr. Sanderford said that the UTU welcomed the new ARR Board of Directors and the new ideas and expertise that they brought with them. He said they envisioned a smooth transition and that the UTU had benefited from an excellent rapport with the Railroad administration in the past. He said they were anxious to go forward with the new administration, always keeping in mind their common goal of service to the public and the State of Alaska.

Mr. Richard Farmer, representing Alaska Day Tours, Ltd., spoke next. He said over the past two years he had received a lot of support from the Railroad on the passenger side. He hoped that the Board would consider expanding the passenger side as there were not enough railroad cars available. He also mentioned that there were no passenger facilities in Whittier and said that he would like to see better facilities for the tourists.

Chairman Campbell asked if anyone else wished to speak. As there were no further comments, he closed the public speaking portion of the meeting and called a short recess at 2:35 p.m.

VI. CLOSING BUSINESS

The meeting reconvened at 2:45 p.m. when Chairman Campbell asked the Board Secretary to read the new draft of Emergency Rule #3 which dealt with Public Participation at Meetings. Mr. Hickey read the substitute rule.

Commissioner Knapp said that he thought Emergency Rule #3 was on the table and it would be appropriate to lift it and amend it accordingly. Chairman Campbell asked for a motion to lift it off the table. Commissioner Lyon moved to remove the motion so the table was clear. Mr. Chapados seconded the motion. Mr. Chapados said he thought it would be appropriate to have a voice vote to clear the motion off the table. The vote was unanimous with Mr. Chapados abstaining. Commissioner Knapp made a motion to adopt the amended rule and Mr. Valinske seconded it. As there were no further objections to Emergency Rule #3 (Attachment #5), the motion carried with Mr. Chapados abstaining.

Chairman Campbell said that Thursday the Board would go to Seward. The next official meeting was set for November 7 at 9:00 a.m. in the same location. He further stated that he would like the agenda to include a discussion of selection of a new Chief Executive Officer for the Corporation.

Commissioner Knapp commented on the fine presentation and preparation of the Transfer Team and appropriate staff.

Chairman Campbell said that concern had been expressed over an audit project. Mr. Hickey explained that the pre-transfer audit which was being done as part of the State's part of the transfer was basically to perform a balance sheet assessment at the date of transfer and to assess the accounting system of the Railroad and recommend changes that might be needed for the Railroad to comply with generally accepted accounting principles. Selection of this auditor dealt only with performing that work. Mr. Hickey stated that there had been confusion that the selection of this firm was the selection of the independent financial auditor for the Corporation. He stated that this selection had nothing to do with that decision which had to be a Board decision.

Commissioner Lyon said there was an element of confusion that needed to be cleared up about the fiscal year '86 budget. The bylaws called for a fiscal year which tracks the State's fiscal year but the Railroad was currently operating under the federal fiscal year. It was his hope that the Railroad would make some modification to the budget process so that the people who worked with the state system could understand it more readily. He felt that with regard to capital items, something needed to be done because of the time frame. He said that he didn't know how much flexibility they had but if the Board needed to ask for state funding in the future, they might like to address the issue.

Mr. Hickey suggested that the Board might like to take this up as an action item for the next meeting and Chairman Campbell requested a briefing on the trip to Seward. He said there would be no action, just a briefing.

Chairman Campbell asked Lee Fischer, who had just joined the meeting, if he had any questions. Mr. Fischer asked if the Board was going to take charge of the selection of the auditors. Mr. Campbell said that they would make the selection as to the final independent financial auditor for the Corporation. Mr. Hickey again explained the situation with respect to the existing audit project.

Chairman Campbell asked if there were any further comments or questions. Mr. Chapados moved to close the meeting, which was seconded by Mr. Dickinson. Hearing no objections, the meeting was adjourned at 3:00 p.m.

Pipeline president named railroad manager

The Associated Press

The man who runs the trans-Alaska oil pipeline was named Saturday to be the new general manager of the Alaska Railroad.

Frank Turpin, president of the Alyeska Pipeline Service Co., will assume his duties Feb. 15 when he retires from Alyeska, according to James Campbell, chairman of the railroad's board of directors.

"In Frank Turpin, we have a chief executive of proven ability," said Gov. Bill Sheffield, who appointed the railroad's directors.

Turpin took over as chief executive of Alyeska in 1978, the first year of operation of the pipeline which carries oil from Prudhoe Bay on the North Slope to the marine terminal at Valdez on the Gulf of Alaska.

Turpin said his retirement has been planned for nearly a year, and the railroad job just happened to coincide.

"My wife and I had been looking forward to our new freedom after my retirement," Turpin said. "We even built our home here in anticipation of our new life of

leisure in Alaska.

But he said the challenge of running the railroad was "irresistable."

Turpin has been employed by Exxon for 38 years in various capacities. Alyeska is a consortium of the oil companies which produce the oil in Prudhoe Bay, and Turpin technically remained an Exxon employee.

The railroad is to be transferred from federal to state control on Jan. 5.

Campbell said the board will name an interim management team to oversee the rail-

road's operation until Turpin takes over.

Frank Jones, the man who ran the railroad for the federal government, has been on leave for most of the year recuperating from a heart ailment. Campbell said earlier he didn't believe Jones' health would allow him to resume his duties.

Initially, the board intended to hire former Anchorage Mayor George Sullivan, but those plans fell through last week when the two sides were unable to agree on a contract.



Frank Turpin

Alyeska's Frank Turpin

named to head ARR

Fairbanks Daily News-Miner
November 11, 1984

Frank G. Turpin, who is stepping down as president of Alyeska Pipeline Service Co., will take over as head of the Alaska Railroad, effective Feb. 15.

His selection as the railroad's president and chief executive officer was announced Saturday by James Campbell, chairman of the state's Alaska Railroad Board.

The state assumes control of the railroad Jan. 5, under terms of an agreement with the federal government. In the meantime, the state board is planning for an interim management from Jan. 6 until Turpin

assumes the top job.

Turpin has worked for the Exxon Co. USA for 38 years, and has been "on loan" to Alyeska the past six years. Alyeska is the company that operates the trans-Alaska oil pipeline for the North Slope producers.

"My wife and I had been looking forward to our new freedom after my retirement," Turpin was quoted in a news release. "We even built our home here in anticipation of our new life of leisure in Alaska. But the offer from the railroad board provides an opportunity for me to make a contribution to the state, and in an area of

particular significance to me."

Speculation on who would be tapped to be the first executive of the railroad under new state ownership had been accelerating. Former Anchorage mayor George Sullivan missed the bid when he and the board failed to agree on terms. At least two other candidates reportedly had engaged in discussions with the seven-member state railroad board.

James O. Campbell, board chairman, issued Saturday's statement, and he said, "Frank Turpin was our choice among several candidates, with whom we have had discussions

over the past several weeks. We're very pleased that he has chosen to accept this very important position."

Gov. Bill Sheffield was quoted as expressing pleasure at the choice, saying Turpin has proven ability and he "brings to this new position the complex administrative and executive skills which we think will be required at this state in the railroad's history, which is both transitional and inaugural."

Earlier this year the Alaska Legislature passed the bills required to effect the transfer of the rail ownership from federal to state govern-

ments. The actual transfer occurs on Jan. 6.

Since his arrival in Alaska in 1978, Turpin has been active in numerous organizations. He was president of the Anchorage Chamber of Commerce in 1982-83, and served on that group's board and natural resources committee. He chaired the Anchorage 1981 United Way campaign, and has been a board member of the Alaska Repertory Theatre, Providence Hospital, and has been active in the University of Alaska Foundation and the Alaska affiliate of the American Heart Association. He is a member of

Rotary.

Frank Chapados, a Fairbanks member of the state railroad board, said Saturday he was pleased with Turpin's selection.

"We're benefiting from the work the transition team has done," Chapados said. The board still has many weighty matters to address, though, including plans for capital projects and employee pay and benefits.

According to Chapados, the federal Alaska Railroad management has prepared a budget for capital projects and improvements, but that's on a federal fiscal year, Oct. 1-Sept. 30,

while the state operates on a July 1-June 30 budget cycle.

At the board's last meeting, approval was given for seeking bids on an employee health plan. Chapados said the state board wants one plan, rather than the 14 programs offered under federal management.

On pay, 71 of the 500 ARR employees receive federal cost-of-living adjustments because of longevity. Chapados cites that as an example of issues the board must resolve before the actual transfer. The board meets again Nov. 21.

Rail board tours Seward terminal

by Carole Jaffa
Seward and Whittier were the first stops on an Alaska Railroad board initial tour of railroad holdings November 1. Purpose of the tour was to familiarize new board members with what the railroad now owns, what it needs and how it is being run.

The new board members are Jim Campbell, chairman of the board and owner of Spenard Builder's Supply; Lew Dickenson, chairman of Anchorage Port Commission, director of Anchorage Sand and Gravel and partner in DOWL Engineering; Frank Chapados, owner of H & S Freight Forwarders of Fairbanks; Gerald Valinske, an Alaska Railroad employee of the United Transportation Union; Commissioner of Commerce & Economic Development Dick Lyon, and Commissioner of Transportation Dick Knapp.

Also on the tour were top management people from ARR, and Bill Loftus of the Federal Railroad Administration.

Dickenson, whose appointment drew fire from the City administration and Council on grounds of possible conflict of interest (due to Dickenson's gravel business and position as chairman of the Anchorage Port Commis-

sion), stressed to the LOG that he sought "good communication" with the City, the "advance invitation" (protest of his appointment) notwithstanding.

The Railroad administration is sympathetic to Seward, he said, that came across clearly in our briefing.

Dickenson said priority capital outlay for the railroad will be for new equipment to handle the coal shipments.

Commissioner Lyon also spoke of capital outlays, commenting new gantry cranes for the Seward dock are a definite part of our proposed five year plan. He noted the railroad has always hauled more freight north than south, so the rails are reinforced for the stress of northbound traffic. This will have to change to handle coal trains.

A major problem the board must face is how to provide passenger service without losing money (last year passenger service cost \$6.3 million and brought in only \$4.6 million—a \$1.75 million loss. That translates to a \$300 loss per passenger.)

Mainline tourist trains that run from Anchorage to Fairbanks do compensate somewhat for the costly local trains that run all winter.

Another problem is replacement of rolling stock. No one builds passenger cars in the U.S. anymore; the railroad must either buy refurbished Amtrack cars or new ones from Canada to

replace the old cars.

The passenger cars now in service date from the fifties. Some use steam for heat and air conditioning; others use electric. The steam cars cause problems with pipes breaking in cold weather; plus they will not interface with electric cars. All electric stock is required.

The board members met with local business people and City Council administrators aboard their special train on the 1st. Representatives of the ILWU were among those who voiced concerns about the railroad's operation (see related article).

Operations report details rail finances

The Associated Press

When the federal government sells the Alaska Railroad to the state in January, it will be handing over a line that had a net profit of \$1.8 million in fiscal year 1984.

A report presented last week at the first meeting of the Alaska Railroad Corp.'s board of directors said the line has \$118.2 million in assets and \$182.3 million in total

liabilities and U.S. government proprietary interests.

Railroad operations were in the red for passenger traffic and in the black for freight hauling during 1984, the report said.

On Jan. 5, the state will pay \$22.3 million for the railroad line, and the seven-member board of directors will run it as a state business.

The railroad has 482 miles of main line, running from Fairbanks to Seward. Branch lines to Palmer and Whittier make up an additional 48 miles, and 126 miles of yard and siding tracks are in use.

The line has 46 passenger coaches, 1,439 freight cars, and 57 locomotives. The report said the railroad has 465 full-time employees. There are 18 full-time executives and two part-time executives.

Report gives financial state of rail

by Kenneth R. Allen
Times Writer

The federally owned Alaska Railroad, which will become a state property in January, has total assets of \$118.2 million and total liabilities and U.S. government proprietary interests of \$182.3 million.

A report given last week at the first meeting of the Alaska Railroad Corp. board of directors also showed that the line had total revenues of \$62.2 million in fiscal year 1984 and total expenses of \$60.3 million, with a net profit of \$1.8 million. Cash flow was reported at \$6.7 million.

The federal fiscal year runs from Oct. 1 through Sept. 30. The Alaska Railroad Corp. board has not said whether it will follow the federal fiscal year or change to the state's fiscal calendar, which runs from July 1 through June 30.

At midnight on Jan. 5, the railroad will be turned over to the state in a \$22.3 million transaction. The line then will be operated as a state business under direction of the seven-member Alaska Railroad Corp. board of directors, which met Friday.

Only six panelists took the oath of office. The seventh has not been named by Gov. Bill Sheffield, and one already on the board — vice chairman Frank Chapados, who is president of a Fairbanks freight company — might have to step down if the Interstate Commerce Commission rules against his membership on conflict-of-interest grounds.

The ICC is reviewing whether Chapados' interest in the freight company might be too closely related to his position on the railroad board. The board will oversee freight rates for the railroad.

The railroad, commonly called a 526-mile line, which probably is a loose reference to the railroad's linking of Fairbanks and Seward, has 482 miles of main line, according to the report. Another 48 miles of branch lines are in place, and 126 miles of yard and siding tracks are in use. Total track miles was listed at 656.

The railroads' tracks actually run from Eielson Air Force Base southeast of Fairbanks to Seward, with branches linking Palmer and Whittier. Railroad linemen have said the tracks are in various stages of repair.

Forty-six passenger coaches are in the rolling stock inventory, as are 1,439 freight cars. The line, which is correctly called a "road" in the parlance of the railroad community, has a fleet of 57 locomotives.

Some in the Brotherhood of Railway Car Men of the United States and Canada, the union representing those who maintain the rolling stock, have said that equipment is in need of serious attention. Rolling stock means only the freight cars and passenger coaches.

Word from among the membership of the International Association of Machinists and Aerospace Workers holds that the locomotives are newer than the rolling stock and are in better condition. The machinists group is the union that represents those who maintain the locomotives.

The report to the board showed 18 persons were in executive positions as full-time employees for the railroad. Two others were listed as temporaries.

Full-time employees were numbered at 465. Sixty-eight were shown as permanent part-timers, and 126 were shown as temporaries.

Under total employee listings, including full-time, permanent part-time and temporaries, 80 were shown in administration, with another 232 in transportation, 180 in engineering, 131 in locomotive power and equipment, and 16 in marketing and sales.

The report indicates that railroad operations are in the red for passenger traffic and in the black for freight hauling.

A statistical summary for 1984 annual operations showed, in round numbers, the railroad took in \$4.6 million in passenger revenues but lost \$1.8 million doing it, because passenger expenses totaled \$6.3 million. Summer trains carried 75,000 passengers, which cost the railroad \$4.79 per rider. Winter trains carried less than 3,000 passengers and cost the railroad \$295 per rider.

Rail panel member could lose post

by Kenneth R. Allen
Times Writer

A question over conflicts of interests threatens the Alaska Railroad board of directors post held by Frank Chapados of Fairbanks.

Chapados might be required to step down from the railroad board if the Interstate Commerce Commission rules that his business affiliations and his position on the board are too closely related.

Railroad board members will be in a position to rule on shipment rates set by management when the state takes control of the federally owned line in January.

He is president of H & S Freight Forwarders. Chapados also is a board member of Lynden Inc., which is a holding company for Lynden Transport trucking.

Lynden Transport does business throughout Alaska. The freight-forwarding company deals principally in contracting with trucking companies and the Alaska Railroad for shipment of household goods belonging to military service personnel and families stationed in the state.

Chapados, who was named to the railroad board by Gov. Bill Sheffield on Oct. 3 along with three other men, said that the ICC will rule within two weeks whether it thinks he should step aside. The governor still has to fill a seat on the panel, which is a seven-member body.

"I don't own any trucks or lease any trucks," Chapados said, referring to H & S Freight Forwarders. "I do, however, arrange for the shipment of military service household goods, but I don't do anything directly with the railroad."

Chapados said he plans to relinquish his position on the Lynden board.

Membership on the railroad board would "in no way" benefit his freight-forwarding company, Chapados said.

Rail panel meets for first time

By HAL SPENCER
The Associated Press

ANCHORAGE — Meeting for the first time, the state board formed to run the Alaska Railroad unanimously named James Campbell of Anchorage as chairman and Frank Chapados of Fairbanks as vice chairman Friday.

The Alaska Railroad Corp. board meeting, which drew a small crowd consisting mostly of railroad employees, focused largely on housekeeping chores ranging from swearing in board members to adoption of corporate by-laws.

There was one hint of controversy in the otherwise quiet meeting.

Chapados, with the approval of his colleagues, refrained from voting on grounds it may be a conflict of interest for him to serve on the board.

Chapados, the owner of H&F Forwarders, a shipping concern, said Interstate Commerce Commission regulations may prohibit him from serving.

He said the ICC has been asked to rule on the question, and may make a decision with two weeks.

Jack McGee, an assistant state attorney general, said later he is optimistic that the ICC would not find Chapados has a conflict of interest. He said it was possible, however, that Chapados would have to surrender his seat.

Chapados is one of six members recently appointed by Gov. Bill Sheffield. A seventh is still to be named.

Besides Chapados and Campbell, who is president of Spenard Builders Supply, board members include Lew Dickinson of Anchorage, a partner in DOWL Engineers and chairman of the Anchorage Port Commission, Gerald Velinske of Anchorage, an Alaska Railroad employee, Commerce Commissioner Dick Lyon, and Transportation Commissioner Dick Knapp.

The board tried to allay concerns that its members

would take a provincial view in overseeing operation of the railroad, which is to be transferred from federal to state control on Jan. 5 in a formal ceremony at Nenana.

"There's only one way to do things, and that's to work together," said Chapados.

"I consider this one of the most opportunist things I've ever done in my life," said Campbell. "I want to put to rest the idea that any of us on this board represent a (single) community in the Railbelt."

The board was briefed by the Alaska Railroad Transfer Team on current operations and the line's financial condition. The board intends to adopt a budget for fiscal 1986 next month. It also will take up the sensitive issue of job security for railroad employees.

The Alaska Legislature this year authorized the purchase of the railroad for \$22.3 million. It also passed a measure to create the board.

Railroad board selection difficult

The seventh member of the new Alaska Railroad Corp. board of directors will remain a question mark until Gov. Bill Sheffield returns from China at the earliest, according to an administration official.

The 526-mile line, which has been operated by the federal government since the early 1920s, will be transferred to state ownership on Jan. 5 in Nenana in a \$22.3 million transaction.

Carol Derfner, Sheffield's assistant for selecting board and commission members, said 37 persons had applied for the seventh board seat and that the field

has now been narrowed to a dozen. Sheffield, however, is in China on a two-week Alaska trade mission.

"This has been the hardest board to name," Derfner said. "There are so many requirements that must be satisfied, both those contained in the state-legislation creating the board and those of the Interstate Commerce Commission."

State law requires the governor to select a seventh member of the board who has 10 years of railroad management experience and has worked for a U.S. railroad as its chief executive of-

ficer. The Interstate Commerce Commission requires that the person cannot be affiliated with another railroad that does business with the Alaska Railroad. The line is not physically linked with others roads, but it does move other railroad's cars that have been sent to Alaska aboard barges.

State law provides that the governor may name five board members and that the commissioners of the Department of Transportation and the Department of Commerce and Economic Development are automatically a part of the board.

Alaska Railroad board member wants to entice private buyers

The Associated Press

FAIRBANKS — A board member of the new Alaska Railroad Corp. said one of his goals is to make the railroad attractive to private buyers and get it off the state's hands.

But, Frank Chapados said, "I don't see that occurring right away."

Private owners "pretty much have to do it at a profit," he said. They probably could not do that, even with the same \$22 million price tag the federal government gave the state.

"Even at that, I think they would have a tremendous investment that they'd be faced with," Chapados said.

Chapados, 70, is one of five public members appointed to the board. Born in Juneau, he

has served as a U.S. marshal, a federal Fish and Wildlife enforcement agent and a two-term state representative.

Chapados said taking over the railroad will have great challenges, one of which will be dealing with employee rights and problems uncovered as the transfer takes place.

"The employees of the railroad are very important people and a real asset," he said. "I don't know if we really have any choice but to do right by them. I don't have any problem with that."

Chapados also said he's not an advocate of extending the railroad north, or south to the Canadian rail system, until the extensions serve a purpose.

A link south without a big

increase in loads would throw a wrench into a fairly sophisticated system now split between water and truck transportation, he said.

No board meetings have been scheduled. One public member has not been named yet.

Two seats on the board will be held by state Commerce Department Commissioner Dick Lyon and Transportation Department Commissioner Dick Knapp.

The three other public members named so far are James Campbell of Anchorage, president of Spenard Builders Supply; Lew Dickenson of Anchorage, and chairman of the Anchorage Port Commission, and Gerald Valinske of Anchorage, an Alaska Railroad employee of the United Transportation Union.

Alaska State Legislature

House of Representatives



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Committee on Transportation

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KINY NEWS 10/10/84

Seward officials have suggested there is an appointee to the Alaska Railroad Board of Directors may have a conflict of interest because he also serves on the Anchorage Port Commission. In a letter to the Interstate Commerce Commission, Seward Mayor, Don Cripps, says his city has serious concerns about railroad board member Lew Dickinson's ability to serve impartially on a seven member rail panel. Cripps also asks the ICC to review the credentials of other board members who were appointed to their post on October 3rd by Governor Bill Sheffield. Seward City Manager Ron Garzinni says Dickinson sets tariffs for freight shipped to the Port and then trucked to other destinations. Garzinni says that as a member of the railroad Board Dickinson also will set tariffs for cargo hauled on the Alaska Railroad when it's taken over by the State in January. And Garzinni says no individual should be actively involved in the competing modes of transportation. Cripps and Garzinni also suggest Dickinson may have a conflict because he is a Board member of Anchorage's Sand and Gravel. The official says gravel hauling operations are the largest revenue producers of the railroad. Garzinni also says Seward city officials are miffed that nobody from Seward was named to the Rail Board.

Seward protests businessman's appointment to rail board

By RONNIE CHAPPELL
Daily News reporter

The Seward City Council has protested the appointment of Anchorage businessman Lew Dickenson to the board of the Alaska Railroad Corporation.

Dickenson is one of four non-government people appointed to the board by Gov. Bill Sheffield last week. The board will run the railroad for the state, which bought it from the federal government for \$22.3 million and will take over its operation in January.

Monday, the council voted unanimously to ask the Interstate Commerce Commission to examine Dickenson's business and civic affairs for possible conflicts of interest.

He is chairman of the Anchorage Port Commission and a director of Anchorage Sand and Gravel, a company that ships large amounts of bulk freight from Palmer to Anchorage via the railroad.

serve both bodies."

The statement is based on the theory that high railroad freight rates encourage the movement of freight through the Port of Anchorage. That's because most of the major shippers serving the city have union contracts requiring them to truck most of their freight inland.

"Ninety percent of the carrier traffic using the Port of Anchorage is by truck and, therefore, is competing with the Alaska Railroad," Cripps said.

Despite that fact, Cripps continued, Dickenson will be "directly or indirectly setting tariffs and practices for the railroad."

Anchorage Port Director Tyler Jones termed Cripps' analysis a "narrow interpretation of the role of the Port of Anchorage and our partnership with the Alaska Railroad."

Jones said he and other

Although he termed Dickenson a "fine Alaskan" in his letter to the ICC, Seward Mayor Don Cripps said he and other city officials had "serious concerns about (Dickenson's) ability to serve with impartiality."

An agency spokesman said Tuesday that the ICC has "limited authority" to review Dickenson's appointment if questions of conflict of interest have been raised.

Federal laws provide for ICC review when a railroad director controls or owns significant amounts of stock in another carrier, said Martin Zell, deputy director for state and community affairs for the agency. The laws are designed to ensure that railroads treat all shippers fairly.

Zell did not know if the ICC could block Dickenson's appointment.

Dickenson, who is working and duck hunting in the Eureka-Chickaloon area, was un-

port officials would like to see more extensive use of the railroad.

"That's been a longstanding position," Jones said.

Sheffield knew about "Dickenson's interests" before he appointed him to the railroad board, said Sheffield Press Secretary John Greely.

"The issues were reviewed by the attorney general's office and it was determined that all (of the men appointed to the board) could pass muster," Greely said.

Other businessmen named were Jim Campbell of Anchorage, president of Spenard Bulder Supply; and Frank Chapados, owner of H & S Forwarders Inc. of Fairbanks. Gerald Valinske will represent unions on the board and Transportation Commissioner Richard Knapp and Commerce Commissioner Richard Lyon will represent state government.

Campbell's company moves

available for comment Tuesday.

In his letter, Cripps says, Dickenson is "directly involved in the railroad's gravel haul tonnage, which I believe is the railroad's largest revenue source."

"He, as a railroad board member, would be involved in decisions regarding future competing gravel sources and rates for competing services."

Seward city officials believe the startup of a new coal export facility will make it possible to use empty coal cars to backhaul large amounts of gravel to the Anchorage area.

Dickenson's position as chairman of the Anchorage Port Commission also creates problems, Cripps said.

"In most instances," he wrote, the interests of the railroad and the Port of Anchorage are "in direct conflict. We do not believe that one individual can effectively

substantial amounts of freight over the railroad, Greely said.

The Chapados nomination already is being reviewed by the ICC, said assistant attorney general Jack McGhee. The state requested the review, McGhee explained, because it is "unclear in our minds" whether ICC statutes governing freight forwarders "would preclude him from serving."

None of the appointees has filed a financial disclosure statement with the state.

Financial disclosure is not required by law, Greely said, and it "is not standard practice to ask for financial disclosure in the course of a job interview. Usually there's a verbal assurance that there are no conflicts of interest."

Sheffield elected Dickenson, Campbell and Chapados because "they know how the railroad operates."

Sheffield appoints 6 to Alaska Railroad panel

United Press International

JUNEAU — Gov. Bill Sheffield Wednesday appointed six people, including three Anchorage men, to the seven-member board that will oversee the Alaska Railroad when it is transferred to the state from federal ownership.

The three Anchorage residents, two businessmen and a union official, were among four members of the public selected by Sheffield.

Chosen were James Campbell, 52, president of Spenard Builders Supply and a former Anchorage city council-

man and borough assemblyman; Lewis Dickinson, 52, a civil engineer and member of the Anchorage Port Commission; and Gerald Valinske, 33, who will fill the seat designated by law for a representative of labor unions affiliated with the railroad.

Campbell will serve a five year term on the board, Dickinson a four-year term and Valinske a three-year term, Sheffield said.

The other non-government appointee was Frank Chapados, 70, of Fairbanks, president of H & S Forwarders Inc. and a former state representative,

who will serve a five-year term.

The appointments are subject to approval by the Interstate Commerce Commission.

The board will oversee the Alaska Railroad Corporation, established by the state legislature last year to manage the railroad when the state buys it from the federal government for \$22.3 million, Sheffield said.

The state is expected to take over ownership December or by January of next year, Sheffield said.

The state offered to buy the railroad, which runs from Seward to

Fairbanks, to keep it running after the federal government decided to stop operating it.

Two appointments to the board from state government were required by law. The governor appointed Richard Knapp, commissioner of the Department of Transportation and Public Facilities, and Commissioner Richard Lyon of the Department of Commerce and Economic Development, as voting members.

A seventh seat is designated by law for a person with at least 10 years of railroad management experience.

port, a trucking firm in Alaska. Chapados has said he would give up his Lynden association and that his forwarding company is not in the trucking business.

"The successful operation of the railroad is critical to our city," Seward Mayor Don Cripps said Thursday. Dickinson and other railroad board members were in the Resurrection Bay community as part of an orientation tour of railroad facilities in Seward and Whittier.

Dickinson and Cripps met during the board's Seward stop. Cripps said he had received a letter from ICC which cleared Dickinson.

"There was nothing personal in our criticism," Cripps said. "We just felt uncomfortable with his nomination. It's essential that this railroad be operated correctly, and we were simply trying to voice our concern."

Seward is a deep-water port. The railroad is constructing coal loading facilities there. Seward also is a major barge port, which competes with the Anchorage port for business.

Cripps said he and other city officials had sent the names of two Seward residents to Sheffield for board consideration. "We wanted Beverly Dunham, a former local newspaper publisher in Seward, and Dale Lindsey, a local businessman," Cripps said. "If a board vacancy comes up, we'll submit those names again."

No further challenge is planned, Cripps said.

"We perceived a concern, and we've voiced that concern," he said. "The decision has been made, and we'll go with that decision."

Dickinson said his railroad board membership was no more of a conflict than that of board chairman James Campbell, president of Spenard Builders Supply Inc., which also is a major Alaska Railroad customer.

"From our point of view (his and Campbell's), and that of the governor," Dickinson said, "we know something about the railroad. I have done business with the railroad for 20 years as a consultant."

Dickinson said he would abstain from board voting anytime his participation might be considered a conflict of interest.

"Campbell plans to do the same thing," he said.

The board traveled to Whittier and Seward on a special train assembled for the orientation tour.

ICC OKs position of rail board member

by Kenneth R. Allen
Times Writer

The Interstate Commerce Commission has ruled Alaska Railroad Corp. board member Lewis Dickinson's position is acceptable, even though he is on the Anchorage Port Commission and Anchorage Sand and Gravel Inc.'s boards of directors.

Dickinson, a partner in DOWL Engineers of Anchorage, was criticized earlier this month by Seward city officials who said his Anchorage business and public board memberships would be in conflict with interests of the railroad.

The railroad board will oversee freight rates. Alaska Sand and Gravel is a principal customer of the railroad. The port commission has jurisdiction over tariffs on freight moving through Anchorage.

Gov. Bill Sheffield named Dickinson and four others to the board on Oct. 3. Seward officials wrote ICC criticizing Dickinson shortly after his nomination.

Another board member, Frank Chapados of Fairbanks, is still being reviewed by the ICC. Chapados is president of H & S Forwarders Inc. and a board member of the holding company of Lynden Trans-

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ATTACHMENT "D"



LEGISLATIVE TRANSPORTATION COMMITTEE

WASHINGTON STATE LEGISLATURE

SECOND FLOOR • HOUSE OFFICE BUILDING • OLYMPIA, WASHINGTON 98504 • TELEPHONE: 753-6830
REP. GEORGE WALK, CHAIRMAN • SEN. LOWELL PETERSON, VICE CHAIRMAN • SEN. PAT PATTERSON, SEC.



October 24, 1984

MEMORANDUM

TO: ALL CONFERENCE PARTICIPANTS

FROM: REPRESENTATIVE GEORGE WALK, CHAIRMAN *GW*
LEGISLATIVE TRANSPORTATION COMMITTEE

I wanted to take this opportunity to thank each of you for participating in our statewide Transportation Safety Conference October 1-3 at the Sea-Tac Marriott. I also want to express our gratitude to the Traffic Safety Commission and the other co-sponsoring agencies.

This was the first such Conference ever held, and judging by the comments we've received, you found it a worthwhile effort. We are most appreciative of the enthusiastic participation by all attendees, and by your generous compliments on the Conference Evaluation forms. We also appreciate the many suggestions for additional topics and speakers should we decide to repeat the Conference in the future.

We are enclosing a final attendance roster, and a summary of conclusions from the Workshops as reported by the moderators at the Wednesday morning closing session.

During the coming months we will be talking with the other sponsoring agencies to determine whether we should continue this Conference, and, if so, at what frequency. We will advise you of our decision.

In the meantime, thank you again for attending, and for your continuing efforts to improve highway safety for all of us.

GW:tl

Enclosures

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DICK FISCH
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GEORGE SELLAR
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*EXECUTIVE COMMITTEE MEMBER

WORKSHOP REPORTS

WASHINGTON TRANSPORTATION SAFETY CONFERENCE

The Seattle Marriott
October 3, 1984

The issues set forth below represent the areas of concern and recommendations for possible legislative or administrative action expressed by participants in a series of workshops held during the Washington Transportation Safety Conference, October 1st through 3rd, at the Seattle Marriott Hotel. The Conference was sponsored by the Legislative Transportation Committee and the Washington Traffic Safety Commission.

ALCOHOL AND THE DRIVER

Moderator: Dr. Carl Klingberg, Bureau of Health Statistics, Department of Social and Health Services

1. Stronger sanctions for individuals driving without a drivers license, or while suspended or revoked.
2. Implementation of administrative license suspension for positive and swift control over the license of a driver convicted of driving while under the influence of alcohol.
3. Legal authorization of random sobriety checkpoints for detection of drinking drivers.
4. Clarification of a universally accepted definition for DWI. At what point does the individual become impaired to the extent that it interferes with safe driving practices? There is a disparity among states regarding consumptive levels implying intoxication, ranging from blood alcohol content levels of .08, .10, .15, to determining intoxication based upon observed behavior by law enforcement officials.
5. Development of a stable funding source for DWI enforcement, prosecution and education efforts.
6. Elimination of deferred prosecution for DWI offenders.

BICYCLE SAFETY

Moderator: Todd Littman, Secretary-Treasurer, Bicycle Federation of Washington

1. Recommends that the Legislature address the problem of bicycle safety in the most cost effective manner:
 - a) Create a statewide bicycle safety coordinator position to provide expertise for bicycle safety education programs;

BICYCLE SAFETY, cont'd.

- b) Provide pilot project grants to communities with high bicycle accident rates to allow those communities the ability to develop bicycle safety plans -- with the objective of extending the program beyond state funding.

Notes:

Bicycling accidents have increased in Washington State by 15% in the last year.

The Seattle Cascade Bicycle Club has developed a program for the Seattle public school system which includes on-bike exercises and training for 4th graders.

The Olympia Police Department has developed a public bicycle education program, which includes increased bicycle safety presentations in the schools and increased enforcement of bicycle traffic laws.

COMMERCIAL VEHICLE SAFETY

Moderator: Captain David Boyd, Washington State Patrol

Presentation of Report: Don Lewis, Motor Carrier Law Enforcement Training Officer, Washington Utilities and Transportation Commission

1. Expansion of categories for commercial endorsements to include buses, tractors, or a "train", which is a semi-tractor, and two full trailers.
2. Notification by the Department of Licensing to municipalities and to the trucking industry of the suspension or revocation of commercial drivers licenses.
3. Bringing the private commercial carriers under the same safety regulation as the common and contract commercial carriers -- for both highway and terminal enforcement, including hazardous materials regulations, qualifications of drivers, parts and accessories necessary for safe vehicle operation, reporting of accidents, maintenance repair, as well as requiring that a copy of public liability and property damage insurance be filed with the state.
4. Authorization for state enforcement agencies to check medical certificates and drivers' hours of service on the highway.

Note:

Enactment of proposals 3 and 4 would qualify Washington State for federal funding from the Surface Transportation Act, which subsidizes enforcement of safety regulations for both private and contract commercial carriers.

LICENSING

Moderator: Charles Stansbury, Assistant Director, Driver Services, Department of Licensing

Recommendations for Possible Legislation:

1. A "conditional" license for all first-time drivers in the state, regardless of age, to promote safer driving. Driving privileges might be withdrawn if the driver has one hazardous moving violation or two minor moving violations within a certain period of time. (Similar to the juvenile "provisional" licensing concept.)
2. A one-time 90-day instruction permit for motorcycle riders. This would encourage the rider to enter a comprehensive motorcycle training program to learn to ride safely, and be able to pass the motorcycle licensing test, rather than renewing the instruction permit indefinitely.
3. Permitting the employer of a commercial driver accessibility to both the driver's personal and commercial driving record, rather than just the commercial portion.
4. Stronger sanctions against individuals driving without a valid operator's license, or with a license that has been suspended or revoked.
5. Sanctions to prevent vehicle operators from obtaining multiple drivers licenses from many different states. Suggestions were to include the social security number on all drivers licenses, or at least in the licensee's file; or to include an individual's thumb print on the driver's license.
6. Reclassification of a "steering trailer" to a motor vehicle -- and a classified license endorsement required for the operator.

A "steering trailer" is used in the construction industry for moving concrete reinforced beams which may weigh up to 100,000 pounds. The beam sits over the top of the trailer, and a driver sits in the trailer, steering it around curves. Because it is not classified as a motor vehicle, the driver currently does not even need a drivers license to operate it.

7. A driver licensing classification for the recreational vehicle driver. Some recreational vehicles require additional skills for driving, particularly vehicles over 15,000 pounds gross weight, or the 40-foot fifth-wheel trailer pulled by a pickup.
8. Driver licensing pretesting.

A pre-testing questionnaire containing 10 basic driver training questions could be mailed with the driver license renewal notice. The driver would be advised that three of the ten questions will be asked at the time the license is renewed. If the driver is unable to answer the questions, he/she will not be issued a license until they complete a standard driving examination.

LICENSING, cont'd.

Recommendations for possible legislation, cont'd.

9. Dissemination of information, possibly by the Department of Licensing or the Washington Traffic Safety Commission, to inform state residents, or at least those with driver licenses and vehicle and boat registrations of any relevant statutory changes adopted by the Legislature.

Recommendations for possible administrative change:

1. Behind-the-wheel testing of commercial vehicle drivers by the Department of Licensing to develop a more in-depth testing program.
2. Expansion of the commercial vehicle endorsements at a more comprehensive level, separating the different classes of commercial vehicles; for example, the common and combination endorsements.

There are marked differences in skills required for driving a truck, a semi-tractor, a full trailer or a "train", which is a semi-tractor, and two full trailers.

3. Inclusion of more information for bicyclists on rules of the road in the Washington State Drivers Manual.
4. Development by the Commission on Equipment of a more comprehensive definition regarding the licensing of three-wheeled vehicles (as motorcycles or their own special category) and determination of the type of driver license endorsement, if any, they should have.

MOTORCYCLE SAFETY

Moderator: Don Mapp, State Coordinator, Washington Motorcycle Safety Program,
Department of Licensing

1. Allocation to the motorcycle safety education account of an additional dollar from the motorcycle endorsement fee for such projects as promotion of the motorcycle training locations throughout the state, and motorcycle safety campaigns.

Currently the only money used for these programs and allocated to the motorcycle safety account is the first dollar of the \$2.00 endorsement fee.

2. Reduction in the time allotted for the term of a motorcycle instruction permit, from one year to ninety days.

Some riders are continuing to drive with a motorcycle instruction permit in lieu of taking the motorcycle licensing test.

3. Allocation of the moneys collected from the \$2.50 motorcycle instruction permit fees to be placed in the motorcycle safety education account, so that the motorcyclists are supporting their own program.

MOTORCYCLE SAFETY, cont'd.

4. Completion of an approved motorcycle training program to be required of a driver applying for his/her first motorcycle license.
5. Special license plates for mopeds and motorscooters.
6. Highway safety signing for motorcyclists should be included in the Department of Transportation's master traffic safety plan.

THE ROADWAY

Moderator: Wes Bogart, Chairman, Washington Highway Users Federation

1. Prohibition of the use of studded tires in Washington State.

A Washington Department of Transportation study indicates that studded tires are only effective in temperatures from 10 to 34 degrees. Their use adds to the overlay costs for highway maintenance of approximately \$3.9 million per year.

2. Better coordination between the Department of Transportation and the highway construction industry regarding a proper traffic control plan, particularly in the area of highway safety signing.
3. Encouragement of law enforcement to have vehicles which become disabled along the roadway moved to a location where there is an area wider than the shoulder to deposit the vehicle until the due process period has been completed.

TRAFFIC SAFETY EDUCATION

Moderator: Charles Hayes, Assistant Director, Washington Traffic Safety Commission

1. Development of a general communications system, with coordination between the Legislature, the Washington Traffic Safety Commission, and other state agencies, to keep the public informed of the most current traffic safety information.
2. Development of a comprehensive state approved health-education program which will include an alcohol and safety education format.
3. Enactment of a provisional driver licensing program for drivers under age 18, possibly withdrawing the driving privilege if the driver has one hazardous moving violation or two minor moving violations.
4. Mandatory safety belt usage for the first two years of driving.
5. Opposition to any movement to eliminate high school driver education programs in Washington State.
6. Motorcycle education programs to cover more of the motorcycling public (which is now one percent of the driver population).

VEHICLE OCCUPANT RESTRAINT SYSTEMS

Moderator: Katie Hicks, Passive Restraints Program Manager, Washington Traffic Safety Commission

1. Mandatory seatbelt laws for Washington State, and as many other states as possible.
 - a) There is a need to disseminate more information on the federal "208" ruling, explaining that passage of a mandatory seatbelt law will not eliminate the existence of passive restraint systems (including air bags).
 - b) Introduction of a multiplicity of slightly varying mandatory restraint bills should be avoided in order to maintain strong support.
 - c) Sunset clauses and effective dates set far into the future should also be set aside in favor of an early or immediate effective date.
 - d) No exemptions from the law other than for medical reasons.
 - e) Development of a plan of action for grass roots support for this needed legislation.

PARTICIPANTS IN
WASHINGTON TRANSPORTATION SAFETY CONFERENCE

SEPTEMBER 30--OCTOBER 3, 1984
SEATTLE MARRIOTT HOTEL
SEATTLE, WASHINGTON

OCTOBER 22, 1984

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ROBERT ENGLE	WASH. ST. DEPARTMENT OF TRANSPORTATION	TRANSPORTATION BUILDING	OLYMPIA	WA.	98504	206-753-6182
NAN FARWELL	WASH. ST. DEPARTMENT OF LICENSING	HIGHWAY-LICENSES BLDG.	OLYMPIA	WA.	98504	206-753-6977
ED FERGUSON	WASH. ST. DEPARTMENT OF TRANSPORTATION	15903 N.E. 29TH AVE.	RIDGEFIELD	WA.	98642	206-573-9010
JACOB J. FERRO	NYS DEPARTMENT OF MOTOR VEHICLES	EMPIRE STATE PLAZA	ALBANY	NY.	12228	518-474-1223
DON FITZMAHAN	ROBERTS, FITZMAHAN & ASSOCIATES	9131 CALIFORNIA AVE. S.W.	SEATTLE	WA.	98136	206-932-8409
DENNIS FLEENOR	HOUSE DEMO. COMMUNICATIONS	RM. 226 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-7748
DONNA FRITTS	NTSI	1235 WOODROW N.E.	SALEM	OR.	97303	503-364-3565
REP. AVERY GARRETT	LEGISLATIVE TRANSPORTATION COMMITTEE	602 S.W. LANGSTON RD.	RENTON	WA.	98055	206-255-7117
JOYCE GIBBONS		P.O. BOX 909	GOLDENDALE	WA.	98620	509-773-5487
MARK GIBSON	HIGHWAY USERS FEDERATION	777 NO. 8TH, #209	BOISE	ID.	83702	208-342-6970
JOHN GONSALEZ	WASH. ST. DEPARTMENT OF LICENSING	HIGHWAYS-LICENSES BUILDING	OLYMPIA	WA.	98504	206-753-5029
SARAH S. GORDON	WASH. ASSOC. OF WOMEN HIGHWAY SAFETY LEADERS	7801 SOUTH ALASKA	TACOMA	WA.	98408	204-475-5177
SEN. BARBARA GRANLUND	SENATE TRANSPORTATION COMMITTEE	3777 PINE TREE DRIVE	PORT ORCHARD	WA.	98366	206-871-2584
DON GRIFFITH	WASH. ST. DEPARTMENT OF TRANSPORTATION	TRANSPORTATION BLDG.	OLYMPIA	WA.	98504	206-753-7192
KATHLEEN GROSHONG	KENT DRINKING DRIVER TASK FORCE	220 4TH AVENUE SOUTH	KENT	WA.	98032	206-872-4011
ZELMA M. GROCE	WASH. ASSOC. OF WOMEN HIGHWAY SAFETY LEADERS	2510 WEST MEAD	YAKIMA	WA.	98902	509-452-5190
ELLEN "SLICK" GRUBB	STATE OF WASHINGTON	19512 BING ROAD	LYNNWOOD	WA.	98036	206-345-5679
WAYNE T. GRUEN	WASH. ST. DEPARTMENT OF TRANSPORTATION	TRANSPORTATION BLDG.	OLYMPIA	WA.	98504	206-753-6090
THOMAS GULLIKSJN	WASH. STATE TRAFFIC SAFETY COMMISSION	1000 S. CHERRY STREET	OLYMPIA	WA.	98504	206-753-6197

NAME	ORGANIZATION	ADDRESS	CITY	ST.	ZIP	PHONE
HAR "KRIS" GUPTA	WASH. ST. DEPARTMENT OF TRANSPORTATION	TRANSPORTATION BUILDING	OLYMPIA	WA.	98504	206-753-6167
ELAINE HAGSETH	WASH. ST. DEPARTMENT OF LICENSING	HIGHWAY-LICENSES BLDG.	OLYMPIA	WA.	98504	206-753-6977
GARY V. HAHN	GREYHOUND LINES, INC.	9TH AND STEWART	SEATTLE	WA.	98101	206-628-5529
PATRICK HALSTEAD	WASH. RAILROAD ASSOCIATION	612 HOGE BUILDING	SEATTLE	WA.	98104	206-623-8714
SENATOR TED HALEY	LEGISLATIVE TRANSPORTATION COMMITTEE	5800 100 ST. N.W. #30	TACOMA	WA.	98499	206-584-3186
WANDA HANSEN	SAFTYE	911 E. 2ND	ELLENSBURG	WA.	98926	509-962-2224
PHILIP HASELTINE	U.S. DEPARTMENT OF TRANSPORTATION	400 7TH ST. S.W.	WASH.	D.C	20590	202-426-4540
SCOTT HAWES	ABATE OF WASHINGTON	19512 BING ROAD	LYNNWOOD	WA.	98036	206-345-5679
CHARLES F. HAYES	WASH. STATE TRAFFIC SAFETY COMMISSION	1000 S. CHERRY STREET	OLYMPIA	WA.	98504	206-753-6197
HENRY HEIN, JR.	CITY OF YAKIMA	2301 FRUITVALE BLVD.	YAKIMA	WA.	98902	509-575-6226
JACK S. HERRICK	BELLINGHAM SCHOOL DIST. 501	2020 CORNWALL AVENUE	BELLINGHAM	WA.	98225	206-676-6471
PAUL G. HERRON	AUTOMOBILE CLUB OF WASH.	330 SIXTH AVE. NORTH	SEATTLE	WA.	98109	206-292-5300
BILL HIPLAR	SPI	OLD CAPITOL BLDG.	OLYMPIA	WA.	98504	206-753-6736
KATIE HICKS	WASH. STATE TRAFFIC SAFETY COMMISSION	1000 S. CHERRY STREET	OLYMPIA	WA.	98504	206-753-6197
BURKE HINSHAK	WASH. STATE MOTORCYCLE ASSN.	405 STEWART STREET	PUYALLUP	WA.	98371	206-848-4501
PAUL C. HOOPER	KING COUNTY DEPT. OF PUBLIC WORKS	956 CO. ADMINISTRATION BLDG.	SEATTLE	WA.	98104	206-344-7490
ORLANDO HOWELL	HOQUIUM POLICE DEPARTMENT	215 10TH	HOQUIUM	WA.	98550	206-532-0892
HARLEY HUDGEKS	KING CT. MEDICAL EXAMINERS OFFICE	850 ALDER ST.	SEATTLE	WA.	98104	206-344-4242
AMY C. HUGHES	SNOGIT COUNTY D.W.I. TASK FORCE	203 CO. ADMINISTRATIVE BLDG.	MOUNT VERNON	WA.	98273	206-336-9400
ELMER C. HUNTLEY		3114 ANCHOR LANE N.W.	OLYMPIA	WA.	98502	206-866-9199
ALLAN ISLEY	MOTORCYCLE SAFETY FOUNDATION	CHADSFORD WEST RT. 1	CHADDS FORD	PA.	19317	215-388-1555

NAME	ORGANIZATION	ADDRESS	CITY	ST.	ZIP	PHONE
KERN JACOBSON	WASH. ST. DEPARTMENT OF TRANSPORTATION	6431 CORSON AVE. S.	SEATTLE	WA.	98106	206-764-4030
DIANE JANES	KING COUNTY MADD	724 TULALIP RD. NE	MARYSVILLE	WA.	98270	206-653-1324
ROBERT F. JARRELL	BONNEVILLE POWER ADM.	P.O. BOX 491 - EJW	VANCOUVER	WA.	98666	206-690-2441
VICKI L. JENNINGS	KAPPA SYSTEMS, INC.	250 N.W. 39TH, SUITE 7	SEATTLE	WA.	98107	206-621-1700
AUGUSTIN P. JIMENEZ	SEATTLE CITY ATTORNEY OFFICE	1000 MUNICIPAL BLDG.	SEATTLE	WA.	98104	206-625-2404
KATHLEEN JOHNSTON	INSURANCE CORP. OF BRITISH COLUMBIA	RM. 240, 151 W. ESPLANADE	NO. VANCOUVER	B.C.	V7M 3H9	604-661-6651
MURL JONES	CLARK COUNTY	P.O. BOX 5000	VANCOUVER	WA.	98668	206-699-2379
ROSS KELLEY	SPOKANE CT. ENG/WASH. ASSN. TRAF. SAFETY REP.	N. 811 JEFFERSON STREET	SPOKANE	WA.	99260	509-456-3600
JEFF KELSEY		4424 S.W. 102ND ST.	SEATTLE	WA.	98146	206-937-3267
FORD W. KIENE	CITY BEVERAGES/KENT D.W.I. TASK FORCE	P.O. BOX 1357	KENT	WA.	98032	206-852-4010
MIKE KILBORNE	ADMINISTRATOR FOR THE COURTS	TEMPLE OF JUSTICE	OLYMPIA	WA.	98504	206-753-3365
JERRY KIRK	KENT SCHOOL DISTRICT	37929 53RD. AVE. S.	AUBURN	WA.	98001	
BOB KLEWITZ	CITY OF REDMOND	15670 NE 85TH ST.	REDMOND	WA.	98052	206-882-6497
DR. CARL KLINGBERG	DSHS - BUREAU OF HEALTH STATISTICS	1112 SO. QUINCE	OLYMPIA	WA.	98504	206-753-5992
CAROL KNIGHT-WALLACE	WASH. STATE TRAFFIC SAFETY COMMISSION	1000 S. CHERRY STREET	OLYMPIA	WA.	98504	206-753-6197
KENNETH KOHAGEN	CITY OF YAKIMA TRANSIT	705 S. 26TH AVE.	YAKIMA	WA.	98902	
HARRIET KRUEGER	WASH. ASSOC. OF WOMEN HIGHWAY SAFETY LEADERS	W. 2030 AUGUSTA	SPOKANE	WA.	99205	509-328-7993
JOHANNES W. KURZ	SNOH. COUNTY DEPT. OF PUBLIC WORKS	COUNTY ADMIN. BLDG.	EVERETT	WA.	98201	206-259-9555
LOW LYLEE	WHIDBEY ISLAND NAVAL AIR STATION	415 E. HELDER RD.	OAK HARBOR	WA.	98277	
BERNHARD J. LANG	WALLA WALLA SCHOOL DISTRICT #140	FERN & ABBOTT ROADS	WALLA WALLA	WA.	99362	509-529-5551
BILL LATHROP	WASH. STATE TRAFFIC SAFETY COMMISSION	1000 S. CHERRY STREET	OLYMPIA	WA.	98504	

NAME	ORGANIZATION	ADDRESS	CITY	ST.	ZIP	PHONE
NANCY LANTON	WASH. ST. DEPARTMENT OF LICENSING	HIGHWAYS-LICENSES BUILDING	OLYMPIA	WA.	98504	206-753-6996
JOSEPH LENZ	WHATCOM CO. ALC/TRAFFIC SAFETY COOR.	1229 CORNWALL AVE. #213	BELLINGHAM	WA.	98226	206-676-6674
DON LEWIS	W.U.T.C.	HIGHWAYS-LICENSE BLDG.	OLYMPIA	WA.	98504	206-753-3950
CANDY LIGHTNER	MADD	669 AIRPORT FREEWAY #310	HURST	TEX.	76053	817-268-6233
BRIAN LIMETTI	WASH. ST. DEPARTMENT OF TRANSPORTATION	TRANSPORTATION BUILDING	OLYMPIA	WA.	98504	
VERNA LIFFOLD	SNGH. COUNTY MADD	P.O. BOX 1113	EVERETT	WA.	98206	206-259-MADD
MONTY LISH	METRO	600 1ST AVE.	SEATTLE	WA.	98119	206-447-6870
TOM LISTON	WASH. STATE PATROL	GENERAL ADMIN. BLDG. AX-12	OLYMPIA	WA.	98504	
TODD LITTMAN	BICYCLE FEDERATION OF WASH.	113 DECATUR	OLYMPIA	WA.	98502	206-943-9025
PAULA Y. LOEWEN	MADD - CLARK COUNTY	5710 N.E. 115 ST.	VANCOUVER	WA.	98665	
JOHN J. LOGAN	KING COUNTY DEPT. OF PUBLIC WORKS	900 CO. ADMINISTRATION BLDG.	SEATTLE	WA.	98104	206-344-2696
ROBERT LONSBERY	TRAFFIC ENGINEER, CITY OF OLYMPIA	P.O. BOX 1967	OLYMPIA	WA.	98507	206-753-8314
TERRY LONSEBRY	LEGISLATIVE TRANSPORTATION COMMITTEE	232 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-6830
LT. LARRY LORACK	BELLEVUE POLICE DEPARTMENT	P.O. BOX 1768	BELLEVUE	WA.	98009	
RON LORENTSON	LEGISLATIVE TRANSPORTATION COMMITTEE	232 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-6830
BRAD LOVAAS	LEGISLATIVE TRANSPORTATION COMMITTEE	232 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-6830
ARNOLD K. LUKIN	SNOHOMISH COUNTY D.W.I. PROGRAM	C/O SNOH.PROSECUTOR'S OFFICE	EVERETT	WA.	98201	206-258-2855
DONALD L. LUND	WASH. ST. DEPARTMENT OF TRANSPORTATION	TRANSPORTATION BUILDING	OLYMPIA	WA.	98504	206-753-6095
DIANE MAC MASTER	CLARK COUNTY D.W.I. TASK FORCE	P.O. BOX 5000	VANCOUVER	WA.	98668	206-699-2434
PATRICIA MANDUCA	INSURANCE CORP. OF BRITISH COLUMBIA	RM. 240, 151 W. ESPLANADE	NO. VANCOUVER	B.C.	V7M 3H9	604-661-6651
DON MAPP	WASH. MOTORCYCLE SAFETY PROGRAM	HIGHWAYS-LICENSES BLDG.	OLYMPIA	WA.	98504	206-753-1349

NAME	ORGANIZATION	ADDRESS	CITY	ST.	ZIP	PHONE
GLEN MARTIN	ASSOCIATED GROCERS , INC.	3301 S. NORFOLK	SEATTLE	WA.	98124	206-752-2100
NANCY MATHEWS	CITY OF KENT	220 4TH AVE. S.	KENT	WA.	98032	206-872-3300
CATHY MAYO	LEGISLATIVE TRANSPORTATION COMMITTEE	236 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-1215
KAY McAVINEW	KING COUNTY	BOEING FIELD	SEATTLE	WA.	98108	206-344-4006
CLYDE McBRAYER	ESD 113--TRAFFIC SAFETY EDUCATION	601 McPHEE ROAD S.W.	OLYMPIA	WA.	98502	206-754-2943
ANITA L. McINTOSH	MASON COUNTY DISTRICT COURT PROBATION	MASON COUNTY COURTHOUSE	SHELYON	WA.	98584	206-426-2878
THAIS McKEE	INSURANCE CORP. OF BRITISH COLUMBIA	RM. 240, 151 W. ESPLANADE	NO. VANCOUVER	B.C.	V7M 3H9	604 661-6651
MARY MEYER	LEGISLATIVE TRANSPORTATION COMMITTEE	234 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-7948
TERRY MICHALSON	LEGISLATIVE TRANSPORTATION COMMITTEE	233 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-0346
WALT MIERZWA	ABERDEEN CITY COUNCILMAN	923 W. MARKET STREET	ABERDEEN	WA.	98520	206-249-4121
ROGER MITTLESTADT	MADD - KITSAP CHAPTER	25604 PIONEER WAY	POULSBRO	WA.	98370	206-478-4671
BRENKI MOBERG	SEATTLE POLICE DEPARTMENT	610 3RD AVENUE	SEATTLE	WA.	98104	206-625-2696
CHIEF NEIL MOLONEY	WASH. STATE PATROL	GENERAL ADM. BLDG. AX-12	OLYMPIA	WA.	98504	
LILLIE L. MORRIS	WASH. ASSOC. OF WOMEN HIGHWAY SAFETY LEADERS	7801 SOUTH ALASKA	TACOMA	WA.	98408	206-475-5177
DEPUTY CHIEF JAMES D. MUNGER	WASH. STATE PATROL	GEN. ADM. BLDG., AX-12	OLYMPIA	WA.	98504	206-753-1904
FRED NELSON	CITY BEVERAGE	1025 N. 6TH	KENT	WA.	98032	206-852-4010
JEAN S. NELSON	WASH. ASSOC. OF WOMEN HIGHWAY SAFETY LEADERS	1716 FIRGROVE PLACE N.W.	GIG HARBOR	WA.	98335	205-756-3015
FRANZ NIEGEMANN	WASH. STATE TRAFFIC SAFETY COMMISSION	1000 S. CHERRY STREET	OLYMPIA	WA.	98504	206-753-6177
HAROLD OGBOCK	YAKIMA COUNTY PUBLIC WORKS	408 COUNTY COURTHOUSE	YAKIMA	WA.	98901	509-575-4151
DICK ODABASHIAN	WASH. ST. TRANSPORTATION COMMISSION	TRANSPORTATION BLDG.	OLYMPIA	WA.	98504	206-753-6170
PETER ODABASHIAN	REID , MIDDLETON & ASSOCIATES	121 5TH AVE. N., SUITE 200	EDMONDS	WA.	98020	206-775-3434

NAME	ORGANIZATION	ADDRESS	CITY	ST.	ZIP	PHONE
LT. RONALD O'GWIN	WASHINGTON STATE PATROL	GENERAL ADMINISTRATION BLDG.	OLYMPIA	WA.	98504	206-753-2846
BRUCE D. OLSEN	AAA WASHINGTON	330 SIXTH AVENUE N.	SEATTLE	WA.	98109	206-292-5366
BRIAN O'NEILL	INSURANCE INSTITUTE FOR HIGHWAY SAFETY	600 NEW HAMPSHIRE AVE.	WASH.	D.C.	20037	202-333-0770
BOB OVERSTREET	CITY OF EVERETT	3002 WETMORE	EVERETT	WA.	98201	206-526-0600
BEPI PARKER	OREGON TRAFFIC SAFETY COMMISSION	4TH FL., ST. LIBRARY BLDG.	SALEM	OR.	97310	503-378-3669
JOANNE PARKER	SNOHOMISH COUNTY MADD	P.O. BOX 1113	EVERETT	WA.	98204	206-259-MADD
TOM PENTIN	LAKE SIDE INDUSTRIES	P.O. BOX 1379	BELLEVUE	WA.	98009	206-641-4600
SEN. LOWELL PETERSON	LEGISLATIVE TRANSPORTATION COMMITTEE	P.O. BOX 247	BURLINGTON	WA.	98233	206-755-9080
JULIA PETERSON	D.W.I. COORDINATOR--PIERCE COUNTY	1133 COUNTY/CITY BLDG.	TACOMA	WA.	98402	206-591-7792
CAROL PLOCK	CARTA	N.811 JEFFERSON	SPOKANE	WA.	99260	509-456-2342
LARRY PURSLEY	WASH. TRUCKING ASSN.	P.O. BOX 81086	SEATTLE	WA.	98108	206-682-0250
GERRI RAINWATER	CITY OF TACOMA	747 MARKET, RM. 1220	TACOMA	WA.	98402	206-591-5120
FRED RANCH	NATIONAL SAFETY COUNCIL	444 N. MICHIGAN AVE.	CHICAGO	ILL.	60611	312-527-4800
MARY RANTS	LEGISLATIVE TRANSPORTATION COMMITTEE	232 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-6830
JANET E. RAY	AAA WASHINGTON	330 SIXTH AVENUE N.	SEATTLE	WA.	98109	206-292-5365
TOM R. RETTERATH	UNITED TRANSPORTATION UNION	1019 PACIFIC AVE., RM. 1111	TACOMA	WA.	98402	206-572-6444
DAVID C. RIKER	THURSTON COUNTY PUBLIC WORKS	2000 LAKE RIDGE DRIVE	OLYMPIA	WA.	98502	206-786-5490
W.P. ROBERTS	WASH. HIGHWAY USERS FEDERATION	111 W. 21ST	OLYMPIA	WA.		206-357-9975
REGGIE ROBINSON	WSGF	3525 FINE RD.	BREMERTON	WA.		206-373-6385
LARRY ROEDIGER	WASH. STATE DEPARTMENT OF TRANSPORTATION	TRANSPORTATION BLDG.	OLYMPIA	WA.	98504	206-754-2257
DAVE ROHRER	SKAGIT COUNTY COMMISSIONER	SKAGIT COUNTY COURTHOUSE	MOUNT VERNON	WA.	98273	206-336-9300

NAME	ORGANIZATION	ADDRESS	CITY	ST.	ZIP	PHONE
DR. MILTON ROEACH	SOCIAL RES. CENTER	W.S.U.	PULLMAN	WA.	99164	
THAYER ROBARAUGH	CITY OF VANCOUVER	P.O. BOX 1995	VANCOUVER	WA.	98668	206-696-8290
RICHARD ROSENGREEN	W.U.T.C.	HIGHWAYS- LICENSE BLDG.	OLYMPIA	WA	98504	206-753-3950
WILLIAM ROURKE	N.Y. GOVERNOR'S TRAFFIC SAFETY COMMISSION	ROCKEFELLER EMPIRE PLAZA	ALBANY	N.Y.	12228	518-474-5777
ELAINE RUSSELL	WTSC/PTA BUCKLE"UP" PROJECT	9725 51ST AVENUE N.E.	MARYSVILLE	WA.	98270	206-653-0664
JOHN RUMSEY	SKAGIT CO. PUBLIC WORKS DEPT.	203 CO. ADMINISTRATIVE BLDG.	MOUNT VERNON	WA.	98273	206-336-9400
MIKE RYHERD	JT. COUNCIL OF TEAMSTERS/B.N.I.	1925 E. MILLER	SEATTLE	WA	98112	206-324-4444
MARVIN R. RYSER	WASH. ST. DEPARTMENT OF LICENSING	HIGHWAY-LICENSES BLDG.	OLYMPIA	WA.	98504	206-753-6977
MARILYN SALLA	MADD	P.O. BOX 1971	TACOMA	WA.	98401	206-572-MADD
JESUS SANCHEZ	WASH. ST. DEPARTMENT OF LICENSING	HIGHWAYS-LICENSES BUILDING	OLYMPIA	WA.	98504	206-753-6914
DONALD P. SANFORD	SEATTLE PUBLIC SCHOOLS	13720 ROOSEVELT WAY N.	SEATTLE	WA.	98133	206-587-5656
ROBBIE SCHNEIDER	MARYSVILLE PTSA COUNCIL	3501 SUNNYSIDE BLVD.	MARYSVILLE	WA.	98270	206-334-3631
LAUREL ANN SCHEPMAN		204 S.W. 292ND	FEDERAL WAY	WA.	98003	
DALE SCHROEDER	TRAFFIC ENGINEER, CITY OF EDMONDS	250 5TH AVENUE N.	EDMONDS	WA.	98020	206-775-2525
ELEANOR SCHOULTZ	CACHS	W. 2121 WEILE	SPOKANE	WA.	99208	509-327-4867
EUGENE SCHLATTER	LEGISLATIVE TRANSPORTATION COMMITTEE	232 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-6830
BOB SEEBEP		210 E. UNION	OLYMPIA	WA.	98501	206-753-9300
K.B. SEELEY	CITY OF KENT	220 S. 4TH AVENUE	KENT	WA.	98032	206-872-4174
MICHAEL S. SHANAHAN	UNIVERSITY OF WASHINGTON POLICE DEPT.	1117 N.E. BOAT STREET	SEATTLE	WA.	98105	206-543-9331
LOUISE G. SHOWALTER	WNSL & PIERCE COUNTY SAFETY COUNCIL	802 SOUTH MASON	TACOMA	WA.	98405	206-752-4888
FLOYD SICKLER	LEWIS CO. DEPARTMENT OF PUBLIC WORKS	P.O. BOX 899	CHEHALIS	WA.	98532	206-748-9121

NAME	ORGANIZATION	ADDRESS	CITY	ST.	ZIP	PHONE
T.J. SIMER	ABATE OF WASH.	P.O. BOX 217	DUPONT	WA.	98327	206-675-4997
JAY SKEWES	CITY OF KENT	220 S. 4TH AVENUE	KENT	WA.	98032	206-672-4174
RICHARD C. SMITH	BELLEVUE POLICE DEPARTMENT	P.O. BOX 1768	BELLEVUE	WA.	98009	206-455-6940
RON SMYTHE	MARYSVILLE MIDDLE SCHOOL	4923 69TH ST. N.W.	MARYSVILLE	WA.	98270	206-653-0615
WILLIAM G. SPENCER	MOTORCYCLE TRAINING CENTERS	P.O. BOX 272	PUYALLUP	WA.	98371	206-841-3563
CHARLES W. STANBURY	WASH. ST. DEPARTMENT OF LICENSING	HIGHWAY-LICENSEE BLDG.	OLYMPIA	WA.	98504	206-753-6977
JAN STEINBACH	STEVENS CT. TRAFFIC SAFETY COORDINATOR	P.O. BOX 38	CHEWELAH	WA.	99109	509-684-5048
BERNICE STERN	WASH. ST. TRANSPORTATION COMMISSION	TRANSPORTATION BLDG.	OLYMPIA	WA.	98504	206-753-6170
REP. DEAN SUTHERLAND	LEGISLATIVE TRANSPORTATION COMMITTEE	23503 N.E. 108TH ST.	VANCOUVER	WA.	98662	206-892-5548
JAN SWENSON	LEGISLATIVE TRANSPORTATION COMMITTEE	236 HOUSE OFFICE BLDG.	OLYMPIA	WA.	98504	206-753-1214
DICK SWIER	WASH. STATE PATROL	GENERAL ADM. BLDG. AX-12	OLYMPIA	WA.	98504	206-753-6173
MAJ. GEORGE TELLEVIN	WASH. STATE PATROL	GENERAL ADM. BLDG. AX-12	OLYMPIA	WA.	98504	206-753-6566
CHARLES H. THACKER		3505 SHORE AVENUE	EVERETT	WA.	98203	
ROBERT C. "BOB" THORNTON	ABATE OF WASHINGTON	P.O. BOX 24	DUPONT	WA.	98237	206-964-4118
MARK TOSTBERG	EVERGREEN SAFETY COUNCIL	822 JOHN ST.	SEATTLE	WA.	98109	
HOMER J. TREFRY	WASHINGTON STATE GRANGE	1511 N. PERSHING	WENATCHEE	WA.	98801	509-663-8209
ROBERT TURNER P.E.	SPOKANE COUNTY ENGINEER	NORTH 811 JEFFERSON	SPOKANE	WA.	99260	509-456-3600
BOB TYACK	ASSOCIATED GROCERS, INC.	3301 S. NORFOLK	SEATTLE	WA.	98124	206-762-2100
GRANT TYNDALL	R.C.M. POLICE	657 WEST 37TH AVENUE	VANCOUVER	B.C.	V5Z 1Y6	604-264-2935
DR. CHARLES UHL	ALCOHOL & DRUG ABUSE INST.	UNIV. OF WASH.	SEATTLE	WA.	98105	206-323-0937
GEORGE UNGER	PIERCE COUNTY HEALTH DEPARTMENT	3629 SO. D ST.	TACOMA	WA.	98408	206-591-6552

NAME	ORGANIZATION	ADDRESS	CITY	ST.	ZIP	PHONE
JUDGE GARY UTIGARD	AIRPORT DISTRICT COURT	601 S.W. 149TH ST.	SEATTLE	WA.	98166	206-433-2044
MARION VALBURG	BRD.ON POLICE STANDARDS & TRAINING	550 N. MONMOUTH AVENUE	MONMOUTH	OR.	97361	503-378-2100
REP STEVE VAN LUVEN	LEGISLATIVE TRANSPORTATION COMMITTEE	P.O. BOX 3625	BELLEVUE	WA.	98009	206-828-4682
WILLIAM VAN GELDER	SEATTLE ENGINEERING DEPARTMENT	708 MUNICIPAL BLDG.	SEATTLE	WA.	98104	206-625-2341
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