

ALASKA LEGISLATURE COMMITTEE FILES 1985-1986 86/2

3701 HSTA HB 436 - HB 454 577

CABOOSE CAN SPOT MINOR DEFECTS THAT COULD LEAD TO MAJOR
DERAILMENTS. FIRES CAUSED BY HOT BOXES OR STICKING BRAKES FOR
EXAMPLE CAN BE DETECTED AND PROPER AUTHORITIES CAN BE CONTACTED TO
PROTECT FORESTS, BRIDGES AND COMMUNITIES SUCH FIRES.

OF MOST CONCERN TO ME IS THE TRANSPORT OF HAZARDOUS MATERIALS.
WITH THE DILEMMA OF INSURANCE COST FOR TRUCKERS TRANSPORTING
HAZARDOUS MATERIALS, WITHIN A SHORT PERIOD OF TIME WE WILL ONLY
HAVE ONE TRUCKING FIRM IN THE STATE CARRYING THESE MATERIALS.

ALTHOUGH THE ALASKA RAILROAD SHIPS MORE HAZARDOUS MATERIALS THAN
ANY OTHER SHIPPER IN THE STATE, I CAN'T IMAGINE A FREIGHT WITH
THESE COMMODITIES ON THEM AND NO CREW ON THE CABOOSE TO SMELL OR
SEE A LEAKAGE.

THE CONDUCTOR AND SOMETIME REAR TRAINMAN OBSERVE BOTH SIDE OF THE
TRAIN AND ALSO THE TRACK BEHIND THEM. THEY WATCH FOR SIGNALS FROM
WAYSIDE GROUND PERSONNEL, SHIFTED LOAD, CHILDREN PLAYING ON

EQUIPMENT, FIRES, VEHICLES STRIKING THE SIDE OF THE TRAIN AND THE
LISTS GOES ON AND ONE.

OF COURSE I REALIZE NOT ALL ACCIDENTS CAN BE PREVENTED BY THE CREW
OF THE CABOOSE, BUT THE OCCUPANTS OF A CABOOSE ARE RESPONSIBLE FOR
MINIMIZING MANY INCIDENTS. THERE IS NO RECORD THAT I AM AWARE OF
THE MANY, MANY TIMES THE TRAIN IS STOPPED FOR A MINOR REPAIR WHICH
SAVED THE TRAIN FROM NEAR DISASTER.

MANAGEMENT OF THE ALASKA RAILROAD ARGUES THAT WE ARE INTERFERING
WITH THE RIGHTS OF MANAGEMENT. I WORKED HARD FOR THE ACQUISITION
OF THE ALASKA RAILROAD AND I KNOW WHAT THE INTENT OF CHAPTER 40 IS
ALL ABOUT. THE VERY FIRST SECTION OF THAT LAW STATES: "IT IS THE
POLICY OF THE STATE TO PROVIDE SAFE, ECONOMICAL AND EFFICIENT
TRANSPORTATION TO RESIDENTS, BUSINESS, VISITORS, AND MILITARY
INSTALLATION IN THE STATE." IT IS FURTHER STATED IN ARTICLE 2 THAT
THE ALASKA RAILROAD BOARD IS CHARGED WITH THIS SAME RESPONSIBILITY.
DUE TO THE FACT THAT THE COMMISSIONERS OF COMMERCE AND

TRANSPORTATION SIT ON THAT BOARD, AND I HAVE NOT RECEIVED ANY
NEGATIVE POSITIONS FROM EITHER DEPARTMENT, I CAN ONLY CONCLUDE
THERE IS NO OBJECTION TO MY BILL.

MANAGEMENT OF THE ALASKA RAILROAD ARGUES THAT IT IS NOT COST
EFFECTIVE TO REPAIR AND MAINTAIN THE CABOOSE. I QUESTION THAT -
BUT WE ALL KNOW THAT ON-GOING ARGUMENT FOR SAFETY IN GENERAL - WHAT
PRICE DO WE GIVE TO SAFETY? I CAN ONLY REPLY THAT ONE ACCIDENT,
ONE FATALITY, IS ONE TOO MANY.

I WOULD LIKE TO DEFER TO BUDDY GRAY WHO CAN GIVE YOU FIRST HAND
KNOWLEDGE OF THE IMPORTANCE OF REQUIRING A CABOOSE.



United transportation union

1901 Arctic
Anchorage, Alaska 99503
(907)277-7208

Honorable Katie Hurley
Alaska State Representative
Fourteenth Legislature
State Capitol Building
Juneau, Alaska

Dear Representative Hurley:

Pose the question, "What is a caboose?" to any Alaskan in the State, and you will find that the number of different answers you will hear is directly related to the number of times that you ask the question.

Try it on yourself. What does "caboose" mean to you?

Is a caboose the little red car on the end of the train that was (and still is) the featured character in the first book that you were able to read on your own as a child?

Is it merely the last car on a mile-long train going across the road crossing? Is it the one car on that train that you are interested in enough to watch for, knowing that when it is clear of the crossing, you can now continue on with your business or trip?

Is the caboose (as one 9-year-old stated) "where the man stays and comes out and yells at us to quit playing on the track"?

Is the caboose still the home-away-from-home for that "quaint" and unusual breed of men that work on those mysterious trains that come and go in the night carrying their equally mysterious cargo? Where do the trains come from? Where do the trains go? Why do the whistles always sound so far away?

To you, the Legislator who must ultimately make the decision of whether or not the State of Alaska will require a caboose on certain trains, the answer must be explicit. You have to have all the information you can at your disposal to make that decision. It very well may be an infinitely more important decision than you had imagined at first glance.

Having a caboose law in the State of Alaska has nothing to do with nostalgia. The reason that the caboose was invented and has been used since the pioneering days of railroading in

Alaska has nothing to do with the folklore and romance with which it is so often associated.

For the past 12 years, I have worked on or with cabooses, and feel qualified with the many other operating men and women of The Alaska Railroad to separate the myths from the reality of railroading.

Hopefully, the information in this book will help you make your decision on whether cabooses are needed on The Alaska Railroad. The answer to me, and to many others, is easy. It is easy for virtually hundreds of reasons.

There should always be someone constantly watching both ends of any train. The public deserves at least that.

The people who live near the railroad tracks, whose children, in their curiosity, often come and play too near our trains, deserve at least that.

The motoring public who drive in every corner and across every grade crossing in the State of Alaska, in the rain, the snow, the fog and the many conditions that we all must contend with, deserve at least that.

The people who sleep soundly in their homes in the sparsely and densely populated areas of this great State of Alaska deserve at least that.

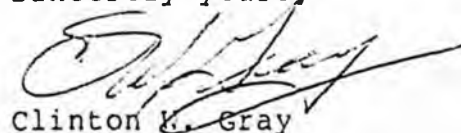
Every trainman in Alaska, or anywhere else, with any experience at all can give you accounts of incidents that have been prevented because their train had a caboose. Maybe you know one of these men or women. Maybe you can ask one of them to relate some of those experiences to you.

You, as a Legislator during this Fourteenth Alaska State Legislature, have a very busy schedule and many vitally important issues to weigh and decide upon for all of us who live in Alaska. I hope, even though I have been lengthy in this book to you, I have contributed in a positive way to expedite your decision on this vital issue.

At this time, let me sincerely wish you well in all your deliberations.

I am at your service at all times.

Sincerely yours,



Clinton K. Gray
Conductor/Alaska Railroad
United Transportation Union
Legislative Representative

NO NEED FOR CABOOSES?

LET'S LOOK AT THE FACTS

RAILROAD CLAIMS:

"Modern Technology has made cabooses obsolete."

FACT:

(1) While some uses for cabooses may be outdated, the safety function of providing an observation car for a train crewman at the rear is still critical, even where automated devices have been installed to supplement human observation.

(2) At the forefront of the railroad industry's "high-tech" devices is the so-called "hot box" detector, or scanner.

This "new" scientific advance was actually developed during World War II - over 40 years ago - to assist trainmen in detecting overheating wheel bearings which could lead to bearing failure, fires and train derailments.

Q: How well does the "hot box" detector work when left to do the job alone?

A: Trainmen have found that you can actually have a burning box car pass over a "hot box" detector without activating it.

The National Transportation Safety Board (NTSB) has recommended that railroads operating with cabooses have "hot box" detectors located at 30 mile intervals, and "in addition to the 30 mile spacing, approaches to bridges and tunnels should be protected by hot box detectors."

(3) The devices are not only expensive and unreliable, but there are as yet none which can tell the crew when the train's own weight has caused damage to the tracks and roadbed - the single greatest cause of accidents.

The crewman in the caboose is required by Railroad Operating Rules to continually observe the tracks to the rear of the train to detect such defects.

(4) It must also be pointed out that The Alaska Railroad has not one hot box detector on its entire system.

RAILROAD CLAIMS:

"Studies show that cabooses can be safely eliminated."

FACT:

(1) Contrary to railroad claims that the Interstate Commerce Commission has conducted such studies, in reality, the ICC has neither undertaken to study the matter, nor concluded that cabooseless operations are safe.

(2) Experience has shown that short trains hauling no hazardous materials can operate without cabooses, however, and caboose legislation pending in Alaska would allow them to do so.

RAILROAD CLAIMS:

"Railroads have been operating safely without cabooses for years."

FACT:

(1) Only one railroad in the United States has operated without cabooses for more than a few months. That line is over flat terrain with no curves, and is only a few hundred miles in length.

(2) By comparison, The Alaska Railroad operates over 470 miles of track throughout Alaska; we have only three dragging equipment indicators, two of which are in Anchorage city limits, no traffic control signals, no automatic block system, no shifted load detectors, and no hot box detectors anywhere on this railroad. We operate through steep river canyons and other rugged terrain, as well as over treacherous mountain routes, where cabooses are essential for safe operations.

(3) European trains can operate without cabooses because of their short length and the short distances between stations, as well as the frequency with which passing trains observe each other and report any defects.

(4) In Alaska, trains many times over a mile long will operate between stations hundreds of miles apart, frequently without ever passing another train en route.

RAILROAD CLAIMS:

"Operating with cabooses will have an adverse economic effect upon the Railroad."

FACT:

(1) Caboose construction and maintenance are far less expensive than the installation and maintenance cost for the devices intended to replace them, plus The Alaska Railroad has no plans to install any of these devices in the near future.

(2) Neither will the Railroad save on employee cost since the crewman of the caboose is to be moved to the engine, not eliminated.

RAILROAD CLAIMS:

"There is a need for interstate uniformity in Rail Safety Regulations."

FACT:

Four states have already adopted laws requiring freight trains to operate with cabooses; two other states have adopted regulations requiring freight train operations with a caboose, and many more states have pending legislation. Their power to do so has been upheld in Federal Court.

RAILROAD CLAIMS:

"The use of cabooses is a subject for Collective Bargaining, not legislation."

FACT:

(1) The use of cabooses is a Public Safety issue which should not be bargained away through contract negotiations. The Federal Railway Safety Act confers upon the states the ability to regulate rail safety for the protection of their citizens, despite the Railroad's claim to the contrary.

CABOOSES ON TRAINS: Who supports them?

- * Cities and communities whose residents are exposed to trains and their hazardous cargo;
- * Police, and fire departments whose crews must respond to rail emergencies;
- * Environmental groups who know the devastating effects on fish and wildlife from undetected toxic spill; and
- * The employees responsible for train operations and safety.

SENATE BILL 313

HOUSE BILL 436

LEGISLATION FACT SHEET

ON CABOOSES

This bill will provide for a properly equipped and staffed caboose on freight trains (over 1,000 feet in length including locomotives), while moving over tracks outside a yard or terminal. This bill also provides for exceptions, such as no caboose is required on a train composed only of locomotives and passenger coaches; or if an emergency occurs en route that prevents compliance, and will provide for a penalty of \$500 to \$1,000 for each violation.

This bill is a public safety issue, not a jobs issue. The effect of this bill will not require any additional personnel on the train, now or in the future.

Railroads, through mediation and a Presidential Emergency Board, obtained permission in 1982 to eliminate cabooses in an agreement with the United Transportation Union, which was signed under duress. (The only other option was ultimately to strike! Remember PATCO-Air Traffic Controllers.)

Public safety is not mentioned one time in Caboose Portion, Article 10 of October 15, 1982 United Transportation Agreement.

Some Lower 48 states railroads (Union Pacific specifically), were granted permission (by arbitrator) to operate trains transporting hazardous materials without a caboose, because this agreement also failed to mention the numerous hazardous and toxic materials moved by rail.

Four other states currently have passed legislation requiring cabooses on freight trains (Virginia, Oregon, Montana and Nebraska). New Mexico has adopted regulations, and Texas is now in the process to require cabooses. Many other states are now introducing legislation. (Louisiana in 1983 and the state of California in 1985 both passed bills, but their Governors vetoed them.)

With increased transportation of hazardous and toxic materials on The Alaska Railroad, safety of the public demands the greatest possible application of safety principles on our trains.

Cabooses have extended cupola windows for the observation of the train ahead, and the track behind. From the caboose, the crew is also able to observe the condition of the train and initiate measures to stop the train if unfavorable conditions arise. The caboose has an emergency brake valve for immediate use to stop a train. Normal position of employees on a train is a trainman and engineer in the lead locomotive cab, and a conductor in the caboose. At times, depending on the length of the train, there may be a trainman also on the caboose.

The engineer and head trainman observe the track ahead for signals, obstructions or anything that would affect train operations. The conductor, and at times a rear trainman, are seated on each side of the cupola facing forward to observe both sides of the train and also observe the track behind them. They will be watching for signals from wayside ground personnel, shifted loads, children playing on equipment, right-of-way fires, vehicles striking the side of the train, and numerous other hazards.

Alaska Railroad personnel (trainmen, carmen, sectionmen, station agents) have been drastically reduced in the past 5 to 10 years; therefore, train inspection from other sources is less often than in the past.

Many major accidents are being prevented with our present operation of cabooses on the rear of freight trains. Occupants of a caboose can spot minor defects that could lead to major derailments.

Although The Alaska Railroad has installed 3 dragging equipment monitoring devices, which malfunction frequently, they are too few and far between (two of them are in Anchorage, and one at Hurricane). The Alaska Railroad has no other type of monitoring devices. The devices that are in operation do not detect shifted loads, sticking brakes, broken wheels, hot wheels, bad bearings, hot boxes and many other possible hazards.

Shifted lading, or derailments of minor nature involving hazardous and toxic materials can be detected by the rear occupant of a train, thus protecting nearby rail structures and occupants of entire communities. The rear occupant of a train would be the first to render aid in the event of a road grade crossing accident, and the first to contact emergency vehicle assistance.

Fires can be caused in several ways. Carbon builds up in diesel locomotives under light load, and is scattered everywhere when the throttle is opened. Hot boxes and sticking brakes are also major causes of fires. Right-of-way fires can be detected and proper authorities can be contacted to protect forests, bridges, and communities from such fires.

In recent years on the nation's railroads, the most significant area of loss and damage to property resulted from track-caused train accidents on mainline track, rather than on branchline or yard tracks. This is also most prevalent on The Alaska Railroad.



STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No. : HB 436
 Title : An Act requiring a properly
 equipped and staffed caboose
 on certain trains.
 Sponsor : Cato
 Requestor : _____
 Date of Request : 2/14/86

FISCAL DETAIL

Agency Affected : _____
 BRU : _____

 Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

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

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING : (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS :

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

Prepared by : Representative Katie Hurley
 Division : House State Affairs Committee

Phone : 465-4963
 Date : 2/14/86

Approved by ^{Chair} ~~Commissioner~~ : Katie Hurley
 Agency : House State Affairs Committee

Date : 2/14/86

Distribution (by Agency preparing fiscal note) :

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

Number of Crew Members
Operating Alaska Railroad Trains
1981 - 1985

1981

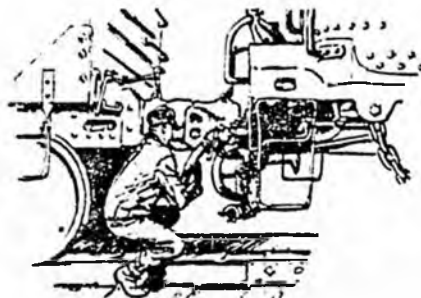
Passenger	1 - Conductor	1 - Engineer
	2 - Brakemen	1 - Fireman
	1 - Baggage man	
Freight	1 - Conductor	1 - Engineer
	2 - Brakemen	1 - Fireman
	1 - Swingman (Only on Local)	
Yard	1 - Conductor	1 - Engineer
	2 - Brakemen	

1982

Passenger	1 - Conductor	1 - Engineer
	1 - Brakeman	1 - Fireman
Freight	1 - Conductor	1 - Engineer
	1 - Brakeman	
Yard	1 - Conductor	1 - Engineer
	1 - Brakeman	

1985

Passenger (RDC)	1 - Conductor	1 - Engineer
Freight & Yard	1 - Conductor	1 - Engineer
	1 - Brakeman	
Freight (Fox)	1 - Conductor	1 - Engineer



REVENUE TON-MILES PER EMPLOYEE AND EMPLOYEE HOUR

Freight revenue ton-miles per employee and employee hour paid for increased to 2.9 million and 1,169, respectively, representing gains of more than 90 percent in both categories.

<u>Year</u>	<u>Freight Revenue Ton Miles Per: Employee (Millions)</u>	<u>Employee Hour</u>
1969	1.5	611
1970	1.5	605
1971	1.5	604
1972	1.6	637
1973	1.7	690
1974	1.7	696
1975	1.6	677
1976	1.7	712
1977	1.8	738
1978	1.9	775
1979	2.0	792
1980	2.1	862
1981	2.2	906
1982	2.2	927
1983	2.6	1,073
1984	2.9	1,169

NOTE: Data compiled from the Economics and Finance Department of the Association of American Railroads (AAR).

FEDERAL JUDGE UPHOLDS NEBRASKA LAW ON MANNED CABCOSES

Nebraska law, which requires manned, radio-equipped cabooses on all freight trains of 1,000 feet or longer, is justifiable to protect the public interest, Chief United States District Judge Warren Urbom has ruled.

A 55-page decision issued May 10, 1985 is Judge Urbom's response to a lawsuit filed in 1984 by Burlington Northern Railroad. The railroad contended that the Nebraska statute, LB179, which became effective in August 1983, is pre-empted by Federal regulations, exceeds the police power of the State, discriminates against interstate commerce, and interferes with the railroad's right to contract with its employees.

In answering each of Burlington Northern's charges, Judge Urbom cited numerous Federal Court decisions and safety acts that support the Legislature's authority to regulate intrastate transportation for the public safety.

A 1970 law cited: Under a provision of the Railroad Safety Act of 1970, any state "may adopt or continue in force any law, rule, regulation, order or standard relating to railroad safety until such time as the Secretary of Transportation has adopted a rule, regulation, order or standard covering the subject matter of such State requirement."

Judge Urbom wrote: The purpose of the Nebraska caboose law is "to remedy hazards associated with train derailments, right of way fires, and highway-rail crossing accidents. There is ample evidence in the record to find that each of these three threats to public safety occurs with some degree of regularity."

Burlington Northern Railroad contended that electronic monitoring devices could detect failed equipment, fires and other safety threats without a manned caboose.

Judge Urbom acknowledged that "There is less need now for a manned caboose," because monitoring devices have been developed, but he concluded there is ample evidence that a crew member at the end of a train may see a safety threat that the electronic detectors cannot see. The State has shown that detectors are fallible, that in the past they have failed to detect problems that the caboose crew was able to discover before they could lead to derailments, and that the retention of manned cabooses plays a real role in the detection of equipment defects before they can cause derailments.

Attorney Craig Wittstruck, who represented the State, has said of Judge Utton's decision: "The system worked." The core of the decision is that "the Legislature did not have to play Russian roulette with whether new technology could provide a safe rail system.

"The safety of citizens may best be served as a by-product of negotiations between the railroad and its employees, but that is not guaranteed."

IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF NEBRASKA

FILED
DISTRICT OF NEBRASKA
MAY 10 1985
William L. Olson, Clerk
By _____ Deam

BURLINGTON NORTHERN
RAILROAD COMPANY,)
)
Plaintiff,)

vs.

JUDGMENT

STATE OF NEBRASKA; THE)
NEBRASKA PUBLIC SERVICE)
COMMISSION,)
)
Defendants.)

CV83-L-423

In accordance with the accompanying memorandum of decision,

IT IS ORDERED AND ADJUDGED that judgment is entered for the defendants.

Dated May 10, 1985.

BY THE COURT

[Signature]
Chief Judge

ENTERED
ON THE DOCKET

MAY 10 1985
WILLIAM L. OLSON, Clerk
BY *[Signature]* Dep. Clerk

MOVEMENT OF HAZARDOUS MATERIAL

American railroads move more than one million tank car shipments each year. The number of unintentional releases are about 200 spills for every one million. Yet, one incident involving the unintentional release of toxic or hazardous material could cost millions of dollars for The Alaska Railroad to remedy.

Before 1960, some of the most common hazardous materials moving over the railroad were gasoline, naphtha and diesel fuel. However, with the growth of our petrochemical industry, this railroad began handling more "exotic" chemicals.

A serious accident grabs everyone's attention and raises questions concerning safety in our communities. The safe transportation of hazardous material by rail depends upon a number of factors, but must begin with good tracks. Safety also depends on good equipment. But there is one other important element to safety - people. Railroads are the best and safest carriers of hazardous cargoes. Their controlled environment is much less dangerous to the public than streets, highways or water.

Long, heavy trains are crossing our State, both in highly populated areas and rural communities, and there are potential disasters with every turn of a wheel. A multitude of hazardous materials are shipped on The Alaska Railroad daily. The Alaska Railroad ships more hazardous material than any other shipper in Alaska, containing everything from poisonous gas, propane, dynamite, and gasoline to sulphuric acid. Do you want these types of materials constantly observed?

The United Transportation Union is greatly concerned with the safety of the men and women it represents, not only on job safety but also regarding the safety of their homes, families and their natural surroundings.

Let's say you are traveling on the engine of a mile-long freight train at approximately 30 miles per hour. You are hauling a tank car containing liquid propane gas, and a box car that contains paint thinner and other spirits of alcohol. As is not uncommon, these two cars begin to leak or drip these commodities onto the ground or into the atmosphere. Since you are riding the engine or head end of the train and moving (at any speed), it is impossible to detect the smell or see the residue drippings of either of these leaking liquids. However, if you were riding the caboose on the rear end of the train, you could probably smell the odor or see the trail of drippings of the chemical on the ties or dirt and take corrective action, thereby averting a possible catastrophic accident. This, we might add, is not an isolated or one-in-a million situation; it does happen, and all too frequently, but what if there was not occupied cabooses - what then?

Transportation of hazardous materials is clearly dangerous. Alaska Railroad freight trains laden with propane and caustic chemicals trundle through the heart of Alaska every day. These trains present the threat of a catastrophe that could endanger thousands of lives.

- In April, 1973, 18 box cars filled with nearly two million pounds of explosives, bound for Port Chicago and eventually Vietnam, sat quietly overnight in Sparks, Nevada in a railroad yard. Hours later, in a Roseville switching yard, the explosives went off. Firemen were held at bay as the munitions exploded for about a 5-hour period while mushroom-shaped fireballs shot into the sky. At one point, the railroad didn't know if one tank car located in the vicinity was loaded with catsup or propane. Later it was determined that it contained catsup. People within a 3-mile radius were evacuated, and the effects were devastating.

- About 12 years ago, a tank car loaded with propane exploded in Kingman, Arizona, creating a 35 foot deep crater. The blast sent fireballs across a freeway and flipped the tank car hundreds of feet into the air. The accident left 3 dead and more than 70 injured.

- In 1980, near Muldraugh, Kentucky, 10 tank cars jumped the tracks in a residential area, setting off fires and explosions and forcing the evacuation of at least 7,500 people. Two other cars containing vinyl chloride and other chemicals caused a cloud of toxic gas to float over the town. Emergency personnel from State Police, State Fire Marshal's Office, Disaster and Emergency Service, Department of Natural Resources and Environmental Protection and two other County rescue squads were aiding in the operation.

- In April, 1980, a Western Pacific Railroad freight train derailed in an industrial area at Hayward, California. There were two fatalities and 7 injuries. Damages were estimated at \$1,382,000. The National Transportation Safety Board conducted a public hearing in Oakland, California, and two of the Board's "findings" regarding emergency response were as follows: the Hayward police and fire personnel responded immediately and effectively to the emergency, despite an early inability to determine the exact nature of the accident.

Sufficient information about the lading carried on the train was not promptly available to the Fire Department personnel involved with handling the emergency.

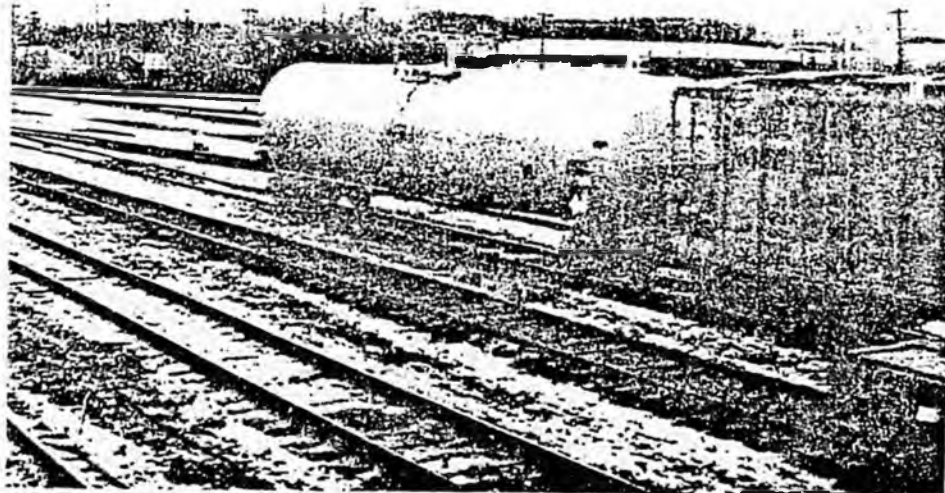
Furthermore, it was the testimony of Hayward Fire Department Battalion Chief, Mr. Donald McVicker, "Number one is my own frustration as to not knowing or not being able to find out quickly what was burning and whether it was explosive or toxic."

He further stated, "Had we had a dangerous chemical or something like that, and the right wind, we would have had a lot of fatalities because I couldn't find out what was on it at the time. Unless we have this information, we would not know what kind of chemical we are dealing with until notified by the railroad."

- One railroad chemical spill in Northern California cost over 3 million dollars to clean up. It took 4 days just to contain formaldehyde-contaminated water.
- Four railroad trains running continuously hauling contaminated water.
- More than 50 railroad tank cars.
- Sixty-eight tank trucks.
- Thousands of feet of pipeline.
- A variety of heavy equipment - backhoes, graders and forklifts.
- A work force of over 200.
- Special arrangements for feeding and boarding the emergency workers.

We, the operating employees of The Alaska Railroad, are not contending that the caboose could have prevented the above incidents. What we do maintain is, derailments have been minimized by proper observation from personnel on the caboose. For every accident we have, there are literally thousands that are prevented or minimized, and this will no longer be possible if the entire crew is located on the locomotive.

It is our opinion that these accidents illustrate the reason for concern regarding public property and life.



COMMODITY	ORG DEST	ORG HP	DEST HP	CURRENT MONTH			YEAR TO DATE		
				CARS	NET TONS	TON MILES	CARS	NET TONS	TON MILES
1999700	AMMUNITION OR EXPLOSIVES, MILITARY RELATED								
	006 125	64.2	136.3				1	63.2	5,339
	006 420	64.2	474.1				7	515.2	217,570
** COMMODITY TOTALS **							8	578.4	222,909
2813900	COMPRESSED OR LIQUID GAS								
	007 044	64.2	24.5	1	81.0	4,218	2	177.7	7,556
	007 110	64.2	114.3	3	246.4	15,402	15	1,261.0	78,820
	007 140	64.2	150.7	3	223.2	23,525	21	1,615.9	170,294
	007 415	64.2	470.3				10	756.3	316,518
	071 415	0.0	470.3					16.0	7,542
	115 420	119.1	474.1				1	33.0	11,715
** COMMODITY TOTALS **				7	550.6	43,145	49	3,859.9	594,145
2818600	ACIDS, OTHER THAN SULPHERIC								
	007 040	64.2	29.3	3	194.8	9,211	17	1,372.1	64,888
	007 044	64.2	24.5				4	235.5	12,265
	007 110	64.2	114.3				6	495.1	30,938
	007 125	64.2	136.3				1	50.0	4,225
	007 140	64.2	150.7				1	81.0	8,532
	007 415	64.2	470.3	2	196.9	82,377	17	1,553.9	650,207
	071 415	0.0	470.3					22.4	10,535
	423 425	966.6	498.3				5	166.5	1,947
** COMMODITY TOTALS **				5	391.7	91,588	51	3,976.5	783,617
2819300	ACID, SULPHERIC								
	007 040	64.2	29.3	3	224.5	10,614	6	457.9	23,545
	007 110	64.2	114.3				1	63.7	3,229
** COMMODITY TOTALS **				3	224.5	10,614	7	581.6	28,774
2851900	PAINT AND RELATED ARTICLES								
	007 415	64.2	470.3				16	1,467.9	614,256
	071 110	0.0	114.3					29.9	3,416
	071 415	0.0	470.3					110.4	51,916
** COMMODITY TOTALS **							16	1,608.2	669,588
2871500	FERTILIZERS								
	006	64.2	41.5				1	100.3	3,519
	006 110	64.2	114.3				27	2,169.3	135,592
	005 140	64.2	150.7				1	73.1	7,706

HAZARDOUS COMMODITY MOVEMENT
SUMMARIZATION ENDING OCT 31, 1985
ALASKA RAILROAD 12 MO. PERIOD 1985

79

COMMODITY	ORG	DEST	MP	DEST	MP	CARS	CURRENT MONTH NET TONS	TON MILES	CARS	YEAR TO DATE NET TONS	TON MILES
2871900	FERTILIZERS (CONTINUED)										
	006	415	64.2	470.3					11	1,096.7	458,940
	007	044	64.2	24.5	1	93.7	4,882		1	93.7	4,882
	007	110	64.2	114.3	2	136.2	11,634		3	286.2	17,884
	007	175	64.2	159.8					1	90.1	9,726
	007	330	64.2	358.1					16	1,818.6	532,913
	007	415	64.2	470.3					68	6,670.0	2,791,302
	007	423	64.2	486.6					1	101.2	44,017
	007	425	64.2	498.3					16	1,616.0	721,540
** COMMODITY TOTALS **					3	279.9	16,516		141	13,915.2	4,698,021
2892100	EXPLOSIVES										
	005	110	64.2	114.3	1	5.0	313		1	5.0	313
	006	125	64.2	136.3					2	141.7	11,976
	006	415	64.2	470.3					2	134.9	56,451
	006	420	64.2	474.1					1	72.9	30,766
	007	425	64.2	498.3					1	101.3	45,217
	110	425	114.3	498.3					1	70.1	20,914
	125	005	136.3	64.2					1	7.4	625
** COMMODITY TOTALS **					1	5.0	313		9	533.3	172,282
2899800	ANTI-FREEZE COMPOUNDS, DRY OR LIQUID										
		415	0.0	470.3	1	96.0	45,076		1	96.0	45,076
	006	110	64.2	114.3					1	97.2	6,073
	006	415	64.2	470.3	26	1,903.5	796,633		93	6,746.7	2,323,499
	007	044	64.2	24.5					1	70.9	3,691
	007	070	64.2	0.0					1	70.2	5,380
	007	110	64.2	114.3	28	2,374.7	148,419		83	6,617.0	413,546
	007	415	64.2	470.3	12	891.3	312,977		39	2,871.2	1,201,512
	007	425	64.2	498.3					2	92.3	41,212
	110	007	114.3	64.2					1	91.3	5,702
	110	415	114.3	470.3					2	148.8	52,955
	425	110	498.3	114.3					2	13.0	4,992
** COMMODITY TOTALS **					67	5,265.5	1,363,105		226	16,914.6	4,603,639
2899900	CHEMICALS, NOS										
	006	415	64.2	470.3					1	87.6	36,665
	007	040	64.2	29.3					1	93.3	4,412
	007	044	64.2	24.5	1	95.1	4,756		1	95.1	4,954
	007	110	64.2	114.3	1	68.9	3,356		8	619.0	39,735
	007	415	64.2	470.3	3	226.6	94,826		6	449.4	184,308
	070	007	0.0	64.2					1	19.5	1,494

CONT 1985

COMMODITY	ORG	DEST	ORG	MP	DEST	MP	CURRENT MONTH			YEAR TO DATE			
							CARS	NET TONS	TON MILES	CARS	NET TONS	TON MILES	
2911300	DIESEL OIL						(CONTINUED)						
	110	005	114.3	64.2			1	243.9	15,247	41	1,552.3	97,018	
	110	007	114.3	64.2			1	66.9	4,183	1	66.9	3,153	
	110	070	114.3	0.0			18	1,003.9	114,750	148	6,800.8	777,302	
	110	110	114.3	114.3			1	33.7		1	33.7		
	110	354	114.3	392.5						2	67.2	13,720	
	110	365	114.3	411.7						7	434.4	129,134	
	110	415	114.3	470.3			1	66.7	23,732	12	800.8	285,060	
	110	418	114.3	476.1			91	5,942.6	2,208,872	400	26,641.2	9,502,584	
	115	354	119.1	392.9						2	66.4	18,176	
	415	365	470.3	411.7						10	331.9	19,450	
	418	110	476.1	114.3						1	75.7	28,140	
	418	340	476.1	371.2						1	33.0	3,708	
	423	070	486.6	0.0			4	292.4	142,298	72	5,235.1	2,547,444	
	423	110	486.6	114.3			78	5,902.1	2,197,360	730	53,020.0	19,739,471	
	423	115	486.6	119.1						10	703.4	258,514	
	423	325	486.6	358.1						2	66.9	8,592	
	423	340	486.6	371.2			1	33.6	3,880	5	166.7	19,236	
	423	365	486.6	411.7			4	271.1	20,798	106	7,389.6	553,472	
	423	418	486.6	476.1			2	138.9	2,834	2	138.9	2,834	
	423	420	486.6	474.1						30	1,500.1	18,753	
	423	425	486.6	498.3						38	1,333.4	15,602	
	425	365	498.3	411.7						2	130.7	11,320	
** COMMODITY TOTALS **							209	14,002.4	4,733,954	1,624	106,604.8	34,459,821	
2911700	PETROLEUM OIL (CDR ONLY)												
	007	110	64.2	114.3			2	181.0	11,309	9	618.0	38,619	
	007	415	64.2	470.3			10	733.0	306,759	115	8,450.7	3,536,525	
	007	423	64.2	486.6						1	101.0	43,912	
	071	110	0.0	114.3							113.1	12,926	
	071	415	0.0	470.3							15.6	7,346	
** COMMODITY TOTALS **							12	914.0	316,068	125	9,298.4	3,639,328	
2911740	RESIDUAL OIL, PETROLEUM												
	007	005	64.2	64.2			1	32.6	813	1	32.6	813	
	007	110	64.2	114.3			3	162.9	10,181	4	236.8	14,800	
	007	415	64.2	470.3			15	1,116.8	467,387	24	1,796.7	751,925	
** COMMODITY TOTALS **							19	1,312.5	478,381	29	2,066.3	767,538	
2912100	PROPANE GAS (LUTANE, 1PG)												
	006	110	64.2	114.3			3	196.3	12,265	17	1,110.1	69,378	
	007	044	64.2	24.5						1	69.9	3,641	

82

CONT 1985

COMMODITY	ORG	DEST	ORG	HP	DEST	HP	CARS	CURRENT MONTH NET TONS	TGN MILES	CARS	YEAR TO DATE NET TONS	TGN MILES	
2912100	PAPER BAGS (LUMBER, LOG)							(CONTINUED)					
	007	110	64.2	114.3			25	1,690.0	197,502	102	6,627.0	418,685	
	007	140	64.2	150.7			2	141.0	14,857	2	141.0	14,857	
	007	415	64.2	470.3			10	640.8	268,184	27	1,751.7	733,109	
	007	420	64.2	474.1						1	66.4	28,056	
	015	415	252.5	470.3						1	63.8	28,420	
	071	110	0.0	114.3							15.8	1,811	
	110	007	114.3	64.2						1	63.8	3,034	
	110	415	114.3	470.3			7	446.1	158,802	26	1,623.9	577,994	
** COMMODITY TOTALS **							47	3,064.2	556,614	178	11,573.4	1,877,940	
4611100	LUMBER SHIPMENTS												
	005		64.2	11.0						1	14.0	1,246	
	005	110	64.2	114.3			3	61.1	3,816	4	73.8	4,612	
	007		64.2	41.5							32.6	1,144	
	007	005	64.2	64.2							111.4	2,765	
	007	340	64.2	27.3				85.9	4,066		305.9	14,470	
	007	070	64.2	0.0				115.9	8,877		1,222.0	53,598	
	007	110	64.2	114.3				5,791.7	361,958		33,519.1	2,120,059	
	007	120	64.2	126.6							743.0	55,586	
	007	140	64.2	150.7							126.1	13,297	
	007	175	64.2	159.8				35.0	3,776		312.1	33,701	
	007	415	64.2	470.3				4,617.6	1,937,402	1	20,323.8	8,505,408	
	007	425	64.2	478.4				34.8	15,516		446.8	177,496	
	071	005	0.0	64.2						3	62.5	4,788	
	070	110	0.0	114.3			282	5,798.8	662,814	1,604	36,895.2	4,217,110	
	070	415	0.0	470.3			232	5,139.3	2,417,045	1,152	27,959.8	13,149,441	
	071	110	0.0	114.3							30.4	3,475	
	110		114.3	41.5						1	24.3	1,769	
	110	005	114.3	64.2						9	69.0	4,311	
	110	070	114.3	0.0						3	65.0	7,430	
	110	195	114.3	185.7						2	38.0	2,712	
	110	365	114.3	411.7						1	5.0	1,487	
	110	415	114.3	470.3			248	1,477.4	2,661,863	2,391	75,251.7	26,789,508	
	110	418	114.3	477.1						1	2.5	929	
	115	420	114.3	474.1			14	112.2	62,395	14	119.2	42,305	
	415	070	470.3	0.0						4	60.3	28,336	
	415	110	470.3	114.3			1	7.9	2,823	63	599.5	213,341	
	415	340	470.3	371.2						3	43.4	4,297	
** COMMODITY TOTALS **							780	25,234.5	8,117,261	5,257	196,861.4	9,516,661	
4611200	LUMBER SHIPMENTS												
	070	110	0.0	114.3						95	3,653.3	417,581	

83

CONT 1985

COMMUNITY	ORG	DIST	ORG	HP	DIST	HP	CARS	CURRENT MONTH NET TONS	TON MILES	CARS	YEAR TO DATE NET TONS	TGN MILES	
5611200	CELL SHIPMENTS							(CONTINUED)					
	079	415	9.0	470.3			35	1,297.9	590,904	54	2,135.6	1,004,374	
	110	070	114.3	0.0						1	12.5	1,429	
	110	365	114.3	411.7						12	416.9	123,986	
	110	415	114.3	470.3			147	5,018.5	1,780,617	1,325	48,598.4	17,300,935	
	110	419	114.3	470.1						3	166.0	39,439	
	110	425	114.3	498.3			1	44.0	16,896	1	44.0	16,896	
	115	420	119.1	474.1						41	272.9	96,893	
	115	425	119.1	498.3						16	221.3	83,918	
	415	110	470.3	114.3			1	5.0	1,780	29	578.0	205,178	
	420	115	474.1	119.1						5	133.9	47,541	
	425	115	498.3	119.1						42	695.8	263,870	
** COMMUNITY TOTALS **							184	6,315.4	2,392,197	1,620	56,868.6	19,602,640	

REPET TOTAL (1,963) 103,149.0 32,823,655 (14,383) 772,472.7 248,786,050

TOTAL OF APP MOVEMENTS (13,111) 962,668.3 97,783,112 (15,469) 5,392,212.2 626,070,468

OCT TOTAL

1985 TOTAL ENDING OCT 85

78

CONT 1985

COMMODITY	ORG DEST	ORG MP	DEST MP	CURRENT MONTH			YEAR TO DATE		
				CARS	NET TONS	TON MILES	CARS	NET TONS	TON MILES
1999900	AMMUNITION OR EXPLOSIVES, MILITARY RELATED								
	006 125	64.2	116.3				1	59.5	5,028
	071 110	0.0	114.3					22.4	2,563
** COMMODITY TOTALS **							1	81.9	7,591
2813900	COMPRESSED OR LIQUID GAS								
	007 110	64.2	114.3	1	83.5	5,220	23	1,911.6	119,479
	007 140	64.2	150.7	1	61.2	6,455	16	1,246.9	131,438
	007 415	64.2	470.3					17.9	7,504
	071 110	0.0	114.3		12.8	1,405		38.4	4,396
	110 140	114.3	150.7				1	63.8	2,735
** COMMODITY TOTALS **				2	157.5	13,140	40	3,278.6	265,552
2818600	ACIDS, OTHER THAN SULPHERIC								
	007 040	64.2	29.3				2	194.0	9,174
	007 044	64.2	24.5				1	97.0	5,055
	007 415	64.2	470.3				6	486.9	203,766
	070 415	0.0	470.3				1	95.5	44,902
** COMMODITY TOTALS **							10	873.4	262,897
2819300	ACID, SULPHERIC								
	007 040	64.2	29.3				6	477.1	22,553
	007 044	64.2	24.5				2	199.5	10,395
	007 415	64.2	470.3				1	96.0	40,163
	110 040	114.3	29.3	1	73.3	6,231	1	73.3	6,231
** COMMODITY TOTALS **				1	73.3	6,231	10	845.9	79,352
2851900	PAINT AND RELATED ARTICLES								
	007 110	64.2	114.3	1	49.8	3,113	1	49.8	3,113
	071 110	0.0	114.3					107.5	12,276
	071 415	0.0	470.3					15.3	7,177
** COMMODITY TOTALS **				1	49.8	3,113	1	172.6	22,566
2871900	FERTILIZERS								
	006 110	64.2	114.3				22	2,151.7	134,477
	006 175	64.2	159.8				3	201.1	21,714
	006 210	64.2	209.3				1	64.3	10,120
	006 415	64.2	470.3				20	1,951.5	116,672
	007 110	64.2	114.3				3	227.5	14,217
	007 175	64.2	136.3				1	50.0	4,225

HAZARDOUS COMMODITY MOVEMENT
SUMMARIZATION ENDING OCT 01 1984
ALASKA RAILROAD 12 MO. PERIOD 1984

85

Sept 84

COMMODITY	ORG	DEST	ORG MP	DEST MP	* * * * * CURRENT MONTH * * * * *			* * * * * YEAR TO DATE * * * * *		
					CARS	NET TONS	TON MILES	CARS	NET TONS	TON MILES
2911130	JET FUEL AND KEROSENE				(CONTINUED)					
	110	355	114.3	411.7	1	66.6	19,801	23	1,310.9	392,212
	110	415	114.3	470.3	12	770.5	274,321	117	7,594.0	2,703,545
	225	240	226.7	240.5				1	15.0	327
	240	260	240.5	273.8				1	15.0	360
	415	110	470.3	114.3				56	4,356.5	1,550,697
	423	110	406.6	114.3	166	12,215.3	4,547,753	3,406	250,179.2	93,141,624
	423	260	486.6	273.8				2	99.9	21,279
	423	365	486.6	411.7	10	673.1	50,417	234	8,331.4	624,016
	423	418	486.6	476.1	12	877.8	17,906	92	6,476.3	132,116
** COMMODITY TOTALS **					201	14,603.3	4,910,198	3,936	278,552.1	90,609,537
2911135	GASOLINE BLENDED									
	007	110	64.2	114.3				1	33.9	2,121
	007	500	64.2	411.7				1	48.4	17,420
	070	110	0.0	114.3				1	66.5	7,596
	110	005	114.3	64.2	2	66.3	4,143	26	864.8	54,050
	110	070	114.3	0.0	4	134.3	15,352	92	3,654.0	417,653
	110	115	114.3	119.1				14	465.6	2,235
	110	230	114.3	236.2				1	33.0	4,023
	110	260	114.3	273.8				2	67.1	10,709
	110	354	114.3	392.9				5	200.1	55,758
	110	365	114.3	411.7	3	206.6	61,448	38	2,369.0	704,570
	110	415	114.3	470.3	120	8,160.2	2,905,021	1,343	90,728.1	32,299,141
	110	418	114.3	476.1	38	2,600.1	966,449	526	35,836.1	13,320,223
	110	420	114.3	474.1	9	299.5	107,764	69	2,329.6	830,175
	425	115	490.3	119.1				1	10.6	4,001
** COMMODITY TOTALS **					176	11,467.0	4,060,177	2,120	136,706.8	47,737,615
2911300	DIESEL OIL									
	007	110	64.2	114.3				1	33.7	2,107
	070	110	0.0	114.3				1	66.8	7,631
	071	110	0.0	114.3					54.5	6,225
	110	005	114.3	64.2	4	134.0	8,375	69	2,310.7	144,414
	110	070	114.3	0.0	23	803.1	91,797	246	12,771.1	1,459,698
	110	115	114.3	119.1				12	429.3	2,000
	110	250	114.3	263.2	1	33.7	5,012	2	67.1	9,981
	110	415	114.3	470.3				1	73.6	26,192
	110	418	114.3	476.1	26	1,420.1	527,841	79	5,060.7	1,881,047
	225	260	226.7	273.8				1	33.0	1,554
	275	110	277.1	114.3	1	33.0	6,032	1	33.0	6,032
	420	354	476.1	392.9				3	99.9	8,113
	421	070	486.6	0.0	12	807.6	390,522	43	2,934.0	1,427,690

87

CONT 1984

COMMODITY	ORG DEST		ORG MP DEST MP		CURRENT MONTH			YEAR TO DATE		
	CARS	NET TONS	TON MILLS	CARS	NET TONS	TON MILLS	CARS	NET TONS	TON MILLS	
2911300	DIESEL LIL				(CONTINUED)					
	423	110	400.6	114.3	13	832.8	310,067	371	24,965.2	9,294,602
	423	260	400.6	273.8				2	100.0	21,277
	423	325	400.6	350.1				1	66.6	8,555
	423	340	400.6	371.2	2	66.9	7,710	4	133.8	15,438
	423	354	400.6	392.9				7	300.4	28,143
	423	365	400.6	411.7				137	4,561.8	341,678
	423	415	400.6	470.3				3	100.0	1,629
	423	420	400.6	474.1	30	1,331.0	16,640	60	2,463.8	30,798
	423	425	400.6	490.3				25	932.6	10,911
	425	423	498.3	406.6				5	300.1	3,511
** COMMODITY TOTALS **					112	5,450.0	1,364,012	1,074	57,891.7	14,139,286
2911700	PETROLEUM OIL (CDR ONLY)									
	007	110	64.2	114.3				6	333.5	20,842
	007	325	64.2	350.1	1	19.1	5,850	1	19.1	5,850
	007	365	64.2	411.7				1	58.2	20,944
	007	415	64.2	470.3	20	1,512.2	632,853	70	5,626.7	2,354,635
	110	070	114.3	0.0				5	176.5	20,174
	110	140	114.3	150.7				3	129.3	5,545
	115	115	119.1	119.1				1	19.8	
	115	420	119.1	474.1				1	36.2	12,851
** COMMODITY TOTALS **					21	1,531.3	638,703	96	6,399.3	2,440,841
2911740	RESIDUAL OIL, PETROLEUM									
	007	415	64.2	470.3				1	71.4	29,880
	071	070	0.0	0.0					24.2	
	071	415	0.0	470.3					22.5	10,568
	110	070	114.3	0.0				12	430.5	49,206
	115	420	119.1	474.1				2	69.2	24,566
** COMMODITY TOTALS **								15	617.8	114,220
2912100	PROPANE GAS (BUTANE, LPG)									
	006	110	64.2	114.3	1	64.1	4,000	34	2,243.5	140,220
	006	415	64.2	470.3				3	194.6	81,426
	007	040	64.2	29.3				1	60.9	2,801
	007	044	64.2	24.5				2	138.1	7,197
	007	110	64.2	114.3	6	306.5	24,154	102	6,723.3	420,208
	007	330	64.2	350.1				2	202.9	63,055
	007	415	64.2	470.3	5	310.7	133,362	33	2,154.4	901,633
	110	070	114.3	0.0				1	33.7	3,855
	110	365	114.3	411.7				2	39.1	11,601

CONT 1984

88

COMMODITY	ORG DEST	LPG MP	DEST MP	CURRENT MONTH			YEAR TO DATE		
				CARS	NET TONS	TON MILES	CARS	NET TONS	TON MILES
2912100	PROPANE GAS (BUTANE, LPG)				(CONTINUED)				
	110 415	114.3	470.3	3	190.0	67,631	43	2,736.4	973,990
** COMMODITY TOTALS **				15	959.3	229,155	223	14,526.9	2,606,066

COMMODITY	LPG MP		DEST MP	CARS	NET TONS	TON MILES	CARS	NET TONS	TON MILES
	ORG	DEST							
4611100	LPG SHIPMENTS								
	006	005	64.2				2	165.0	4,092
	007	040	64.2		543.6	25,705		543.6	25,705
	007	070	64.2					47.4	3,628
	007	110	64.2		5,097.8	318,591		7,527.3	470,442
	007	115	64.2		14.4	966		14.4	966
	007	140	64.2		45.1	4,750		67.5	7,112
	007	175	64.2		36.3	3,924		120.9	13,064
	007	365	64.2		411.7	5,167		14.4	5,167
	007	415	64.2		1,807.7	756,562		3,362.9	1,407,403
	007	425	64.2		20.7	9,249		20.7	9,249
	070	110	0.0	8	201.8	23,065	36	853.5	97,555
	070	415	0.0	20	487.8	229,405	40	961.1	451,975
	071	070	0.0					62.3	
	071	110	0.0		24.2	2,764		3,720.5	425,253
	071	115	0.0					203.1	24,187
	071	175	0.0					161.0	25,722
	071	415	0.0		14.3	6,721		1,293.0	668,105
	071	420	0.0					20.4	9,689
	071	425	0.0					20.6	10,751
	110	007	114.3				1	7.5	469
	110	070	114.3				11	106.7	12,197
	110	415	114.3	84	2,970.5	1,057,488	2,191	67,815.7	24,143,323
	415	110	470.3	5	70.5	25,098	121	1,021.6	363,698
** COMMODITY TOTALS **				117	11,349.1	2,469,455	2,402	88,131.1	28,118,253

COMMODITY	LPG MP		DEST MP	CARS	NET TONS	TON MILES	CARS	NET TONS	TON MILES
	ORG	DEST							
4611200	LPG SHIPMENTS								
	070	110	0.0				161	2,796.0	319,579
	070	415	0.0	4	60.0	28,220	10	418.4	196,770
	110	007	114.3				1	12.0	750
	110	070	114.3				41	1,244.6	142,259
	110	115	114.3	1	37.4	11,135	5	143.2	42,591
	110	415	114.3	94	3,648.9	1,298,983	1,038	45,519.8	16,204,875
	415	007	470.3				1	14.1	5,880
	415	110	470.3	8	126.0	44,845	23	357.5	127,259
** COMMODITY TOTALS **				107	3,872.3	1,383,183	1,280	50,505.6	17,039,963

*** REPORT TOTAL ***				100	50,013.9	15,178,302	11,587	669,947.0	219,952,661
**** TOTAL OF ALL MOVEMENTS ****				10,404	828,096.4	29,500,269	106,011	8,271,907.7	700,875,581

OCT
TOTAL

YEAR-END
TOTAL

68

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

POUCH Y - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

May, 1988

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS database CMPR. In order to save space copies of minutes have not been left in the files.

Mary Van Nimwegen

HSA 2-14-86 3pm

ALASKA RAILROAD CORPORATION



Pouch 7-2111 • Anchorage, Alaska 99510-7069

February 14, 1986

Honorable Katherine T. Hurley
Chairman
House State Affairs Committee
P.O. Box V
Juneau, AK 99811

Dear Representative Hurley:

Re: House Bill 436
An Act Requiring an Equipped and
Staffed Caboose on Trains

Thank you for this opportunity to present comments upon House Bill 436. This legislation would require the Alaska Railroad Corporation (ARRC) to place or retain staffed cabooses on nearly all railroad freight trains. The bill is supported by the United Transportation Union (UTU), a labor union representing ARRC train and enginemen.

ARRC is opposed to the bill for a number of legal, financial, and policy reasons.

We are pleased to present the enclosed position paper.

Sincerely yours,

Larry E. Wood
Chief Counsel

LEW/mst3366m
021386a

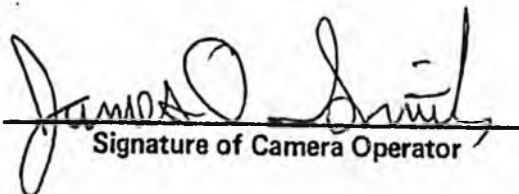
cc: Members of the ARRC Board of Directors
F. G. Turpin, President and Chief Executive Officer

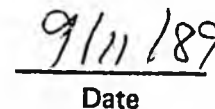


RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.


Signature of Camera Operator


Date

H B

4 4 9

POSITION PAPER
House Bill #468

House Bill 468 would increase the length of time a Longevity Bonus recipient may be absent from the state to 120 days. During the last session of the legislature the allowable absence limit was reduced from 180 to 90 days.

No payments are made to bonus recipients who are absent from the state for over 30 days. Under the present law, if the recipient is absent for a continuous period that exceeds 90 days, the recipient will not qualify for resumption of bonus payments upon return, but must remain in the state continuously for a period of 12 months before payments may be reinstated. The 12 month waiting period may be revoked if the Commissioner of Administration determines the absences exceeded the acceptable 90-day limit due to reasons beyond the recipient's control.

For more than 12 years, since the the inception of the program in January 1973, bonus recipient have been permitted to leave the state for up to 180 days without jeopardizing entitlement to payment when they returned. Approximately one-fifth of all persons who left the state each year chose to remain absent for the full period allowed.

Since May 1984, when the bonus became available to all persons over 65 with one year of Alaska residence immediately preceding application, its only purpose is to provide a financial incentive for qualified persons to remain in the state. The 1985 legislature determined that to permit bonus recipients to be absent half of the time was not in keeping with the purpose, and reduced the absence limit to 90 days (which became effective June 8, 1985).

It was assumed that a savings would result because certain persons would prefer to forego the bonus rather than to change their pattern of living elsewhere for half of each year.

The 90-day provision has not been in place long enough to test the assumption. Bonus recipients leave the state in large numbers from October through January. The program will not know until at least June 1986 with any degree of accuracy how many persons will remain absent beyond the 90-day limit.

Last Fall the program began to receive communications from persons whose health was hampered by Alaska winter conditions and relieved by a warm climate, and were concerned that they would not qualify for the bonus upon return if they remained absent for more than the now allowable 90 days. It was explained to them that the legislators had no intention of harming anyone who is chronically ill and that if proof was provided when they returned that they exceeded the 90-day absence limit for reasons beyond their control (such as hospitalization, or, as part of a medical treatment, advised by a physician not to travel), they will not be disqualified upon return, but would qualify for reinstatement of their payments immediately.

Until the absence limit was reduced to 90 days, the program had no knowledge of the variety of physical ailments which apparently plague many recipients.

Formerly, if their absence did not exceed the 180 day limit, no questions were asked regarding the reason for the absence, and their payments were reinstated when they returned. Very few persons exceeded 180 days of absence.

It appears that there will be a much larger number of persons for whom it will be necessary to prove absence over 90 days was beyond their control, and it will be necessary for the program to evaluate the severity of the cause of the extended absence and to judge whether or not it justified the absence over 90 days. More often the persons making the determination will not be equipped to do so.

Many persons will submit a simple statement from a physician attesting to the fact that the recipient's health is improved in a warmer climate during the wintertime, which is certainly true, but is it sufficient proof to revoke a disqualification? What physician will deny that an elderly person feels better in a sunny, warm climate?

Many recipients have contacted the program to express their agreement with the change, but on the whole the persons who have expressed an opinion are those who disagree. Those who are displeased with the change believe it to be unduly restrictive, and state they were stunned to learn that the allowable absence period was cut in half and became law without any opportunity for them to voice their opinion.

It appears the objective of the 90-day absence period (to prevent bonus recipients from residing outside of Alaska half of each year) could be accomplished by reducing the absence limit to 120 days. Within that period persons with severe physical problems could leave without having to explain the nature of their problems to the bonus staff and would still be physically present in the state the majority of the time.

The longer a recipient is absent from the state, the greater the savings. One bonus payment is forfeited for each 30-day period of absence over 30 days. Under the present 90 day limit, a person who is absent from 31 to 60 days forfeits one payment and during an absence from 61 to 90 days two payments are forfeited. If the law allowed absence up to 120 days, during an absence from 91 to 120 days, three payments will be forfeited. The requirement that a person return within 90 days costs the state the payments which would have been forfeited by the recipient if the absence limit had been longer.

This bill will affect approximately eight percent of the persons receiving the Longevity Bonus. There are 15,318 recipients presently on the rolls. In the past 12 months, 2,082 persons have left the state for more than 30 days. Based upon past experience, of the persons who leave, 1,248 will be absent from 90 to 120 days.

Joyce Murrison
Joyce Murrison
Director of Pioneers' Benefits

11/23/84
Date

Eleanor Andrews
Commissioner Eleanor Andrews
Department of Administration

11/23/84
Date

STATE OF ALASKA 1986 LEGISLATIVE SESSION FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No.: HB 468
 Title: Relating to absences from the
state for purposes of disqualification
for a longevity bonus
 Sponsor: M. M. Miller
 Requestor: _____
 Date of Request: _____

FISCAL DETAIL

Agency Affected: Administration
 BRU: Longevity Bonus Program

 Components: _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

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

CAPITAL	0	0	0	0	0	0
----------------	----------	----------	----------	----------	----------	----------

REVENUE	0	0	0	0	0	0
----------------	----------	----------	----------	----------	----------	----------

FUNDING : (Thousands of Dollars)

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

POSITIONS :

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

ANALYSIS : Attach a separate page if necessary

Prepared by: Joyce Munson, Director *JM* Phone: 465-4400
 Division: Pioneers' Benefits Date: 1/22/86

Approved by Commissioner: Eleanor Andrews *EA* Date: _____
 Agency: Department of Administration

Distribution (by Agency preparing fiscal note):

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

CONTINUATION of FISCAL NOTE ANALYSIS

For House Bill 468

Prepared by Division of Pioneers' Benefits
Department of Administration
January 22, 1986

SUBJECT OF PROPOSED BILL:

Disqualification for a longevity bonus because of absences from the state.

SUMMARY/EXPLANATION OF INTENT:

This bill would change the period from 90 to 120 days that a recipient of the longevity bonus may be gone from Alaska and not be disqualified from receiving bonuses for the next 12 calendar months after returning to the state.

ASSUMPTIONS:

The actual number of persons who will be affected is not known. It can be assumed that there is a relationship between the number of persons who are suspended and later reinstated and the proposed change in the law. However, experience under the present law is not sufficient to use in making projections which are meaningful or reliable.

Therefore, the fiscal impact is shown as zero.

LONGEVITY BONUS PROGRAM
ABSENCES FROM THE STATE

	FOUR MONTHS	SIX MONTHS	TOTAL RECIPIENTS
FY84	926	28	10,679
FY85	720	24	15,135*
FY86			15,548

APPROXIMATELY 200 COMPLAINTS HAVE BEEN RECEIVED BY THE
LONGEVITY BONUS ADMINISTRATORS SINCE THE 90 DAY ELIGIBILITY
REQUIREMENT WAS ESTABLISHED.

* ONE YEAR RESIDENCY REQUIREMENT ESTABLISHED

Bills set longer bonus absence

Until last spring, the laws governing the Longevity Bonus program stated that a bonus recipient would be disqualified from the program if he or she was absent from the state for a continuous period exceeding 180 days.

When the new bonus law (CCSSB 56) went into effect July 1, that allowable period of absence from the state was reduced from 180 to 90 days.

"Lots of folks have decided it wasn't a good change because it works a hardship on some and it means a loss of eligibility from the program for an entire year," said Rep. Mike M. Miller

(D-Juneau), sponsor of HB 468.

In the wake of complaints from a number of seniors, both Miller and Rep. Ron Larson (D-Palmer) have introduced bills to remove the restrictive 90-day limit on allowable absences.

Miller's bill would increase the allowable limit to 120 days.

Larson's bill, HB 449, is less restrictive; it would restore the original 180 days of allowable absence to the bonus program.

According to Marian Schafer, administrator for the bonus program, it is difficult to tell yet whether the current law's 90-day restrictions worked hardships on Alaska's seniors.

Not all seniors are pleased with the proposed changes to liberalize the allowable absences. One man who asked that his name not be used said most bonus recipients "would be happy" with the current law's 90-day restrictions.

"Most of us do not go out to Hawaii. Or, if we go, we don't stay for more than a few weeks," he noted. "It's not fair to the state or to other seniors to subsidize those who spend much of their time and much of their money in another state during the winter."

Both bonus bills are now undergoing scrutiny by the House State Affairs committee.

Senior Voice, February 1986

OPINION

LETTERS

Bonus legislation 'overboard'

I noted with interest your "Two Bits" comments in the December issue of *Senior Voice* and hasten to get in my bit.

It has come to my attention

that many older persons are very disturbed with the legislation that passed during the last session as pertains to travel away from the State in the requirements for the Longevity Bonus. The intent of that legislation, apparently, was to make sure that those who do travel didn't spend an excessive part of each year away from the State.

Most of us felt that the previous six months in one stretch could be branded as excessive, but, on the other hand, to drop it in half to 90 days seems to be going overboard in the other direction. After all, when older people are away over the 30-

day period they are not drawing the bonus anyway; so they are not taking away from the fund.

The basic reason that most older persons leave the State is because of the winter weather, and the deathly fear of falling and breaking hips or other bones on the ice and snow. In this light, I would suggest that 120 days would, in most cases, answer the needs of a majority of these people.

I would urge that all interested older persons join my plea and contact your legislators soon to make your wishes known.

Dean Williams
Juneau

STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY

LEGISLATIVE REFERENCE LIBRARY

POUCHY - STATE CAPITOL
JUNEAU, ALASKA 99811
907-465-3800

May, 1986

Copies of minutes listed below were originally included in this file. The minutes are available on the STAIRS date base CM 14. In order to save space copies of minutes have not been left in the files.

Jeanie Henry

House State Affairs Committee, 2/28/1986, 3:00 pm

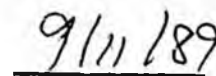


RECORDS CERTIFICATION



I, the undersigned, an employee of the State of Alaska, do hereby certify that the microfilm images on this microform are accurate reproductions of the original records of the State of Alaska as accumulated during the regular course of business, and that it is the established policy and practice of this State to microfilm its records and to dispose of the original records after microfilm reproductions have been made.


Signature of Camera Operator


Date

H B

4 5 4

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date: _____

REQUEST
Bill/Resolution No.: CSHB 454 SA
Title: Act Establishing Commission on Compensation of State Officers

FISCAL DETAIL
Agency Affected: Administration
BRU: Personnel

Sponsor: Larson by Request
Requestor:
Date of Request:

Components:

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
OPERATING						
PERSONAL SERVICES		0	0	0	0	0
TRAVEL		3.8	3.8	3.8	3.8	3.8
CONTRACTUAL		0	0	0	0	0
SUPPLIES		0	0	0	0	0
EQUIPMENT		0	0	0	0	0
LAND & STRUCTURES		0	0	0	0	0
GRANTS, CLAIMS		0	0	0	0	0
MISCELLANEOUS		0	0	0	0	0
TOTAL OPERATING		3.8	3.8	3.8	3.8	3.8
CAPITAL						
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		3.8	3.8	3.8	3.8	3.8
FEDERAL FUNDS		0	0	0	0	0
OTHER		0	0	0	0	0
TOTAL		3.8	3.8	3.8	3.8	3.8

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: Attach a separate page if necessary

Figures cited are travel and per diem calculated for three trips each to Fairbanks and Anchorage, each lasting three days. For attendance of Commission on Compensation of State Officers by Director of Personnel.

Prepared By: Frank Raye, Director *Frank Raye* Phone: 465-4430
 Division: Personnel Date: 1/28/86
 Approved by Commissioner: Eleanor Andrews *Eleanor Andrews* Date: _____
 Agency: Department of Administration

Distribution (by Agency preparing fiscal note):

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

STATE OF ALASKA
THE LEGISLATURE

POUCH Y STATE CAPITOL
JUNEAU ALASKA 99811
907 465 3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

October 3, 1985

SUBJECT: Annual Salaries for Legislators

TO: Senator Mitch Abood
Chairman, Legislative Salary Committee

FROM: Teresa B. Cramer *JBC*
Legislative Counsel

You have asked for information concerning the development of the statutes concerning legislative salaries, allowances, per diem, and travel expenses. I have provided Linda Firestone of your staff with copies of the chapters that adopted or amended the appropriate statutes. The following table sets out the development of each of the relevant statutes.

AS 24.15.010. Legislative per diem.

Ch. 1 SLA 1959

Section 1. Legislative Per Diem. The rate of per diem in lieu of subsistence and other expenses for each member of the Legislature while in session shall be \$40.00 per day.

Effective: February 11, 1959.

Ch. 26 SLA 1961

Section 1. Legislative Per Diem. The rate of per diem in lieu of subsistence for each member of the legislature whose permanent residence is in Election District 5 is \$25.00 for each day in session. The rate for all other members of the legislature is \$35.00 for each day in session.

This per diem shall also be payable for those days of necessary travel to and from sessions.

Effective: March 18, 1961.

Ch. 100 SLA 1963

Sec. 3 AS 24.15.010 is repealed and re-enacted to read:

Sec. 24.15.010. Legislative Per Diem. The rate of per diem instead of subsistence for each member of the legislature is \$35 for each day in session. The per diem is also payable for those days of necessary travel to and from sessions.
Effective: May 2, 1963.

Ch. 193 SLA 1970

* Sec. 8. AS 24.15.010 is amended to read:

Sec. 24.15.010. Legislative Per Diem. The rate of per diem instead of subsistence for each member of the legislature is \$35 for the first 90 days of a legislative session. The per diem is also payable for those days of necessary travel to and from sessions.
Effective: July 16, 1970.

Ch. 87 SLA 1971

* Sec. 5. AS 25.15.010 is amended to read:

Sec. 24.15.010. Legislative Per Diem. The rate of per diem instead of subsistence for each member of the legislature is \$35 for each day of a legislative session. The per diem is also payable for those days of necessary travel to and from sessions.

Effective: Retroactive to April 10, 1971.

Ch. 205 SLA 1975

* Sec. 6. AS 24.15.010 is repealed and re-enacted to read:

Sec. 24.15.010. LEGISLATIVE PER DIEM. (a) For each day of the legislative session and for each day on official legislative business between sessions, legislators (1) on travel status and

away from home overnight shall be allowed, instead of their actual expenses for subsistence a per diem allowance of \$48 for each day; (2) not away from home overnight shall receive an allowance of \$35 for each day. The per diem allowance is also payable for each day of necessary travel.
Effective: July 1, 1975

Ch. 263 SLA 1976

* Sec. 6. AS 24.15.010 is repealed and re-enacted to read:

Sec. 24.15.010. LEGISLATIVE PER DIEM. The rate of per diem instead of subsistence for each member of the legislature shall be prescribed in accordance with AS 39.23.

Effective On the effective date of the first recommendations submitted to the legislature by the Alaska Salary Commission.

Ch. 3 SLA 1980

* Sec. 13. AS 24.15.010 is repealed and re-enacted to read:

Sec. 24.15.010. LEGISLATIVE PER DIEM. (a) Each member of the legislature is entitled to receive per diem at the same rate allowed for a state employee under AS 39.20.110 and 39.20.160, including regional variations in the rate where applicable.

(b) A legislator is entitled to receive per diem at the short-term rate

(1) during a legislative session if he does not live in his place of permanent residence during the session; and

(2) while he is on committee business for an interim committee of the legislature in a place which is not his place of permanent residence.

(c) A legislator is entitled to receive per diem at the long-term rate

(1) during a legislative session if he lives in his place of permanent residence during the session; and

(2) while he is engaged in committee business for an interim committee of the legislature at his place of permanent residence.

(d) In this section

(1) "long-term rate" means the long-term per diem rate established in regulations adopted by the commissioner of administration under AS 39.20.160;

(2) "short-term rate" means the short-term per diem rate established in regulations adopted by the commissioner of administration under AS 39.20.160.

Effective: Retroactive to January 1, 1979

Ch. 83 SLA 1983

* Sec. 7. AS 24.15.010 is repealed.

Effective: July 21, 1983

AS 24.15.020. Legislative Salaries.

Ch. 1 SLA 1959

Section 2. Annual Salaries. The annual salary for each member of the Legislature shall be \$3,000.00, to be paid at the rate of \$250.00 per month.

Effective: February 11, 1959

Ch. 26 SLA 1961

Sec. 2. Annual Salaries. The annual salary for each member of the legislature is \$2,500.00 to be paid in approximately equal monthly payments. The president of the senate and speaker of the house of representatives shall each be paid an additional \$500.00 per year during tenure of office.

Effective: March 18, 1961

Ch. 149 SLA 1966

* Section 1. AS 24.15.020 is amended to read:

Sec. 24.15.020. ANNUAL LEGISLATIVE SALARIES. The annual salary for each member of the legislature is \$6,000 to be paid in approximately equal monthly payments. The president of the senate and speaker of the house of representatives are each entitled to an additional \$500 a year during tenure of office.

Effective: January 23, 1967.

Ch. 193 SLA 1970

* Sec. 9. AS 24.15.020 is amended to read:

Sec. 24.15.020. ANNUAL LEGISLATIVE SALARIES. The annual salary for each member of the legislature is \$9,000 to be paid in approximately equal monthly payments. The president of the senate and speaker of the house of representatives are each entitled to an additional \$500 a year during tenure of office.

Effective: July 16, 1970

Ch. 205 SLA 1975

* Sec. 4. AS 24.15.020 is amended to read:

Sec. 24.15.020. ANNUAL LEGISLATIVE SALARIES. The annual salary for each member of the legislature is 33-1/3 per cent of Step E, Range 28 of the salary schedule established in AS 39.27.010 for Anchorage, Alaska, to be paid in approximately equal monthly payments. The president of the senate and speaker of the house of representatives are each entitled to an additional \$500 a year during tenure of office.

Effective: July 1, 1975

Ch. 148 SLA 1976

* Sec. 6. AS 24.15.020 is repealed and re-enacted to read:

Sec. 24.15.020. ANNUAL LEGISLATIVE SALARIES. The annual salary for each member of the legislature is 33-1/3 per cent of Step E, Range 28 of the salary schedule established in AS 39.27.010 for Anchorage, Alaska. The president of the senate and speaker of the house of representatives are each entitled to an additional \$500 a year during tenure of office.
Effective: July 16, 1976

Ch. 263 SLA 1976

* Sec. 7. AS 24.15.020 is repealed and re-enacted to read:

Sec. 24.15.020. ANNUAL LEGISLATIVE SALARIES. Each member of the legislature is entitled to receive annual compensation prescribed in accordance with AS 39.23 to be paid in approximately equal monthly installments. The president of the senate and speaker of the house of representatives are each entitled to an additional annual sum prescribed in accordance with AS 39.23.
Effective: On the effective date of the first recommendations submitted to the legislature by the Alaska Salary Commission.

Ch. 3 SLA 1980

* Sec. 14. AS 24.15.020 is repealed and re-enacted to read:

Sec. 24.15.020. ANNUAL LEGISLATIVE COMPENSATION.
(a) The annual salary for each member of the legislature is \$15,500, payable monthly in 12 equal installments. The president of the senate and speaker of the house of representatives are each entitled to an additional \$500 a year during tenure of office.

(b) Except as provided by a general law applicable to all officials of the state, the compensation of a member of the legislature may not be reduced during his term of office.
Effective: Retroactive to January 1, 1979

Ch. 3 SLA 1980

* Sec. 28. AS 24.15.020 is repealed and re-enacted to read:

Sec. 24.15.020. The monthly salary for each member of the legislature is equal to Step A, Range 10 of the salary schedule in AS 39.27.011(a) for Juneau, Alaska. The president of the senate and the speaker of the house of representatives are each entitled to an additional \$500 a year during tenure of office.

Effective: Retroactive to January 1, 1980

Ch. 83 SLA 1983

* Sec. 2. AS 24.15.020 is amended to read:

Sec. 24.15.020. SALARY OF LEGISLATORS. The monthly salary for each member of the legislature is equal to Step A, Range 22 (10) of the salary schedule in AS 39.27.011(a) for Juneau, Alaska. The president of the senate and the speaker of the house of representatives are each entitled to an additional \$500 a year during tenure of office.

Effective: July 21, 1983

Ch. 87 SLA 1985

* Section 1. AS 24.15.020 is amended to read:

Sec. 24.15.020. SALARY OF LEGISLATORS. The annual (MONTHLY) salary for each member of the legislature is \$46,800 (EQUAL TO STEP A, RANGE 22 OF THE SALARY SCHEDULE IN AS 39.27.011(a) FOR JUNEAU, ALASKA). The president of the senate and the speaker of the house of representatives are each entitled to an additional \$500 a year during tenure of office.

Effective: July 16, 1985

AS 24.15.030. Additional Allowances

Ch. 1 SLA 1959

Section. 3. Additional Allowances. In recognition of their extra duties the President of

the Senate and the Speaker of the House shall each be paid an additional allowance of \$600.00 per year during tenure of office. These sums shall be paid at the rate of \$50.00 per month.
Effective: February 11, 1959

Ch. 26 SLA 1961

Sec. 3. Additional Allowances. In addition, each member of the legislature shall receive an annual allowance of \$300.00 for postage, stationery, stenographic services and other expenses.

Sec. 7. Special Provisions: First Session-Second Legislature. Members of the first session-second legislature shall receive the salary, per diem and allowances set out in Ch. 1, SLA 1959 until the effective date of this Act. On the effective date of this Act the salary, per diem and allowances set out in this Act shall apply, except that the additional allowance set out in Sec. 3 shall be reduced one-half for the first session of the second legislature. Payment of this special allowance may be made from the line item appropriation made for the per diem of legislators for the fiscal year ending June 30, 1961.
Effective: March 18, 1961

Ch. 8 SLA 1970

* Section 1. AS 24.15.030 is amended to read:

Sec. 24.15.030. ADDITIONAL ALLOWANCES. In addition, each member of the legislature is entitled to an annual allowance of \$1,000 for postage, stationery, stenographic services and other expenses.

Effective: February 18, 1970

Ch. 193 SLA 1970

* Sec. 10. AS 24.15.030 is amended to read:

Sec. 24.15.030. ADDITIONAL ALLOWANCES. In addition, each member of the legislature is entitled to an annual allowance of \$4,000 for

postage, stationery, stenographic services and other expenses.

Effective: July 16, 1970

Ch. 263 SLA 1976

* Sec. 8. AS 24.15.030 is amended to read:

Sec. 24.15.030. ADDITIONAL ALLOWANCES. In addition, each member of the legislature is entitled to an annual allowance prescribed in accordance with AS 39.23 for postage, stationery, stenographic services and other expenses.

Effective: On the effective date of the first recommendations submitted to the legislature by the Alaska Salary Commission.

AS 24.15.050. Travel Allowance

Ch. 36 SLA 1959

Section 1. Each member of the Alaska State Legislature shall be entitled to receive one round trip first class airline fare, or its equivalent, from his place of residence in the election district from which elected or appointed to Juneau for purposes of attending regular, reconvened regular or special sessions of the State Legislature. When needed, an allowance up to fifty pounds for excess baggage each way is hereby authorized.

Sec. 2. This Act shall be effective upon its passage and approval or upon its becoming law without such approval.

Effective: March 13, 1959

Ch. 100 SLA 1963

Sec. 4. AS 24.15.050 is repealed and re-enacted to read:

Sec. 24.15.050. Transportation Allowance. Each member of the legislature is entitled to receive one round-trip transportation fare not to exceed the cost of first-class airline fare from his place of residence in the election district from

which elected or appointed to the capital for purposes of attending regular, reconvened regular, or special sessions of the legislature. Each member receiving transportation fare is entitled to a baggage allowance not to exceed the cost of 100 pounds excess baggage by air each way upon submission of proper documentation to substantiate the baggage shipment.
Effective May 2, 1963

Ch. 106 SLA 1975

* Section 1. AS 24.15.050 is amended to read:

Section 24.15.050. TRANSPORTATION ALLOWANCE. Each member of the legislature is entitled to receive one round-trip transportation fare not to exceed the cost of first-class airline fare from his place of residence in the election district from which elected or appointed to the capital for purposes of attending regular, reconvened regular, or special sessions of the legislature. Each member receiving transportation fare is entitled to an allowance not to exceed the cost of 200 pounds air freight each way upon submission of proper documentation to substantiate the baggage shipment.
Effective June 4, 1975

Ch. 3 SLA 1980

* Sec. 29. AS 24.15.050 is repealed and re-enacted to read:

Sec. 24.15.050. LEGISLATIVE TRANSPORTATION. A member of the legislature is entitled to reimbursement for the expense of moving between his place of residence and the capital city for the purpose of attending a regular session of the legislature. Reimbursement shall be as provided by regulations covering state employees adopted by the commissioner of administration under AS 39.20.160.
Effective Retroactive to January 1, 1980

ANNUAL LEGISLATIVE SALARIES ESTABLISHED BY AS 24.15.020

1959-1961	\$ 3,000	Speaker & Senate President \$500 extra. This amount has not changed since 1959.
1961-1966	\$ 2,500	
1967-1970	\$ 6,000	
1970-1975	\$ 9,000	
1975-?	\$14,705	Established at 33.3% of Range 28E of the salary schedule established in AS 39.27.010. Chapter 138 SLA 1975 establishes the monthly rate for Range 28E as \$3,680. This salary remained in effect until the Alaska Salary Commission submitted its first recommendations to the legislature.
1979	\$15,500	
1980-1982	\$17,280	Set at Range 10A of the salary schedule in AS 39.27.011.
1982	\$20,076	Chapter 50, SLA 1982 amended the salary schedule in AS 39.27.011.
1983	\$46,800	Range 22A of the salary schedule in AS 39.27.011 from 1983 to 1985, then ch. 87 SLA 1985 set this amount by statute.

If I can be of further assistance, please advise.

TC:mkr
M1:026

Attachments



Alaska State Legislature

House of Representatives

Committee on State Affairs

Official Business

Pouch V
State Capitol
Juneau, Alaska 99811

(907) 465-4883

January 29, 1986

Rep. M. Mike Miller, Chair
House Judiciary Committee
P.O. Box V
Juneau, Alaska 99811

Dear Rep. Miller:

On Monday, January 27, 1986 the House State Affairs Committee passed out CSHB 454 "An Act relating to compensation of state officers; establishing a commission on compensation of state officers." In addition, a motion was passed that a letter be sent to the Judiciary Committee, as next committee of referral, asking members to consider amending Sec. 39.23.270, Policy of the Legislature. It was suggested that the phrase "based upon equitable relationships being maintained among state positions" might make it difficult for legislative salaries to be set at a level less than other state officials.

In addition, the State Affairs Committee asks that Sec. 2 AS 39.23.240(c) regarding the two-thirds vote of the legislature to reject recommendations of the commission be given additional consideration. It was felt that further discussion of this requirement is warranted.

We appreciate your consideration of these points when the Judiciary Committee takes up CSHB 454.

Sincerely,

Katie Hurley
Rep. Katie Hurley
Chair

HOUSE
COMMITTEE REPORT

1/29
JUDICIARY

Date referred: 1/13/86

FURTHER REFERRALS: FINANCE

DATE: 1/27/86

The STATE AFFAIRS Committee has considered HB 454

"An Act relating to compensation of state officers; establishing a commission on compensation of state officers; and providing for an effective date."

and recommends:

- do pass
- do not pass
- do pass with attached amendment(s)
- no recommendation *C.SHB 454 (SA)*
- replace with *Com Sub for HB 454* same title
- new title

and recommends _____

further referral to the _____ Committee

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

SIGNING DO PASS:

Katie Hurley
Mike Spence
Butte Cato

SIGNING OTHER RECOMMENDATIONS:

Mike Kille NO REC
Roger Jenkins Do Not Pass
Ed C. Bunch NO REC

Katie Hurley
 Chairman

A M E N D M E N T

Offered in the State Affairs Committee

By Larson and Sund

TO: HB 454

Page 2, after line 1, insert a new subsection to read:

"(e) The commission shall be established in the Office of the Governor"

Page 2, line 28 after "session." through page 3, line 2, delete all material.

Page 4, after line 13 insert a new bill section to read:

"* Sec. 2. AS 39.23.240(c) is amended to read:

(c) The commission shall make a final report of its findings and recommendations as to the rate and form of compensation, benefits, and allowances for state officers no later than the 10th day of a legislative session. A recommendation has the force of law and becomes effective on the first day of the next regular legislative session unless rejected by a concurrent resolution adopted by two-thirds of the members in each house of the legislature."

Renumber remaining bill sections accordingly

Page 5, line 29, delete "2 - 10 and 13" and insert "3 - 11 and 15"

Page 6, after line 10, insert a new bill section to read:

"* Sec. 14. Notwithstanding AS 39.23.240(b), enacted by sec. 1 of this Act, the commission shall submit its first report to the legislature by February 17, 1987."

Renumber remaining bill sections accordingly

Page 6, line 11, delete "and"

Page 6, line 12, after "AS 39.20.080(c)" insert "and AS 39.23.200(c);"

Page 6, line 13, delete "This Act takes" and insert

"AS 39.23.260, as enacted by sec. 1. of this Act, and secs. 2 - 11, 13, and 15 of this Act take"

Page 6, after line 15, insert a new bill section to read:

"* Sec. 17. AS 39.23.200 - 39.23.250 and 39.23.270 - 39.23.400 as enacted by sec. 1 of this Act, and secs. 12 and 14 of this Act take effect immediately in accordance with AS 01.10.070(c)."

According to the Alaska House Research Agency, when session length and potential per diem are factored into a ranking of legislative salaries (using the current legislative salary) in various states, Alaska ranks sixth.

LEGISLATIVE COMPENSATION COMPARED WITH EXECUTIVE AND JUDICIAL BRANCHES

Alaska legislative salaries along with the forementioned states were used as a gauge to measure pay scale differentials between the Executive and Judicial branches and to determine whether or not Alaska was within an acceptable range. All salaries included per diem if applicable and as with the last comparison no additional compensation was considered. For Alaska, the current salary of \$46,600 was used. The results were that each legislature received less than the combined average wage of the governor, lieutenant governor, attorney general, supreme court judges, and intermediate appellate court judges. Those differences were as follows:

Alaska	\$31,055 less
California	\$ 3,565 less
Michigan	\$28,748 less
New York	\$28,294 less
Pennsylvania	\$17,460 less

SALARIES OF OTHER ALASKA STATE EMPLOYEES

The Committee examined research comparing legislative salaries to those received by Alaska teachers, University of Alaska employees, Alaska Railroad employees, and other state employees.

Alaska Teachers' Salaries

According to the FY 85 Association of Alaska School Boards survey of Alaska Teacher Salary and Benefits, the statewide average base salary is \$26,770 and the average top salary is \$48,789. Of the total of 7,039 full-time equivalent positions reported in the survey, 654 (about 9 percent) earn salaries greater than \$49,500 per year.

University of Alaska Salaries

According to the University Statewide Budget Office most university employees are not paid on a full-time basis. Many teachers work part-time and others are on 9-month contracts. The average annual salary for the 3,873 employees with permanent positions in the university system is \$33,374. There are 544 employees (about 14 percent of the total staff) who make over \$50,000 a year.

Alaska Railroad Salaries

The Alaska Railroad Corporation has 541 employees. Between 189 and 195 (about 35 percent) earn more than \$50,000 per year.

Alaska State Employees

During 1984, 19,304 state employees in Alaska earned an average salary of \$32,403. There are 1,531 (about 8 percent of the total) who earn salaries greater than \$50,000 per year.

A LOOK AT HOW OTHER STATES SET LEGISLATIVE COMPENSATION

Current research indicates:

- 8 states set compensation by the constitution
- 21 states set compensation by a compensation commission
- 21 state legislatures set their own compensation

The consensus of the Committee was to draft legislation to establish a compensation commission that would not only set the salaries of legislators, but other state officials as well. The Michigan constitutional amendment to establish their State Officers Compensation Commission was used as a basic guide and enabling legislation was drafted to accompany this amendment. This enabling legislation will take effect when the constitutional amendment is approved by the voters.

FOOTNOTES

¹ These figures were derived by using a formula supplied by the Institute of Social and Economic Research, University of Alaska, Anchorage to update the 1981 Urban Family Budgets and Comparative Indexes for Selected Urban Areas prepared by the U. S. Bureau of Labor Statistics. The 1981 Urban Family Budgets were updated to 1983 by using the 1983 Consumer Price Index-Selected Cities.

² Book of the States 1984-85 (Lexington, Kentucky: The Council of State Governments, 1984), p. 103.

³ Ibid., pp. 95-102. In addition, each of the four states were individually contacted for current information.

⁴ Ibid., pp. 66-71 and p. 150.

1/14/86

No. 12
HB 454
HB 455RETIREMENT

A comparison of the above states with Alaska was made by individually contacting each state. Alaska was found to be well within the norm in this comparison.

The EPORS (Elected Public Officials Retirement System) was established effective January 1, 1976, but was repealed by voter referendum on October 14, 1976. However, the Supreme Court later ruled that the repeal should not affect those elected officials who were at that time participating in the EPORS. Covered under this system are the governor, lieutenant governor, and legislators who were participating prior to the October 14, 1976 repeal.

The Alaska PERS (Public Employees' Retirement System) was established effective January 1, 1961. The PERS provides retirement coverage to public employees of the state and participating political subdivisions.

Of the 60 current legislators in Alaska, 42 have elected coverage under the PERS, three are covered under the TRS (Teachers' Retirement System), 10 are covered under the EPORS, and five have waived participation in the PERS and, therefore, have no coverage. In the Senate 17 members are currently vested and only 10 House members are vested. In 1982 the Alaska House of Representatives suffered a 55% turnover rate which was the highest turnover rate of all the states in that year.

ALASKA PROPOSED BASE SALARY AND PER DIEM VS OTHER STATES

In order to reduce the retirement benefits of legislators the base salary needed to be reduced thereby making per diem and a lower base pay a possible solution.

In determining a reasonable per diem rate for Alaska legislators all four comparable states were closely examined. An estimate for each state was based not only on per diem but personal expense accounts used for such things as car leasing and unlimited gas, etc., the average per diem and extras totaled as follows:

	AV. PER DIEM	+ BASE PAY	TOTAL
California	\$20,448	\$33,732	= \$54,180
New York	\$12,835	\$43,000	= \$55,825
Michigan	\$ 6,700	\$36,520	= \$43,220
Pennsylvania	\$15,250	\$35,000	= \$50,250
Alaska			
Non-Juneau	\$14,170	\$30,000	= \$44,170
Juneau	\$ 9,880	\$30,000	= \$39,880

These totals do not reflect additional compensation given to legislators in New York, Michigan, and Pennsylvania. The compensation in these states range from the low end of the scale being Michigan with seven positions in each House receiving extra compensation ranging from \$15,680 to \$4,900 to New York with 82 positions in the Senate and 132 positions in the House receiving from \$30,000 to \$6,500.³

1/14/86

EXECUTIVE SUMMARY

This report contains the recommendations and findings submitted to the Alaska Legislature as required by SCR 19, "Establishing a Joint Special Committee on Legislative Salaries." The members of the Committee were: Senator Mitch Abood, Co-Chairman; Representative Pon Larson, Co-Chairman; Senator Bettye Fehrenkamp; Senator Bill Ray; Representative John Sund; Representative Randy Phillips; and serving as public members, Mr. George Sullivan; Mr. Lew Williams; and Mr. Frank Chapados.

In keeping with the directive of SCR 19 the Committee has; examined the streamlining of expenditures and the reduction of operating costs; examined legislative salaries, per diem, and allowances; compared the approach taken by the State of Alaska regarding salaries with the approaches taken by other states.

Along with the above directive, the Committee kept paramount in its considerations the public concern for legislators setting their own salaries and the desire to reduce the retirement benefits of legislators. With this in mind, the Committee, after much deliberation, recommends that a constitutional amendment be placed on the November 1986 ballot to establish a State Officers Compensation Commission to set the salaries of legislators along with other state officials. To accompany this, is the enabling legislation which would take effect when the Commission is established.

The Committee recommends introduction of a salary legislation which will lower the retirement benefits of legislators, as well as save many thousand of dollars in future operating costs. We are recommending that the Legislature set a base salary of \$30,000 and reinstate the per diem system for session only and reimbursement for expenses only during the interim. The Committee does maintain that adequate compensation is essential if public service in the legislature is to be obtainable for the "average citizen" and not just a reality for an elite few.

SUMMARY OF MAJOR AREAS ANALYZED BY
THE JOINT SPECIAL COMMITTEE ON LEGISLATIVE SALARIES

Due to the wide disparities in legislative salaries, benefits, retirement programs, populations, members, budgets, cost of living differentials, and size differences of all fifty states, the committee had to narrow the scope of analysis. Consideration was given to the fact that Alaska has the highest cost of living and at first glance pays the highest compensation. Therefore, in most of the extensive comparisons four states paying comparable legislative compensation were used. The average cost of living for these states is as follows:

Alaska 29% above national average
California 3% above national average
New York 1% above national average
Michigan 3% below national average
Pennsylvania 1% above national average

SENATE-HOUSE JOINT SUPPLEMENT

1/14/86

TUESDAY

No. 12

RECOMMENDATIONS AND FINDINGS
AS REPORTED BY THE
JOINT SPECIAL COMMITTEE ON
LEGISLATIVE SALARIES

TO THE ALASKA LEGISLATURE ON
JANUARY 13, 1986

SENATOR MITCH ABOOD, CO-CHAIRMAN

REPRESENTATIVE RON LARSON, CO-CHAIRMAN

SENATOR BETTYE FAHRENKAMP

SENATOR BILL RAY

REPRESENTATIVE JOHN SUND

REPRESENTATIVE RANDY PHILLIPS

PUBLIC MEMBERS

Mr. Frank Chapados, Fairbanks
Mr. Lew Williams, Ketchikan
Mr. George Sullivan, Anchorage

TABLE III

STATE COMPENSATION COMMISSIONS

<u>Name of Commission</u>	<u>Number of Members</u>	<u>Appointing Authority</u>	<u>Scope of Recommendations</u>	<u>Frequency of Recommendations</u>
Arizona Commission on Salaries for State Elective Officers	5	2 by Governor, 1 by Senate President, 1 by House Speaker, and 1 by Chief Justice of Supreme Court	Salaries of legislators and elected state officials (Changes in legislative salaries must be approved by the voters.)	At direction of legislature
Colorado State Officials' Compensation Commission	9	3 by Governor, 2 by Senate President, 2 by House Speaker, and 2 by Chief Justice of Supreme Court	Salaries, allowances, and benefits of legislators, state judges, district attorneys, and elected and appointed officials (advisory only)	Biennially
Connecticut Compensation Commission	11	3 by Governor, 2 by House Speaker, 2 by House Minority Leader, 2 by Senate President Pro Tempore, and 2 by Senate Minority Leader	Salary, expenses, and benefits of legislators, elected officials, and judges (advisory only)	Biennially
Florida Officers' Compensation Commission	9	2 by Governor, 2 by Senate President, 2 by House Speaker, and 2 by Chief Justice of Supreme Court. The 8 members appoint the ninth member.	Salary and expenses of legislators, specified state officials, judges, state attorneys, public defenders, public service commissioners, and county officers (advisory only)	Annually
Georgia Commission on Compensation	12	4 by Governor, 4 by Supreme Court, 2 by Senate President (Lieutenant Governor), and 2 by House Speaker	Compensation of legislators, state officers, and heads of state agencies (Legislature required to introduce commission recommendation as a bill)	Biennially
Hawaii Commission on Legislative Salary	11	Governor	Salary of legislators (Recommendations effective unless rejected by Legislature or Governor. If rejected, existing rates are continued)	Every 8 years
Idaho Legislative Compensation Commission	6	3 by Governor and 3 by Supreme Court	Salary and expenses of legislators (Legislature may reject or reduce recommended rates. If rejected, existing rates are continued.)	Biennially

TABLE III--continued
STATE COMPENSATION COMMISSIONS

<u>Name of Commission</u>	<u>Number of Members</u>	<u>Appointing Authority</u>	<u>Scope of Recommendations</u>	<u>Frequency of Recommendations</u>
Montana Salary Commission	8	2 by Governor, 2 by Supreme Court, 1 by Senate Majority Leader, 1 by Senate Minority Leader, 1 by House Speaker, and 1 by House Minority Leader	Compensation of legislators, elected officials, and Judges (advisory only)	Biennially
Oklahoma Board on Legislative Compensation	11	5 by Governor, 2 by the Senate President Pro Tempore, and 2 by House Speaker (Chairman of Tax Commission and Director of State Finance are non-voting ex-officio members.)	Salary of legislators (Board recommendations are final)	Biennially
South Dakota Commission on Salaries for Elective State Officials	5	2 by Governor, 1 by Senate President Pro Tempore, 1 by House Speaker, and 1 by Chief Justice of Supreme Court	Salaries of legislators, elected officials, and Judges (advisory only)	Biennially
Washington Committee on Salaries	7	President of University of Puget Sound, President of Washington State University, Chairman of State Personnel Board, President of Association of Washington Business, President of Pacific Northwest Personnel Managers' Association, and President of Washington State Labor Council	Salaries of legislators, state elective and executive officials, and Judges (advisory only)	Biennially
West Virginia Citizens Legislative Compensation Commission	7	Governor	Compensation and expenses of legislators (Legislature may accept or decrease recommended rates)	Quadrennially

SOURCE: Legislative Research review of state statutes

TABLE III--continued
STATE COMPENSATION COMMISSIONS

<u>Name of Commission</u>	<u>Number of Members</u>	<u>Appointing Authority</u>	<u>Scope of Recommendations</u>	<u>Frequency of Recommendations</u>
Illinois Advisory Committee on Compensation of General Assembly Members	7	3 by Governor, 2 by President of Senate, and 2 by House Speaker	Compensation of legislators (advisory only)	Biennially
Iowa Commission on Compensation, Expenses and Salaries for Elected State Officials	15	5 by Governor, 5 by Senate President (Lieutenant Governor), and 5 by House Speaker	Salary, compensation, and expenses of legislators, elected state officials, and judges (advisory only)	Biennially
Kentucky Public Officials Compensation Commission	5	1 by Governor, 1 by Lieutenant Governor, 1 by House Speaker, 1 by Senate President Pro Tempore, and 1 by Supreme Court	Salaries, benefits, and allowances of legislators and certain elected officials and judges (advisory only)	Biennially
Louisiana Compensation Review Commission	19	5 appointed by Governor, 1 by Chief Justice of Supreme Court, 1 by Chairman of Conferences of Courts of Appeal Judges, 1 by District Judges' Association, and 1 by City Judges' Association (5 Senators and 5 Representatives are also members)	Salary and benefits of legislators, elected officials, judges, and unclassified state employees (advisory only)	Annually
Maryland General Assembly Compensation Commission	9	5 by Governor, 2 by Senate Senate President, and 2 by House Speaker	Salary and allowances of legislators (Legislature may reject or reduce recommended rates. If rejected, existing rates are continued.)	Quadrennially
Massachusetts Advisory Board on Legislative, Judicial and Constitutional Officers' Compensation	5	Governor	Salaries and expenses of legislators, constitutional officers, and judges (advisory only)	Biennially
Michigan State Officers' Compensation Commission	7	Governor	Salaries and expenses of legislators, Governor and Lieutenant Governor, and Justices of Supreme Court (Recommendations effective unless rejected by 2/3 vote of legislature. If rejected, existing rates are continued.)	Biennially

Public Employees' Retirement System
Teachers' Retirement System
Judicial Retirement System
Elected Public Officers Retirement System
National Guard Retirement System
Territorial Retirement System
Retirees' Voluntary Dental Vision-Audio Plan
Supplemental Benefits System
Group Health/Life Insurance Benefits
Deferred Compensation Plan
Public Employers' Social Security Contributions

DEPARTMENT OF ADMINISTRATION

DIVISION OF RETIREMENT & BENEFITS

PLEASE REPLY TO:

POUCH CR (MS 0203)
JUNEAU, ALASKA 99811
PHONE (907)465-4460

2600 DENALI ST. SUITE 401
ANCHORAGE, ALASKA 99503
PHONE (907) 277-7504

Bill Sheffield, Governor

September 27, 1985

Ms. Linda Firestone
Administrative Assistant
Senator Mitchell Abood's Office
1024 W. 6th, Suite 308
Anchorage, AK 99501

Dear Ms. Firestone:

Re: Comparison of Legislative Retirement Benefits

In response to our phone conversation of September 25, I am enclosing a comparison chart which outlines the differences between the Alaska Public Employees' (PERS), Teachers' (TRS), and Elected Public Officers (EPORS) retirement systems. Also enclosed is a comparison chart showing the differences between legislative retirement systems in California, Michigan, New York and Pennsylvania.

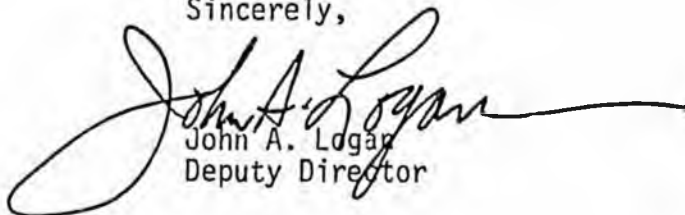
Of the 60 active legislators in Alaska, 42 have elected coverage under the PERS, three are covered under the TRS, 10 are covered under the EPORS, and five have waived participation in the PERS and, therefore, have no coverage.

The PERS was established effective January 1, 1961, and the TRS July 1, 1955. These systems were created to encourage qualified individuals to enter and remain in employment in Alaska. The PERS provides retirement coverage to public employees of the State and participating political subdivisions. The TRS provides coverage to teachers in public schools in Alaska.

The EPORS was established effective January 1, 1976, but was repealed by voter referendum on October 14, 1976. However, the Supreme Court later ruled that the repeal should not affect those elected officials who were at that time participating in the EPORS. Covered under this system are the governor, lieutenant governor, and legislators who were participating prior to the October 14, 1976 repeal.

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

Sincerely,


John A. Logan
Deputy Director

JAL/CS/cam/1
Enclosures

PUBLIC EMPLOYEES' RETIREMENT SYSTEM / TEACHERS' RETIREMENT SYSTEM / ELECTED PUBLIC OFFICERS RETIREMENT SYSTEM
A COMPARISON AS OF JULY 1, 1985

	PO/F	PERS All Others	TRS	EPORS
Benefit Multiplier	2% on years 1-10 2½% on years over 10	2%	2%	5% membership 2% other creditable service
Vesting	5 years service	5 years service	8 years of membership service; OR 5 years membership service and 3 years AK BIA; OR 15 years credited service if hired prior to 7/1/75, last 5 years membership service	5 years service
Retirement Age	55 if vested or at any age 20 years PO/F service OR 50 if vested for early reduced benefit	55 if vested OR at any age 30 years service OR 50 if vested for early reduced benefit	55 if vested OR at any age with 20 years membership service; OR 20 years combined membership and AK BIA, last 5 years membership service; OR 25 years credited service, last 5 years membership service OR 50 if vested for early reduced benefit	60 if vested OR 55 if vested for early reduced benefit
Employee Contributions	5%	4.25%	7%	7%
Employer Contributions (actuarially determined)	19.71% consolidated rate	12.77% consolidated rate	17.76%* *8.88% employer and 8.88% State matching	Unfunded System, Annual Appropriations
COLA	10% (or \$50, if less) if domiciled in Alaska	10% (or \$50, if less) if domiciled in Alaska	10% if domiciled in Alaska	NO
Post Retirement Pension Adjustments	Ad Hoc	Ad Hoc	Ad Hoc	Benefits Increase with Last Position's Salary Increase
Health Insurance Coverage After Retirement	YES	YES	YES	YES

LEGISLATIVE RETIREMENT SYSTEMS
A Comparison - As of September 26, 1985

	California	Michigan	New York	Pennsylvania
Benefit Multiplier	3.36%	4% (Maximum of 16 years)	1.66% - up to 25 years, plus 2% - between 25 and 30 years, plus 1.5% - over 30 years	2%
Vesting	4 years of service	8 years of service	10 years of service	10 years of service
Retirement Age	Age 60 or at any age with 20 years Early retirement at any age with 15 years (reduced benefit)	Age 55 No early retirement	Age 62 No early retirement	Age 50 Early retirement at any age with 10 years (reduced benefit)
Employee Contributions	8%	7%	3%	6.1%
Employer Contributions	18.81%	None - revenue from court filing fees is used to fund system.	16%	17.81%
Post Retirement Pension Adjustments	Annually based on CPI - not actuarially funded.	Annually	Ad hoc	Ad hoc
Health Insurance Coverage After Retirement	Yes, if member is retired within 120 days of termination	Yes	Yes	Yes

ALASKA LEGISLATIVE PAY HISTORY

<u>DATES</u>	<u>MONTHLY SALARY</u>	<u>YEARLY SALARY</u>	
3/17/61 - 1/22/67	208.33	2,499.96	
1/23/67 - 1/27/69	500.00	6,000.00	
1/28/69 - 7/15/70	541.66	6,499.92	
7/16/70 - 1/10/71	791.66	9,499.92	
1/11/71 - 6/30/75	750.00	9,000.00	
7/1/75 - 10/13/76	1,226.66	14,719.92	* #1
10/14/76 - 5/15/77	750.00	9,000.00	* #2
5/16/77 - 12/31/78	979.17	11,750.04	* #3
1/1/79 - 12/31/79	1,291.66	15,499.92	* #4
1/1/80 - 12/31/80	1,440.00	17,280.00	
1/1/81 - 12/31/81	1,564.00	18,768.00	
1/1/82 - 12/31/82	1,673.00	20,076.00	
1/1/83 - 7/20/83	1,757.00	21,084.00	* #5
7/21/83 - PRESENT	3,900.00	46,800.00	* #6

*1 CHAPTER 205 SLA 1975/INCLUDED LEGISLATIVE PAY RAISE REPEALED BY VOTERS--AUGUST 1976 PRIMARY

*2 SALARY RETURNED TO \$750.00 PER MONTH 10/13/76

*3 SALARY COMMISSION ENACTED 6/25/76
THIS SALARY WAS RECOMMENDED BY COMMISSION AND ADOPTED BY LEGISLATURE.

*4 SALARY COMMISSION ABOLISHED IN 1980. THIS SALARY SET BY LEGISLATORS.

*5 1983 BASE + PER DIEM \$34,684-162 DAYS.

*6 FIRST BASE SALARY WITH NO PER DIEM-EFFECTIVE 7/21/83
28% INCREASE (\$12,756) OVER PRE-RAISE 1983 SALARY