

ALASKA LEGISLATURE COMMITTEE FILES 1905-1900 00/2

3810 HTRA HCR 1 - HCR 36

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RECORDS CERTIFICATION



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James O. Smith
Signature of Camera Operator

10/31/89
Date

HCR

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STATE OF ALASKA
THE LEGISLATURE

LEGISLATIVE AFFAIRS AGENCY
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FOURTH - 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

HT 4-24-84
8:37 AM

2-7-85 7 AM



Official Business

Alaska State Legislature

House of Representatives

Representative Mike Szymanski

Rep. Mike Szymanski
801 W. Fireweed Lane, Suite 102
Anchorage, Alaska 99503
Phone 276-6731

SR-A-Box 1304B
Anchorage, Alaska 99502
Phone (907) 349-3373

While in Session:
Pouch V
State Capitol
Juneau, Alaska 99811

January 30, 1985

TO: Representative Bette Cato
FROM: Representative Mike Szymanski
RE: HCR 1

Enclosed please find backup information on HRC 1.

This resolution requests that DOT/PF investigate the possibility of establishing a speed zone of 45 miles per hour on the Seward Highway between mile s 100 and mile s 103.5. That portion of the highway encompasses the rapidly growing communities of Bird and Indian.

Because of population growth and existing hazardous conditions, the number of accidents and injuries/fatalities along that section of the highway has dramatically increased in recent years. As a result, the Bird/Indian Community Council has identified lowering the speed limit as a top community priority. Infact, a petition supporting a speed zone was circulated in 1984 and gathered 68 signatures (enclosed).

It has been calculated that reduced speed would only result in an additional 30 seconds on the average trip - a small price for a human life.

I introduced an identical resolution (HCR 44) last session which passed the house but did not clear the Senate.

enclosures

Number of accidents involving excess speed as the contributing factor on mile 100 - 103.5 of the Seward Highway (through Bird/Indian)

<u>DATE</u>	<u>NUMBER OF ACCIDENTS</u>	<u>DEGREE OF INJURY</u>
1977	4	4 minor injuries
1978	3	3 minor injuries
1979	3	3 minor injuries 3 major injuries
1980	3	2 minor injuries
1981	4	4 minor injuries
1982	1	1 fatal injury
1983 (until Sept.)	3	4 minor injuries

21

MORE
 INFORMATION FOR FIELD CONTACT :

~~THIS IS A CODED ITEM WHICH INDICATES THE CONTRIBUTING FACTORS ASCRIBED TO THIS VEHICLE IN THIS ACCIDENT. THIS COMES FROM FORM 12-208 BOXES 22 (ITEM #450) & 23 (ITEM #460) IF THIS IS THE LEFT VEHICLE RECORDED ON THE FORM OR BOXES 24 (ITEM #470) AND 25 (ITEM #480) IF THE RIGHT VEHICLE RECORDED ON THE FORM.~~

VALID CODES AND MEANINGS:

-	NOT APPLICABLE
X	UNKNOWN
01	NONE
02	ALCOHOL TEST GIVEN
03	ALCOHOL-NO TEST GIVEN
04	ALCOHOL SUSPECTED, NOT PROVEN
05	BACKING UNSAFELY
06	DRIVER INATTENTION
07	DRIVER INEXPERIENCE
08	DRUGS (ILLEGAL)
MORE	
09	FAILURE TO YIELD
10	FELL ASLEEP
11	FOLLOWING TOO CLOSELY
12	ILLNESS
13	LOST CONSCIOUSNESS
14	PASSENGER DISTRACTION
15	PASSING OR LANE USAGE IMPROPER
16	PEDESTRIAN ERROR/CONFUSION
17	PHYSICAL DISABILITY
18	PRESCRIPTION MEDICATION
19	TRAFFIC CONTROL DEVICE DISREGARDED
20	TURNING IMPROPERLY
21	UNSAFE SPEED
22	OTHER HUMAN FACTOR
41	ACCELERATION DEFECTIVE
42	BRAKES DEFECTIVE
43	HEADLIGHTS DEFECTIVE
44	OTHER LIGHTING DEFECTS
45	OVERSIZED VEHICLE
46	STEERING FAILURE
47	TIRE FAILURE/INADEQUATE
48	TOW HITCH DEFECTIVE
49	WINDSHIELD INADEQUATE
MORE	
50	OTHER VEHICULAR FACTOR
61	ANIMAL'S ACTION
62	GLARE
63	VIEW OBSTRUCTED/LIMITED
64	OTHER ENVIRONMENTAL FACTOR
71	LANE MARKING IMPROPER/INADEQUATE
72	CONSTRUCTION DEBRIS
73	PAVEMENT DETERIORATED
74	PAVEMENT SLIPPERY
75	SHOULDERS
76	SIGNS MISSING/INOPERATIVE
77	TRAFFIC SIGNAL INOPERATIVE
78	CONSTRUCTION AREA
80	OTHER ROADWAY FACTOR

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CONTRIBUTING FACTOR REPORT

ROUTE	M/PT	DATE	NUMBER	FATAL	MAJ	INJ	MIN	INJ	STREET	CROSS STREET	CONTRIBUTING FACTORS			
130000	100.03	790828	7908270					4	NEW SEWARD HWY	MI 99.5	62	50	-	-
130000	100.36	830201	8302069						MI 100 SEWARD HWY		15	74	01	
130000	100.36	830212	8302821					2	MI 100 SEWARD HWY		(21)	04		
130000	100.42	770620	7709433						SEWARD HWY MP 100		X	X		
130000	100.48	780614	7806834						SEWARD HWY	MILE 100	15	-	-	-
130000	100.48	790705	7905939					1	SEWARD HWY	MI 100	45	-	-	-
130000	100.48	800625	8006655		1				SEWARD HWY	MI 100	04	-	-	-
130000	100.48	800726	8007531					1	MI 100 SEWARD HWY		01	-	22	-
130000	100.53	780113	7800686					1	MI 100 SEWARD HWY		(21)	74		
130000	100.58	810111	8100433		1				MILE 100.2	SEWARD HWY	(21)	74		
130000	100.86	821220	8219007						MI 100.5 SEWARD HWY	N/B	(21)			
130000	100.92	820404	8205054						MI 100.9 SEWARD HWY		06	09	01	
130000	101.01	780317	7803640						MI 100.5 SEWARD HWY		09	-	01	-
130000	101.03	770813	7711748		3			1	SEWARD HWY	THE BIRD HOUSE	22	06	06	-
130000	101.05	800728	8007753						SEWARD HWY	BIRD HOUSE P/L	X	X	X	X
130000	101.05	801207	8015772						MI 100.8 SEWARD	BIRD HOUSE P/L	(21)	-	01	-
130000	101.05	810419	8104059						NEW SEWARD HWY	BIRD HOUSE BAR	15	-	15	-
130000	101.13	770729	7711010						SEWARD HWY	BIRD HOUSE	15	-	-	-
130000	101.22	770603	7708166					2	SEWARD HWY	SCOTTISH INN	01	-	01	-
130000	101.22	770603	7708182						SEWARD HWY	SCOTTISH INN			01	-
130000	101.25	810325	8103421						MI 101.8 SEWARD HWY	BIRD CREEK BRIDGE	09	-	01	-
130000	101.28	801102	8012825						SEWARD HWY	MI 106.8	27	(21)	-	-
130000	101.28	801127	8012949						SEWARD HWY		X	X	X	X
130000	101.28	801127	8015753						SEWARD HWY		22	-	22	-
130000	101.30	770701	7709612						SEWARD HWY	MP 100	X	Y	X	X
130000	101.30	770827	7712400					1	SEWARD HWY	BIRD CREEK CAMP GRND	04	(21)	01	-
130000	101.30	780725	7808683						SEWARD HIGHWAY	BIRD CK CAMPGROUND R	15	-	20	-
130000	101.41	770122	7701178						SEWARD HWY	101 MI	X	X		
130000	101.41	770521	7707567					1	NEW SEWARD HWY	MILE 101	02	-	-	-
130000	101.41	780619	7807038						101 MI POST SEWARD H		61	-	-	-
130000	101.41	781203	7815950						NEW SEWARD	MI 101	74	-	-	-
130000	101.41	790217	7901141						MI 101 SEWARD HWY		(21)	-	01	-
130000	101.41	791110	7911742						MI 101 SEWARD	DRIVEWAY	22	-	01	-
130000	101.41	810620	8106701					1	MI 101 SEWARD	DUMP RD	22	-	01	-
130000	101.41	820106	8200192						SEWARD HWY	MILE 101				
130000	101.41	820531	8207385					2	SEWARD HWY	AT MI 101 SB	15	-	20	-
130000	101.41	820820	8211969					2	SEWARD HWY SB	MILE 101	15	-	-	-
130000	101.41	821222	8219780					1	SEWARD	AT MP 101	64	07		
130000	101.41	830718	8309959						MI 101 SEWARD		(21)			
130000	101.41	830807	8311788						MP 101	SEWARD HWY	02			
130000	101.41	830822	8313099					2	SEWARD HWY	2000' S BIRD CRK BRI	(21)		01	01
130000	101.41	830904	8313539						SEWARD HWY	AT MI 101	11		01	01
130000	101.59	830818	8312955						MI 101	BIRD CK CAMPGD	01	-	-	01
130000	101.60	821215	8220511		1				SEWARD HWY APPROX	MI 101.7	20	-	15	02
130000	101.71	810516	8105262					3	SEWARD HWY MI 101.5	BIRD CRK BRIDGE	04	(21)		
130000	101.81	810614	8106350					1	MI 101.7 SEWARD	BIRD CREEK BRIDGE	15	(21)	01	-
130000	101.81	820524	8207082						MI 101.7 SEWARD HWY	BIRD CRK BRIDGE	10	18		
130000	101.83	780822	7810336					2	SEWARD	BIRD CREEK BRIDGE	04	(21)		
130000	101.83	810729	8107509						SEWARD HWY	BIRD CREEK BRIDGE	11	-	-	-
130000	101.85	801102	8012822					2	MI 101.6 SEWARD HWY	BIRD CRK BRIDGE	(21)	74	-	-
130000	101.85	811206	8115335						SEWARD HWY	BIRD CRK BRIDGE	13	-	-	-
130000	101.85	820820	8211473						SEWARD HWY	NEAR BIRD CREEK	73	06	01	
130000	101.87	820819	8211451						SEWARD HWY	BIRD CK BRIDGE	11	78	73	

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CONTRIBUTING FACTOR REPORT

ROUTE	MIPT	DATE	NUMRER	FATAL	MAJ	INJ	MIN	INJ	STREET	CROSS STREET	CONTRIBUTING FACTOR
1300000	101.83	770525	77092290						SEWARD HWY	BIRD CREEK	15 - 01 -
1300000	101.83	771203	7717456	1					SEWARD HWY	BIRD CK CAMP	01 - 43 - 01
1300000	101.83	790930	7912207						SEWARD HWY	MI 102	03 - 74 - 01
1300000	101.83	810121	8107318						SEWARD HWY	MI 101	074 - 05 - 22
1300000	101.83	810816	8108418						SEWARD HWY	BIRD CREEK	06 - 05 - 01
1300000	101.91	520127	8205136						SEWARD HWY	17 MI S ANCH	
1300000	101.91	770120	7701468						SEWARD HWY	BIRD CREEK BRIDGE	
1300000	101.91	770405	7701575						SEWARD HWY	ANCHORAGE	
1300000	101.91	770819	7712050						SEWARD MI 101.5	MI 101.5	04 - 04 - 04
1300000	101.91	780123	7801194						SEWARD MI 101.5	BIRD CREEK BRIDGE	
1300000	101.91	790122	7918783						SEWARD MI 101.5	BIRD CREEK BRIDGE	
1300000	101.91	790611	7907218						SEWARD CRK BRIDGE	SEWARD BRIDGE	08 - 04 - 08
1300000	101.91	790804	8003899						SEWARD CRK BRIDGE	SEWARD BRIDGE	08 - 04 - 08
1300000	101.93	810521	8105426						SEWARD CRK BRIDGE	SEWARD BRIDGE	08 - 04 - 08
1300000	101.93	810612	8106024						SEWARD CRK BRIDGE	SEWARD BRIDGE	08 - 04 - 08
1300000	101.95	771220	7717403	1					SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	101.95	730523	7305594						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	101.99	800823	8010566						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.01	790101	7911350	3					SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.01	811101	8111350						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.01	830101	8301922						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	790110	7901331						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	811205	8115366						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	790305	7903385						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	790414	7904294						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	800619	8005883						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	791130	7912294						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	830425	8305553						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	770113	7700721						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780523	7805552						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	790908	7909211						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	791103	7911610						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780224	7802868						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	800916	8013690						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	790513	7907460						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	810721	8107753						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	810929	8111535						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	770211	7702767						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	770230	7711909						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780205	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780215	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780227	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780235	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780242	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780250	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780258	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780266	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780274	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780282	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780290	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780298	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780306	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780314	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780322	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780330	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780338	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780346	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780354	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780362	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780370	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780378	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780386	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780394	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780402	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780410	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780418	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780426	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780434	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780442	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780450	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780458	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780466	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780474	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780482	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780490	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780498	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780506	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780514	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780522	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780530	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780538	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780546	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780554	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780562	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780570	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780578	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780586	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780594	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780602	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780610	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780618	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780626	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780634	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780642	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780650	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780658	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780666	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780674	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780682	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780690	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780698	7801838						SEWARD HWY	BIRD CREEK BRIDGE	15 - 07 - 01
1300000	102.02	780706	7801838						SEWARD HWY	BIRD CREEK BRIDGE	

ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
CONTRIBUTING FACTOR REPORT

ROUTE	MIPT	DATE	NUMBER	FATAL	MAJ	INJ	MIN	INJ	STREET	CROSS STREET	CONTRIBUTING FACTOR
130000	103.61	790710	7906005			1		1		SEWARD NEW HW	22 -
130000	103.64	820530	8208794						SEWARD HWY	12.3 MI S WEIGH STAT	
130000	103.63	810526	8105425						SEWARD HWY 1/8 MI		X X X X
130000	103.81	790413	7903704					1	MI 103.5 SEWARD		07 01 -
130000	103.81	791221	7913786						MI 103.8 SEWARD	INDIAN HOUSE	09 - 01 -
130000	103.81	800306	8003130						MI 103.5 SEWARD HWY		05 -
130000	103.81	800530	8005890						MI 103.9 SEWARD HWY	INDIAN HOUSE BAR	09 - 01 -
130000	103.81	820101	8200009						SEWARD HWY	INDIAN HOUSE	05 09 01
130000	103.81	830323	8313125					2	SEWARD HWY	MI 103.5	
130000	103.96	780802	7809904						SEWARD HWY	DEARMON	X X
* 130000	TOTALS:		116 ACCIDENTS			3 FATALITIES			12 MAJOR INJURIES		53 MINOR INJURIES

September, 1988

Dear Mike Szymanski,

I would like to express to you the great need to have the speed limit lowered in Bird-Indian between Indian Road and the Bird House.

Now that we have our wonderful bike trail (which we dearly love) our children have to cross the highway to get on the trail. Personally, I am very concerned for my daughter's safety as where she crosses (near Tesoro) is a straight-away where vehicles speed up and pass.

I really don't think people will mind slowing down here; they will most probably be glad to be made aware that it is a residential area with children present and crossing the highway, and bus stops at designated areas.

I have calculated that by slowing down to 45 mph for the $3\frac{1}{2}$ mile stretch between Indian Road and the Bird House, a driver will lose 17.2 seconds. I feel that we can all easily donate these few seconds for the sake of safety.

Thank you for your on-going concern and support.

Yours truly,
Ronnie Wilton
SR# B609

53-7272

We, the undersigned, residents of Indian and of Bird Creek, Alaska - on Turnagain Arm - respectfully request your support in our appeal to the State's Department of Transportation to create a speed zone on that stretch of the Seward Highway that passes through our two communities. We feel that the above is a particularly dangerous (and well- traveled) piece of highway, one that by its very straightness and openness encourages motorists to drive at high speed through our rural, residential communities.

(PLEASE PRINT)

NAME

MAILING ADDRESS

<i>Lee Miller</i>	<i>Box 8755 Indian ak. 99540</i>
CHAD MCGREW	<i>.4th + Feather ak 99540</i>
<i>Godly Myles</i>	<i>SRA 8800 Indian ak 99540</i>
<i>Jimmy A. Nelson</i>	<i>SR Box 3745 Indian Ak 99540</i>
<i>John Linnert</i>	<i>Box 8801 Indian AK, 99540</i>
<i>Nancy Nix</i>	<i>Box 8565 Indian - AK. 99540</i>
<i>Paul S. Nelson</i>	<i>Bird Creek, ak.</i>

Lethie Collins	SR Box 5800 Indian	653-7686
Jim Vermeek	Box 8820 Indian	653-7640
LOREN Sturt	Rt 5 Box 8800 INDIAN	653-7803
Rodney G. Vest	BX 5735 - Rural Rt Indian	AK 99540
Steve Hodgson	Box 832 Seldovia, Ak.	
Arthur Goin	Seldovia Ak.	283-8479
Rebecca Sue Hunter	INDIAN AK	653-7313
Mary Ferguson		
MARY FAYN	SR Box 8800 Indian	653-7903
Warren D. Braddock	SR Box 8855 Indian	653-7502
William Curtice	PO Box 8531 Indian AK	563-3822
Gloria A Young	Anch., AK.	562-5438
David Young	Anch, AK	" "
Franky K. Bundy	SRA 8654 Indian AK	
Dennis Rose	SRA 8800 Indian AK	6537313
Rick Wendt	SR Box 8800 Indian AK	
Brian D. Benson	SRA 8654 Indian AK	
J. E. Jabrot (J.C. Johnston)	SRA 8800 INDIAN, ALASKA.	653-7313
Dee Olson	Box 8790 Indian AK.	653-7647
Robert Marshall	Box 8765 Indian AK	653-7234
H. Antonson	Box 8535 Indian AK	653-7732
Jim M. Hartness	SRA Box 8800 Indian AK.	653-7686
Tina McDonald	SR Box 8810 Indian AK	653-7212
William J. Khamis	Indian AK.	653-7211
Angela Olson	Box 8790 INDIAN ALASKA	653-7647
Carol Olson	Box 8800 INDIAN, ALASKA	653-7313
Richard K. Kotval	Box 8885 Indian ALASKA	653-7203
James David	SRA 8800 INDIAN ALASKA	653-7313
Linda Kessler	SRA Box 8855 Indian AK	653-7502
Jack H. Hutt	SRA Box 8855 Indian AK.	653-7502
Jim Wieber	SRA Box 8855 Indian AK	653-7502
BETTY A. Young	SRA Box 8725 Indian	653-7732
YOLANDA CASTRO	SRA Box 8863 INDIAN	653-7208

Juncin D. Connell Box 8700 Indian
 Vivian Newman Box 8700 Indian
 Kenneth Williams Box 8700 Indian
 CARROLL R. JOHNSON Box 8745 Indian
~~Edward Johnson~~ Box 8575 Indian
 Edward Johnson Box 8575 Indian
 Mary Lou Redmond Box 8700 Indian
 William N. Johnson Box 8500 Bird Creek, AK
 Harold M. Deane Box 8500 Bird Creek AK
 Deborah W. Hagan Box 8606 Bird Creek AK
 Kay [unclear] Box 8540 Bird Creek AK
 Michael Macdonald Box 8700 Indian Creek AK
 Lynn Hansen Box 8540 Bird Creek
 Hylee J. Hagan Box 8606 Bird Creek AK
 John Burg Box 8501 Bird Creek Alaska
 Steven Matter Box 8501 Bird Creek AK
 Mike Purkis Box 8642 BIRD CREEK AK
 Aubrey R. Palmer SR Box 8515 BIRD CREEK AK
 Larry Bushnell P.O. Box 583 Girdwood AK 99587
 Nancy Emley ^{Emley} 70 Arlone Bar Bird Creek
 Jack & Porter SR 8606 Bird Creek AK
 James Cofe ^{Cofe} SR BOX 8642 BIRD CREEK AK



Steve R. O. Lt.
 Nancy E. McDonald
 Cecilia R. Brand
 Kendall Wilson
 Jim Daniels
 Frank Shilling
 Hoch Gullikshank Jr.
 ST. RT. BOX 8810 INDIAN. AK. 9954
 SRA 8654 INDIAN AK 9954
 Box 8515 Bird Creek 9954
 Box 470 Girdwood 9958
 Box 431 Girdwood 9958
 To THE BIRD HOUSE - BIRD CREEK 9

HCR 1

2.8.85

The Transportation Committee has considered HOUSE CONCURRENT RESOLUTION NO. 1 (requesting a speed zone on Seward Highway) and reports it back as follows: Cato (Chairman), Shultz, and Davis recommend do pass. Furnace and Pignalberi have no recommendation.

A fiscal note was attached and appears in House Journal Supplement No. 15.

The Speaker gave HCR 1 a further referral to the Committee.

the payment of overtime under public construction contracts), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 62 (Labor & Commerce) (same title) and reports it back as follows: Navarre (Chairman), Koponen, Boucher and Davis recommend do pass. Hanley recommends do not pass. Pearce and Collins recommend do not pass without amendment.

HB 62 was referred to the Judiciary Committee.

HB 74

The State Affairs Committee has considered HOUSE BILL NO. 74 (relating to participation of former BIA school administrators in the Teachers' Retirement System).

HOUSE JOURNAL SUPPLEMENT

February 5, 1985

No. 15

HCR
1

STATE OF ALASKA 1985 LEGISLATIVE SESSION
FISCAL NOTE

Page 1 of 2

Revision Date: _____

REQUEST

Bill/Resolution No.: HCR1
 Title: Speed Zone on the Seward Highway
 Sponsor: Representative Szymanski
 Requestor: _____
 Date of Request: _____

FISCAL DETAIL

Agency Affected: DOT&PF
 Program Category Affected: Design and Construction
 BRU, Program or Subprogram(s) Affected: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 85	FY 86	FY 87	FY 88	FY 89	FY 90
100 PERSONAL SERVICES		.434				
200 TRAVEL						
300 CONTRACTUAL						
400 SUPPLIES						
500 EQUIPMENT		.066				
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS						
800 MISCELLANEOUS						
TOTAL OPERATING		.500	-0-	-0-	-0-	-0-
CAPITAL		-0-	-0-	-0-	-0-	-0-
REVENUE		-0-	-0-	-0-	-0-	-0-

FUNDING: (Thousands of Dollars)

GENERAL FUND	.500	-0-	-0-	-0-	-0-
FEDERAL FUNDS					
OTHER					
TOTAL	.500	-0-	-0-	-0-	-0-

POSITIONS:

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

ANALYSIS: Please refer to the attached page.

Prepared By: William R. Snell, Director (signed) Phone: 266-1462
 Division: Central Region Planning Date: 2/5/85
 Approved by Commissioner: *William R. Snell* Date: 2-6-85
 Agency: DOT&PF

HCR

1

FISCAL NOTE ANALYSIS

HCR 1

Page 2 of 2

1. Analysis of the fiscal impact on existing program.

Can be absorbed within existing program

2. Analysis of the fiscal impact on new programs.

None

3. Analysis of how the figures in the fiscal note were derived.

labor: 1.5 days for a traffic engineer @ \$289 per day
(Salary & benefits)

= \$434

equipment: estimated cost for use of state vehicle and radar

= 66

\$500

4. Additional information.

It is the policy of the Department of Transportation and Public Facilities (DOT&PF) to have and maintain uniform statewide criteria for the establishment of speed zones. National studies have shown that speed zones are most effective when established at or near the 85th percentile speed, which is defined as that speed at or below which 85 percent of the traffic is traveling. The effect of lowering the speed zone lower than the 85th percentile may actually increase the number of accidents because of the increased conflict between faster moving vehicles and slower moving vehicles.

In the fall of 1983 and the fall of 1984, the DOT&PF conducted speed studies in the area identified in HCR 1 and found that the results did not support reducing the posted limit; however, the Department will continue to monitor the situation as traffic volume and commercial development increases.

The 1984 Legislature appropriated \$50,000 for safety flashing lights for this segment of the highway. As a result of a September 12, 1984 meeting between DOT&PF personnel and the Bird Creek Indian Community Council, the council recognized that reducing the speed limit may not solve their problem. After thorough discussions, the majority present passed a motion to install flashing yellow beacons on top of the existing pedestrian warning signs located at Bird Creek for south bound traffic and near the Bird House for northbound traffic. It is hoped that these beacons will impress upon drivers not to exceed the posted legal speed limit.

Our Central Region Division of Maintenance and Operations is currently working with Chugach Electric to extend service to the existing pedestrian warning signs so that the flashing yellow beacons can be installed. Power is available at the southern sign; however, approximately one-quarter mile of new line must be installed to provide power to the northern sign. In addition, transformers, electrical boxes, etc. must be installed. The Department does not foresee any problems and hopes to have the flashing beacons installed this summer.

In addition, the Department will review the possibility of extending the no passing zones through this area. If the extension is warranted, it will be included in next summer's highway stripping program.



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.

James O. Smith
Signature of Camera Operator

10/31/89
Date

HCR

9

SCR 32 cont'd

and so, CS FOR SENATE CONCURRENT RESOLUTION NO. 32 (SA) passed the Senate and was referred to the Secretary for engrossment.

SENATE RESOLUTIONS IN SECOND READING

SJR 43

SENATE JOINT RESOLUTION NO. 43 (Fairbanks as the nominee for the site of the 1988 Arctic Winter Games) which was held from March 6, was before the Senate in second reading.

Senator Halford moved and asked unanimous consent that SENATE JOINT RESOLUTION NO. 43 be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

SENATE JOINT RESOLUTION NO. 43 was read the third time.

The question being: "Shall SENATE JOINT RESOLUTION NO. 43 (Fairbanks as the nominee for the site of the 1988 Arctic Winter Games) pass the Senate?" The roll was taken with the following result:

SJR 43 3RD

Yeas:	18	Abood, Bennett, Coghill, DeVries, Eliason, Fahrenkamp, Faiks, Ferguson, Fischer Paul, Fischer Vic, Halford, Josephson, Kelly, Kerttula, Ray, Rodey, Sturgulewski, Ziegler
Nays:	0	
Absent:	2	Sackett, Zharoff

and so, SENATE JOINT RESOLUTION NO. 43 passed the Senate and was referred to the Secretary for engrossment.

SECOND READING OF HOUSE RESOLUTIONS

HCR 9

HOUSE CONCURRENT RESOLUTION NO. 9 (Whittier-Shotgun Cove Access) was read the second time.

HCR 9 cont'd

Senator Faiks moved and asked unanimous consent for the adoption of the Finance Senate Committee Substitute offered on page 1997. Senator Ray objected.

Senator Kelly moved and asked unanimous consent that HOUSE CONCURRENT RESOLUTION NO. 9 be returned to the Rules Committee. Without objection, HOUSE CONCURRENT RESOLUTION NO. 9 was returned to the Rules Committee.

CITATIONS

Honoring - Larry Meyer
by Senators Rodey and Faiks

In Memoriam - Andrew O. Lahti
by Senators Rodey, Vic Fischer, Kerttula,
Sturgulewski and Halford
Representative Jenkins

Senator Halford moved and asked unanimous consent that the citation calendar be adopted. Without objection, the citations were adopted and referred to the Secretary for transmittal.

Senator Halford moved and asked unanimous consent that the rules be suspended and the notice and publication requirements be waived and that the citation In Memoriam - Martha Haggard be made a special order of business. Without objection, it was so ordered.

SPECIAL ORDER OF BUSINESS

In Memoriam - Martha Haggard
by Senators Fahrenkamp, Bennett, Halford and
Coghill
Representative Koponen

Senator Halford moved and asked unanimous consent that the citation be adopted. Without objection, the citation was adopted and referred to the Secretary for transmittal.



EEB 2342

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

February 14, 1985

Mr. Donald R. Scott
Executive Vice President
Chugach Alaska Corporation
Chugach Alaska Building
3000 A Street, Suite 400
Anchorage, AK 99503

Dear Mr. Scott:

I enjoyed the opportunity of meeting with you and discussing the Shotgun Cove highway project and boat harbor development for the Whittier area.

As we discussed, the availability of direct State funding for these kinds of projects is poor this year because of the reduction in State revenues from declining world oil prices. I hope, however, that you will be able to look into the feasibility of innovative financing plans such as may be offered by the Alaska Industrial Development Authority (AIDA) and the Alaska Municipal Bond Bank Authority. In addition to discussing these projects with Bert Wagon in AIDA and Perry Davis in the Municipal Bond Bank, I think it would be useful for you to discuss the prospects of securing some level of funding for the highway project through Commissioner Dick Knapp in the Department of Transportation and Public Facilities.

I wish you all the best in the development of these facilities. We will be happy to help in any way we can within the parameters of the State's greatly-reduced revenue flow this year.

Sincerely,

A handwritten signature in cursive script that reads "Bill Sheffield".

Bill Sheffield
Governor

Mr. Donald R. Scott

-2-

February 14, 1985

cc: Rep. Bette Cato

Commissioner Dick Knapp
Department of Transportation
and Public Facilities

Perry Davis, Executive Director
Alaska Municipal Bond Bank Authority

Bert Wagon, Executive Director
Alaska Industrial Development
Authority



REL

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

February 14, 1985

Ms. Mary Lee Brown
City Manager
City of Whittier
P. O. Box 608
Whittier, AK 99693

Dear *Ms. Lee* Brown:

I enjoyed the opportunity of meeting with you and discussing the Shotgun Cove highway project and boat harbor development for the Whittier area.

As we discussed, the availability of direct State funding for these kinds of projects is poor this year because of the reduction in State revenues from declining world oil prices. I hope, however, that you will be able to look into the feasibility of innovative financing plans such as may be offered by the Alaska Industrial Development Authority (AIDA) and the Alaska Municipal Bond Bank Authority. In addition to discussing these projects with Bert Wagnon in AIDA and Perry Davis in the Municipal Bond Bank, I think it would be useful for you to discuss the prospects of securing some level of funding for the highway project through Commissioner Dick Knapp in the Department of Transportation and Public Facilities.

I wish you all the best in the development of these facilities. We will be happy to help in any way we can within the parameters of the State's greatly-reduced revenue flow this year.

Sincerely,

A handwritten signature in cursive script that reads "Bill Sheffield".

Bill Sheffield
Governor

Ms. Mary Lee Brown

-2-

February 14, 1985

cc: Rep. Bette Cato

Commissioner Dick Knapp
Department of Transportation
and Public Facilities

Perry Davis, Executive Director
Alaska Municipal Bond Bank Authority

Bert Wagnon, Executive Director
Alaska Industrial Development
Authority

Ted Forsi, Consultant

Native Consensus On Claims Act Changes ???

The Alaska Federation of Natives (AFN) met last week to review eight amendments to the Native Claims Settlement Act. The amendments are designed to increase financial and legal protection for the more than 200 Native Corporations which administer 44 million acres of land and resources and nearly \$1 billion in revenues awarded Alaska Natives through the 1971 settlement act. Once passed by the federation, the amended package is sent to Congress for recommended congressional action in amending the 1971 law.

Seeking Consensus

The recent AFN 'special' convention just held in Anchorage, sought to hammer out a consensus on these changes among the 12 native regional corporations and the 200 village corporations, representing a quite diverse and complex interests. A key point in deliberations has also been to interject some 'process' in achieving these changes that includes the 'say' of all these factions.

For example, corporations would like to maintain a control though their own by-laws where they might retain the option of 'including or excluding' provisions of the new congressional provisions. Meetings were slow to progress at the recent convention because of concern as to whether village concerns were fairly represented. A motion to delay voting until reports on the status of natives and their corporations were completed later this year was defeated by a large margin. On the second day of the convention, Bethel area delegates left the meetings after a bid to give final say on proposed amendments to villagers failed. Eventually, the delegates returned when the convention adopted language that seeks to guarantee village consent before final endorsement of proposed amendments:

* Adopted proposals are to be taken to villages for review before being sent to congress.

* Villages shall be involved in decisions affecting the proposals "on an on-going basis."

* If adopted by congress, villages want language that provides that 'they' must sign off provisions prior to the Act going to the president. The latter provision is unusual and is something that Congress is probably not likely to provide, although Congress may prove generally friendly to the issue of village involvement.

The Amendments

Among passed amendments is a tax exemption for all land owned by Natives or Native Corporations. The existing act allows for taxation of developed lands and undeveloped lands after being held for 20 years. The taxation proposal affects tens of millions of dollars in real estate across Alaska, which is undeveloped and used primarily for subsistence and other non-renumerative uses.

Native owned developed real estate and properties are generally taxable. Among principal native-owned property is the Sheraton Anchorage Hotel, the Anchorage Westward-Hilton, the Settlers Bay residential development at Point MacKenzie and shares in producing natural gas wells in Cook Inlet. Also passed, was a "dissenters' rights" bill which allows disgruntled share holders to demand the corporation to buy out their shares. The proposals will be drafted into legislation, reviewed by villages, and regional corporations, and submitted to Congress, perhaps by June.

Native 'Unity'

The element of 'unity' in approaching the Congress is critical, since a federal lawmakers, confused by 'differing' signals from the Alaska native community can simply opt to take very little interest in revision of the 1971 Alaska Native Claims Act.

There is also present the danger that opening up the claims issue in the Congress can also 'open' Alaska lands issues again.

ALASKA NEWS SUMMARY

FIGHT FOR INFANTRY: Anchorage and Fairbanks leaders are feuding for the newest Army infantry division in Alaska. The reward is high: the Army says that the troops, stationed near one of the two cities, will bring along a \$72.5 million annual payroll and about 3,300 new residents. Fairbanks is most in need of the economic boost and has vacant facilities ready at Wainwright. However, such an addition would be a heavy burden for the city and adjustments might cause problems. To-date, Anchorage does not need the economic infusion, but could absorb the burden better. And, in light of a weakening economy, lower oil prices, less state spending and possible cuts in oil company spending, Anchorage may enjoy the economic shot in a year or so -- when the troops would actually arrive. Senator Stevens has vocalized his preference for a Fairbanks location. Senator Murkowski of Fairbanks is paying coy, but observers say he's really for a Fairbanks site, as is Don Young.

BRISTOL BAY OIL LEASE DEBATE: Hearings in congress have begun on whether to continue a moratorium on drilling in certain areas of Bristol Bay. Governor Sheffield and Alaska fishing interests seek a delay of several years for more studies of drilling impact in the fish-rich bay. The Alaska Support Industry Alliance believes that further delay may undermine Alaska's economy by 1990 as production declines at Prudhoe Bay. Chuck Becker, vice president of the Alliance, is preparing to testify to a congressional panel that delays in the sale of the North Aleutian Basin will result in a measurable loss of job opportunities in Alaska. Industry representatives cite successful drilling in the North Sea where conditions are similar and the fishery resource has not been harmed.

ASPEN CHALLENGES STATE FOR UNDERSEA MINING PERMIT: The president of Aspen Exploration Corporation persists in his quest for an undersea mining permit in Cook Inlet. He pursues two documents, withheld from him by the state under executive privilege, which he believes would strengthen his allegation that permits were originally denied without proper findings or evidence.

Here WHITTIER ROAD TO NOWHERE: A \$19.2 million road from Whittier to Shotgun Cove, a nearby, unpopulated subdivision, was proposed before a highly critical House Transportation Committee. Pavement through the Alaska Railroad tunnel would provide low-cost access to the subdivision and render its development more feasible. Trains and cars would share the tunnel during the summer while use would be limited to trains during the winter months.

PAY 'N' SAVE MAY SELL STORES: Pay 'N' Save Corp., the sixth largest privately owned company in the state of Washington, may sell some of its 311 stores to reduce a \$370 million debt incurred during an ownership transfer.

HOST LIABILITY PLAN ABANDONNED: Governor Sheffield has decided not to propose legislation recommended by his Task Force on Drunken Driving that would impose Alaska's civil liability laws on social hosts who serve alcohol. The Department of Law deputy press secretary, Molly McCammon, advised that the Dept. "felt there could be some problems with it." However, the governor will follow one of the task force recommendations by submitting legislation which would change liability standards for vendors of alcoholic beverages. The change would require only proof of "ordinary" instead of "criminal" negligence in the serving of alcoholic beverages. Talk of this bill, even prior to submitted, has reportedly resulted in Alaska bar owners being unable to find liability insurance.

SJR 20

SJR 20

Yeas: 36 Adams, Einkley, Boucher, Cato,
 Clocksin, Collins, Cotten, Davis,
 Duncan, Fuller, Furnace,
 Gruenberg, Grussendorf, Hanley,
 Herrmann, Hurley, Jenkins,
 Koponen, Larson, Martin,
 Miller, M.M., Miller, M.W., Navarre,
 Pearce, Phillips, Pignalberi,
 Pourchot, Rieger, Ringstad,
 Shultz, Sund, Szymanski, Taylor,
 Thompson, Uehling, Wallis

Nays: 3 Frank, Marrou, Pettyjohn

Excused: 1 Goll

Absent: 0

And so, SJR 20 passed the House.

Representative Cotten gave notice of reconsideration of his vote on SJR 20.

LEGISLATIVE CITATIONS

Representative Clocksin moved and asked unanimous consent that the House approve the citation In Memoriam - Sig Jaeger. There being no objection, the House approved the citation and it was referred to the Chief Clerk for enrollment.

UNFINISHED BUSINESSHB 364

The Speaker waived the Health, Education & Social Services Committee referral on HOUSE BILL NO. 364 (relating to commercial motor vehicle licensing and safety inspections; effective date). HB 364 is in the Transportation Committee with a further referral to the Finance Committee.

HR 9

Representative Marrou added his name as co-sponsor to HOUSE RESOLUTION NO. 9 (relating to natural gas price increases).

HCR 9

The question being: "Shall HCR 9 pass the House?" The roll was taken with the following result:

HCR 9

Yeas:	29	Adams, Binkley, Boucher, Cato, Clocksin, Collins, Cotten, Davis, Frank, Fuller, Furnace, Grussendorf, Herrmann, Koponen, Larson, Marrou, Miller, M.W., Navarre, Phillips, Pignalberi, Pourchot, Ringstad, Shultz, Sund, Szymanski, Taylor, Thompson, Uehling, Wallis
Nays:	10	Duncan, Gruenberg, Hanley, Hurley, Jenkins, Martin, Miller, M.M., Pearce, Pettyjohn, Rieger
Excused:	1	Goll
Absent:	0	

And so, HCR 9 passed the House.

Representative Davis gave notice of reconsideration of his vote on HCR 9.

SECOND READING OF SENATE RESOLUTIONSSJR 20

SENATE JOINT RESOLUTION NO. 20 (relating to federal funding for conservation programs) was read the second time with the Resources Committee report (page 836).

Representative Clocksin moved and asked unanimous consent that SJR 20 be considered engrossed, advanced to third reading and placed on final passage. There being no objection, it was so ordered.

SJR 20 was read the third time.

The question being: "Shall SJR 20 pass the House?" The roll was taken with the following result:

HB 59

Department of Natural Resources, division of parks, for the youth hostel loan fund; effective date); recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 59 (Loans):

"An Act making a special appropriation to the Department of Natural Resources, division of parks, for youth hostel grants; and providing for an effective date."

and reports it back as follows: Sund (Chairman), Duncan, Fuller, Uehling and Cotten recommend do pass.

HB 59 was referred to the Resources Committee.

INTRODUCTION OF CITATIONS

The following citation was received:

In Memoriam - Larry L. Gourley, Advisory
Project Manager, IBM Data Processing
Division, Seattle, Washington
by Representative Adams

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

INTRODUCTION. FIRST READING AND REFERENCE
OF HOUSE RESOLUTIONSHCR 9

HOUSE CONCURRENT RESOLUTION NO. 9 by Szymanski:

Relating to the Whittier-Shotgun Cove
Access.

was read the first time and referred to the Transportation Committee.

HJR 18

HOUSE JOINT RESOLUTION NO. 18 by Uehling, Jenkins, Pettyjohn and Collins:

Proposing amendments to the Constitution
of the State of Alaska relating to
election of the lieutenant governor.

was read the first time and referred to the State Affairs, Judiciary and Finance Committees.

HB 133

The Transportation Committee has considered HOUSE BILL NO. 133 (providing authority for the Department of Public Safety to regulate safety of motor carrier and air carrier operations; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 133 (Transportation):

"An Act relating to transportation safety and financial responsibility; and providing for an effective date."

and reports it back as follows: Cato (Chairman), Pignalberi and Herrmann recommend do pass; Marrou recommends do not pass; Furnace, Davis and Shultz have no recommendation. A new fiscal note was attached.

HB 133 was referred to the Finance Committee.

The fiscal note appears in House Journal Supplement No. 20.

HB 157

The Judiciary Committee has considered HOUSE BILL NO. 157 (making corrective amendments to the Alaska Statutes as recommended by the revisor of statutes; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 157 (Judiciary) (same title) and reports it back as follows: M.M. Miller (Chairman), Gruenberg, Taylor and Clocksin recommend do pass. A zero fiscal note and a second sectional analysis of the bill were attached.

HB 157 appears on today's calendar.

The second sectional analysis of the bill appears in House Journal Supplement No. 20.

HB 180

The Judiciary Committee has considered HOUSE BILL NO. 180 (relating to the confidentiality of certain library records), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 180 (Judiciary) (same title) and reports it back as follows: M.M. Miller (Chairman), Gruenberg, Clocksin, Pettyjohn and Taylor recommend do pass. A zero fiscal note was attached.

HB 180 appears on today's calendar.

REPORTS OF SPECIAL COMMITTEESHB 59

The House Special Committee on State Loans has considered HOUSE BILL NO. 59 (making a special appropriation to the

Representative Frank - March 1 through plane time March 4, 1985.

Representative Furnace - from 5:00 p.m. February 22 through plane time February 25, 1985.

There being no objection, it was so ordered.

HCR 9

Representative Uehling added his name as co-sponsor to HOUSE CONCURRENT RESOLUTION NO. 9 (Whittier-Shotgun Cove Access).

HB 204

Representative Pignalberi added his name as co-sponsor to HOUSE BILL NO. 204 (special appropriation to the Alaska Housing Finance revolving loan fund for housing loans for the permanently disabled; effective date).

HB 212

Representative Uehling added his name as co-sponsor to HOUSE BILL NO. 212 (relating to the use of longevity bonus payments in determining adult public assistance; effective date).

HB 213

Representatives Szymanski and Pignalberi added their names as co-sponsors to HOUSE BILL NO. 213 (standards of conduct of legislators and legislative employees and to the select committee on legislative ethics; effective date).

ENGROSSMENT AND ENROLLMENT

HB 124

HB 124 was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration.

CSHB 157(Jud)am

Representative M.M. Miller moved and asked unanimous consent that the reconsideration of COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 157 (Judiciary) amended (corrective amendments to the Alaska Statutes as recommended by the revisor of statutes; effective date) be held until February 25, 1985. There being no objection, it was so ordered.

LEGISLATIVE CITATIONS

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

In Memoriam - Larry L. Gourley

In Memoriam - Richard G. Kloop

which were referred to the Chief Clerk for enrollment.

UNFINISHED BUSINESS

Representative Taylor asked that the citation Honoring Tiffany Tibbets be taken up as a Special Order of business at this time. There being no objection, it was so ordered.

SPECIAL ORDERS

Representative Taylor moved and asked unanimous consent that the House approve the citation. There being no objection, it was so ordered and the citation was referred to the Chief Clerk for transmittal to the Senate.

Representative Clocksin moved and asked unanimous consent that the following members be excused from a call of the House:

Representative Collins - through plane time February 25, 1985.

Representative M.W. Miller - March 1 through plane time March 4, 1985.

COMMUNICATIONS

Notices of proposed changes in the regulations of the Alaska Board of Game, and of the Joint Board of Fisheries and Game, dated March 29, 1985, were received from Don W. Collinsworth, Commissioner of the Alaska Department of Fish and Game. Copies were placed on each members desk and are on file in the Chief Clerk's office.

Notices dated April 5, 1985, from the Department of Natural Resources were received, copies were distributed to each member and a copy is on file in the Chief Clerk's office on the following subjects:

Postponement, State of Alaska
Competitive Oil and Gas Lease Sale 47
(Kuparuk Uplands)

Final Decision and Finding Under AS
38.05.035(e) Regarding Proposed Oil and
Gas Lease Sale 45A (North Slope)

Proposed Oil and Gas Lease Sale 48A
(Mikkelsen)

REPORTS OF STANDING COMMITTEESSB 18

The Finance Committee has considered SENATE BILL NO. 18 (establishing "William A. Egan Day" on October 8 of each year) and reports it back as follows: Adams (Chairman), Ringstad, Larson, Pourchot, Uehling, Binkley, Cotton, Rieger and Frank recommend do pass.

A zero fiscal note was attached.

SB 18 was referred to the Rules Committee for placement on the calendar.

SB 52

The Finance Committee has considered SENATE BILL NO. 52 (special appropriation for the 1985 Iditarod sled dog race; effective date) and reports it back as follows: Adams (Chairman), Ringstad, Larson, Rieger, Frank, Binkley and Cotten recommend do pass. Pourchot has no recommendation.

SB 52 was referred to the Rules Committee for placement on the calendar.

CSSB 94 (HESS) am

The Finance Committee has considered COMMITTEE SUBSTITUTE FOR SENATE BILL NO. 94 (HESS) amended (increasing the excise tax on cigarettes; effective date), recommends it be replaced with HOUSE COMMITTEE SUBSTITUTE FOR COMMITTEE SUBSTITUTE FOR SENATE BILL NO. 94 (Finance) (same title) and reports it back as follows: Adams (Chairman), Ringstad, Larson, Pourchot, Rieger, Frank, Binkley and Cotten recommend do pass.

CSSB 94 (HESS) am was referred to the Rules Committee for placement on the calendar.

HCR 9

The Transportation Committee has considered HOUSE CONCURRENT RESOLUTION NO. 9 (Whittier-Shotgun Access) and reports it back as follows: Cato (Chairman), Pignalberi, Davis and Shultz recommend do pass.

HCR 9 was referred to the Rules Committee for placement on the calendar.

HB 42

The Community & Regional Affairs Committee has considered HOUSE BILL NO. 42 (disposal of state land within a community; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 42 (C&RA) (same title) and reports it back as follows: Goll (Chairman), Wallis, Koponen and Gruenberg recommend do pass. Phillips has no recommendation.

A zero fiscal note with an analysis was attached and appears in House Journal Supplement No. 45.

HB 42 was referred to the Resources Committee.

HB 88

The Health, Education & Social Services Committee has considered HOUSE BILL NO. 88 (protection of children; and amending Rules 504, 505 and 506, Alaska Rules of Evidence, and Rule 6(r), Alaska Rules of Criminal Procedures), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 88 (HESS):

"An Act relating to the protection of children; and amending Rules 504 and 505, Alaska Rules of Evidence."

and reports it back as follows: Koponen and Gruenberg (Co-Chairs), Hurley, Taylor, Thompson, Hanley and Pettyjohn recommend do pass.

FEB 8 1985

ALASKA STATE SENATE

JOE P. JOSEPHSON
DISTRICT H — ANCHORAGE
1526 F STREET
ANCHORAGE, ALASKA 99501
(907) 277-4419

WHILE IN JUNEAU
POUCH V
JUNEAU, ALASKA 99811
(907) 465-4525



COMMITTEES
BUDGET & AUDIT
HEALTH, EDUCATION & SOCIAL SERVICES
RULES
TRANSPORTATION
SENATOR HAIR, ANCHORAGE CAUCUS

OFFICE OF MINORITY WHIP

TO: Senator Jalmar Kerttula
Senator Edna DeVries
Representative Bette Cato ✓
FROM: Senator Joe Josephson
DATE: February 7, 1985

A handwritten signature in dark ink, appearing to be "J.P. Josephson", written over the "FROM" line of the letter.

Feb
Sen. resolution
ask Gabe for
copy of Bette's
response if
any

I would appreciate any comments or suggestions you would have on the attached draft Whittier-Shotgun Cove Access resolution that I plan to introduce in the Senate.

Attachment

Draft - Josephson
X4525

WHITTIER-SHOTGUN COVE ACCESS RESOLUTION

WHEREAS Whittier is an increasingly important destination for tourists visiting Alaska, as shown by the increase of tour ships calling at Whittier and recreational concessionaires operating out of Whittier; and

WHEREAS Whittier is also of growing recreational importance to many Alaska residents who travel to Whittier each summer for water-related recreation, and who depend for this purpose upon access to and from Whittier; and

WHEREAS demand for Whittier harbor berths by recreational boaters far exceed the available harbor space; and

WHEREAS the plans to dispose of municipal lands between Whittier and Shotgun Cove for community expansion and recreation will increase interest in the Whittier area as a place to have a recreational home or live year-round; and

WHEREAS in 1984, over 200,000 persons visited Whittier, including travelers embarking or disembarking the Alaska State ferry system at Whittier; and

WHEREAS the Alaska Railroad has been acquired by the State, and transportation planning can go forward at the State level on a comprehensive and multimodal basis; and

WHEREAS the Department of Transportation and Public Facilities is examining alternatives and options for improving access to and from Whittier,

NOW, THEREFORE, BE IT RESOLVED:

That the Legislature commends the Department for its ongoing examination of ways, and means, to improve transportation to and from Whittier, including the possible paving of one or both railroad tunnels between Portage and Whittier, and increased shuttle service by the Alaska Railroad,

AND BE IT FURTHER RESOLVED

That the Legislature urges the Department to consider transportation planning for improved access to Whittier and between Whittier and Shotgun Cove as a matter of increasingly urgent priority, with a view to consideration of the Department's recommendations and possible action by this Fourteenth Alaska State Legislature.

AND BE IT FURTHER RESOLVED

That the Legislature requests that the Alaska Railroad Corporation initiate increased summer shuttle service between Portage and Whittier during the interim period until the decision is made over permanent improvement.



Dept. of Transportation & Public Facilities

Position Paper

BILL NUMBER 9

TITLE: Whittier to Shotgun Cove Access
March 11, 1985

APPROVED:

R. J. Knapp
Commissioner
3/14/85

DATE:

The Department of Transportation and Public Facilities (DOT/PF) appreciates the supportive comments for its work in investigating ways to improve transportation access to Whittier.

The Whittier to Shotgun Cove road is in the final stage of design. The Department is designing a 9.1 mile long road with a 26 foot wide gravel surface. The road traverses steeply inclined ground and therefore will require extensive rock excavation. The estimated project cost is \$19.2 million which includes right-of-way acquisition, utilities relocation at the Whittier end of the road and construction. If funding is appropriated this year, construction could begin in 1986.

The Portage to Whittier (Whittier Access) project is in the preliminary engineering phase which will evaluate alternatives and make recommendations on a road access into Whittier. The preliminary engineering evaluation will look at several alternatives: 1) a road from Bear Valley around Maynard Mountain, 2) a new tunnel which would accommodate automobiles; and, 3) improvements to the existing tunnel to allow both trains and vehicle traffic. A consultant has been hired to evaluate tunnel options and recommend an alignment through Maynard Mountain. The Department has begun work on the Environmental Impact Statement which will include the consultant's recommendations for the preferred tunnel alignment.

The current schedule for Federal Highway Administration (FHWA) approval of the Whittier Access project is as follows:

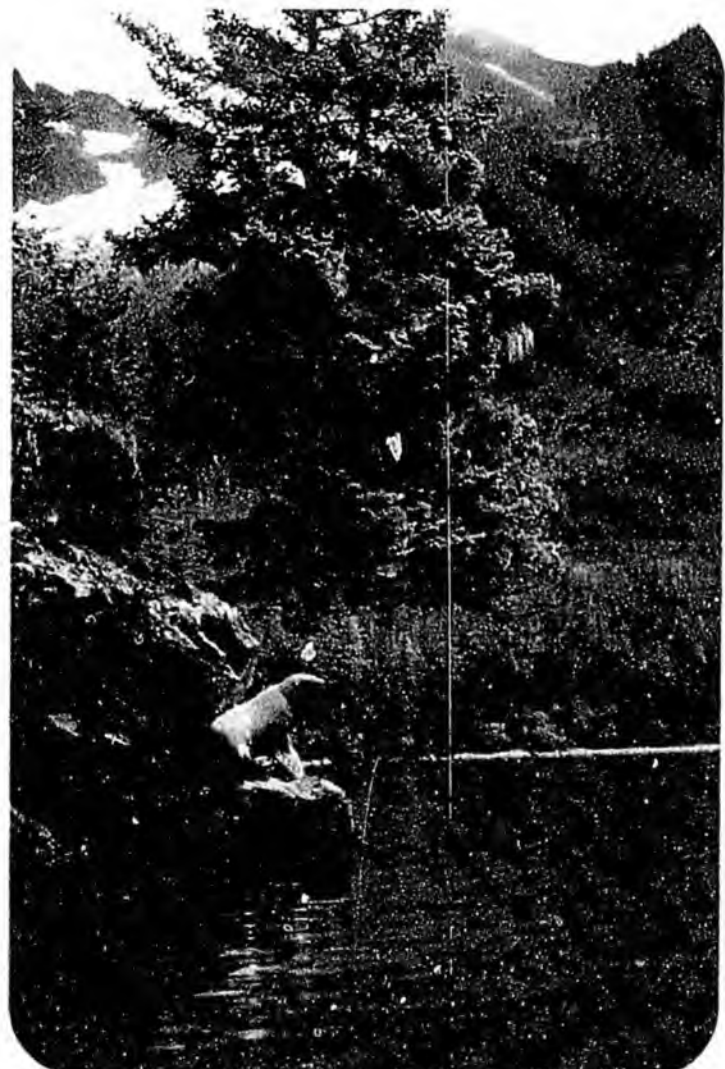
Consultant Contract completion	August, 1985
Draft Environmental Document	May, 1986
Approval to begin Design	December, 1986



*Prince William Sound
to
Gateway*

Whittier, Alaska

Shotgun Cove Road



Unique — even to Alaska!

THE CITY OF WHITTIER

Shotgun Cove Road Development Office

P.O. Box 608
Whittier, Alaska 99693
(907) 472-2327



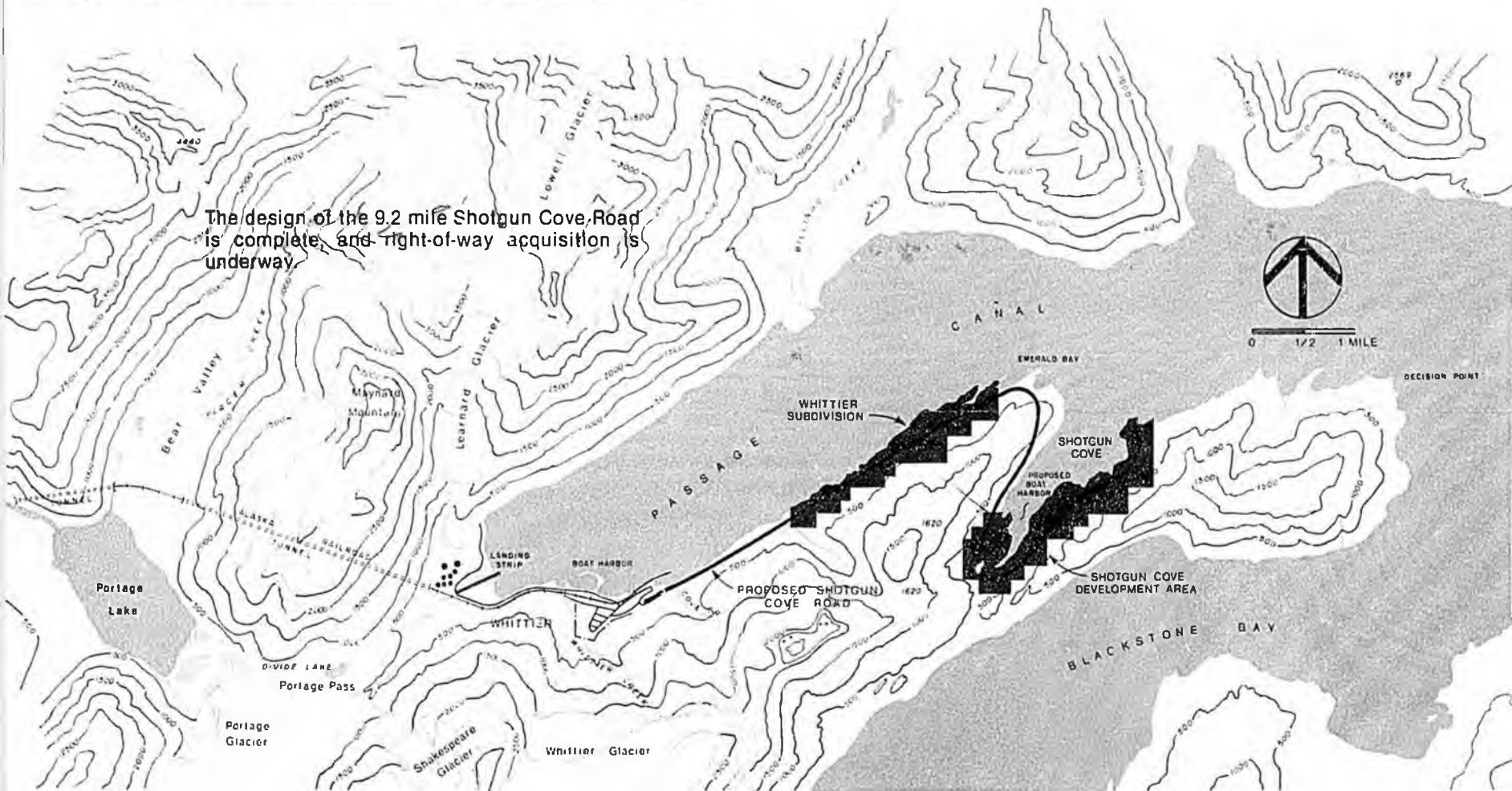
Project Managers
TED FORSI AND ASSOCIATES, INC.
810 East 9th Avenue, Suite 200
Anchorage, Alaska 99501
(907) 274-9517



Tourism is expanding dramatically in Prince William Sound. During 1983, seven tour boats docked in Whittier, 19 in 1984, and 34 are scheduled in 1985.

The construction of Shotgun Cove Road is vital to the total development of the City of Whittier. The road will provide convenient access to the proposed Shotgun Cove Small Boat Harbor, and to the proposed developments within Whittier Subdivision and Shotgun Cove Development area. The road will also provide a myriad of recreational and tourism related uses for the residents and visitors of Southcentral Alaska.

We can use your support. If you are in agreement with the need for construction of Shotgun Cove Road, please contact Gov. William Sheffield, or your legislators.



Halibut and salmon fishing, shrimping, and crabbing opportunities abound in Prince William Sound.



Existing Whittier Small Boat Harbor. There is presently a waiting list of 350 who wish to berth their boats in Whittier.

HCR 9 cont'd

Fiscal note is zero.

HOUSE CONCURRENT RESOLUTION NO. 9 was referred to the Rules Committee.

HJR 51

The Transportation Committee considered HOUSE JOINT RESOLUTION NO. 51 (Coast Guard user fees) and a majority of the committee recommended do pass. The report was signed by Senator Coghill, Chairman and concurred in by Senators Abood, Faiks and Josephson.

HOUSE JOINT RESOLUTION NO. 51 was referred to the Resources Committee.

HB 55

The Labor and Commerce Committee considered CS FOR HOUSE BILL NO. 55 (FIN) am (liquor licensees' duty to contact taxis for patrons and to display alcohol warning signs) and recommended it be replaced with

SENATE CS FOR CS FOR HOUSE BILL NO. 55 (L&C)

and a majority do pass. The report was signed by Senator Zharoff, Chairman and concurred in by Senators Sackett, Eliason and Ray. Senator Bennett signed "no recommendation".

CS FOR HOUSE BILL NO. 55 (FIN) am was referred to the Judiciary Committee.

HB 319

The Labor and Commerce Committee considered CS FOR HOUSE BILL NO. 319 (L&C) (physical agents) and a majority of the committee recommended do pass. Senator Zharoff, Chairman, signed "no recommendation". Senators Sackett, Eliason, Bennett and Ray signed "do pass".

CS FOR HOUSE BILL NO. 319 (L&C) was referred to the Finance Committee.

SB 292 cont'd

SENATE BILL NO. 292 was referred to the State Affairs Committee.

SB 333

The Labor and Commerce Committee considered SENATE BILL NO. 333 (changing the name of the Alaska State Housing Authority) and recommended do pass. The report was signed by Senator Zharoff, Chairman and concurred in by Senators Sackett, Eliason, Bennett and Ray.

SENATE BILL NO. 333 was referred to the Finance Committee.

SB 458 *fixes w/ HB 611*

The Transportation Committee considered SENATE BILL NO. 458 (air carrier) and a majority of the committee recommended do pass and recommended a further referral to the Finance Committee. The report was signed by Senator Coghill, Chairman and concurred in by Senators Abcod and Josephson. Senator Faiks signed "no recommendation".

President Bennett gave an additional referral to the Finance Committee.

SENATE BILL NO. 458 was referred to the Judiciary Committee and then the Finance Committee.

HCR 9 *file*

The Finance Committee considered HOUSE CONCURRENT RESOLUTION NO. 9 (Whittier-Shotgun Cove Access) and recommended it be replaced with

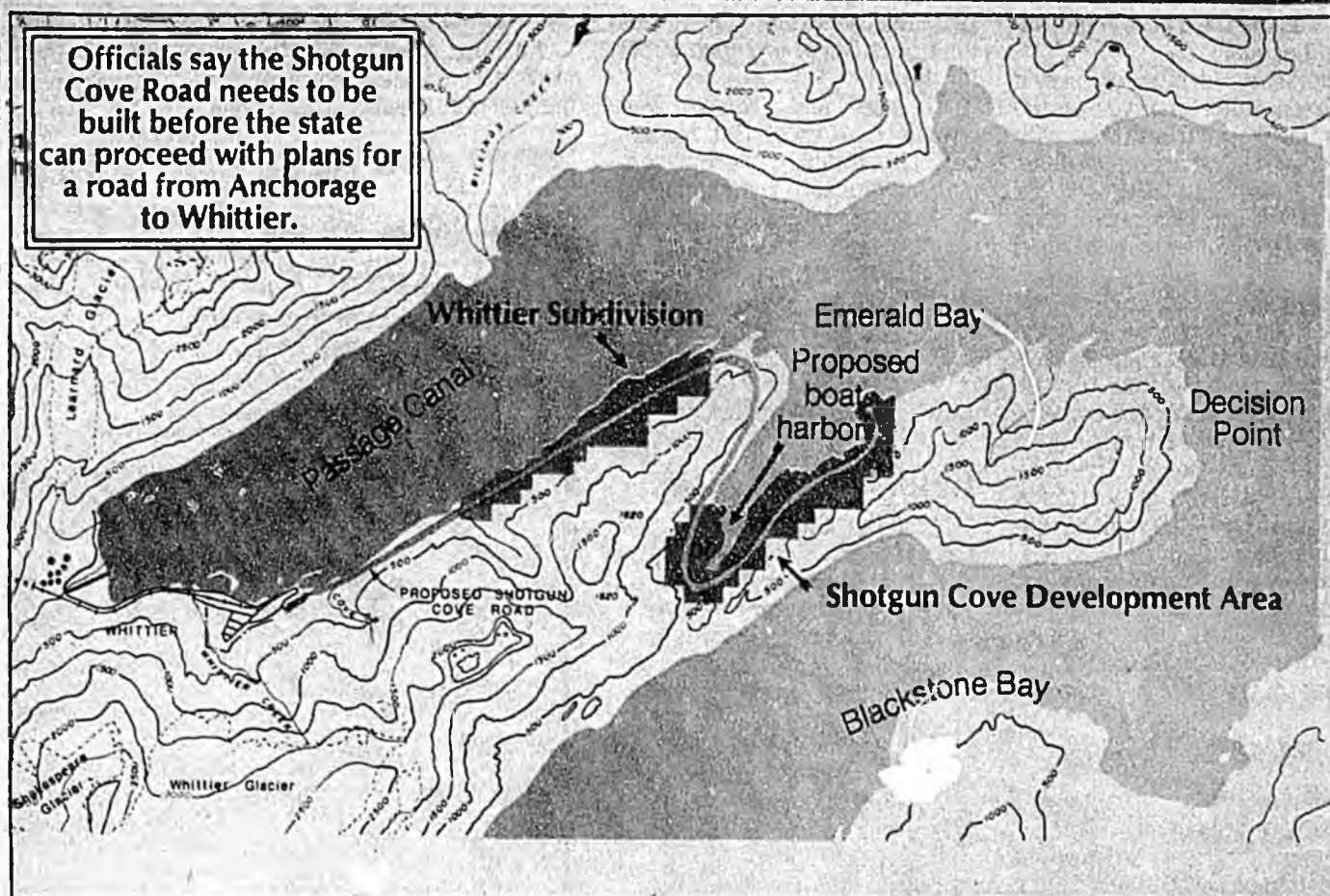
SENATE CS FOR HOUSE CONCURRENT RESOLUTION NO. 9 (FIN),

Relating to access to Whittier and to Shotgun Cove,

and a majority do pass. The report was signed by Senator Faiks, Co-Chairman and concurred in by Senators Paul Fischer, Ferguson and Sackett. Senators Kerttula and Eliason signed "no recommendation".

Senator Kerttula moved and asked unanimous consent that his recommendation be shown as "do pass". Without objection, it was so ordered.

Officials say the Shotgun Cove Road needs to be built before the state can proceed with plans for a road from Anchorage to Whittier.



TIMES 2-14-85

Whittier seeks state funds to build \$20 million road

by Annette Taylor
Times Business Writer

Whittier and Chugach Alaska Corp. officials are seeking \$20 million from the state to build a 9.2-mile road to Shotgun Cove, which they say would lead to millions of dollars in recreational, commercial and residential development in the Prince William Sound community.

Without the road, Whittier will remain confined on its 25 acres of downtown property and its 330-slip boat harbor, which has a waiting list of 350, will continue to be inadequate and "a mess in the summer," city manager Mary Lee Brown said.

In a press conference called Friday to garner public support for the road project, Ted Forsi acknowledged that few legislators are optimistic about an allocation this year for road construction. So the city and the native corporation will be lobby-

Boat owners fight shuttle rate hike
— page E-5

ing statewide in hopes of convincing the legislature of the long-term benefits of the project.

Forsi is president of Ted Forsi and Associates Inc., which surveyed and designed the road.

Forsi said road construction alone would employ upwards of 100 people over the two-year building period and "be a catalyst for millions of dollars in other construction" in the future.

Whittier plans to finance a new \$4-million, 1,000-slip small boat harbor at Shotgun Cove through revenue bonds, he said. The existing harbor, which was expanded a few years ago from 150 slips, cannot be expanded any further because of physical constraints of Whittier Creek, the Alaska

Ferry Dock and the deep water of Passage Canal, he said.

Chugach Alaska Corp. intends to develop its 100 acres in the Shotgun area for homes and businesses, including tourism facilities such as hotels and condominiums. Whittier, which was awarded title last year to 600 acres in the area, also plans to subdivide much of the property for homes, Forsi said.

Brown said the Shotgun Cove road needs to be built before the state proceeds with plans for a road from Anchorage to Whittier. Otherwise, she said, "we would have no room" for the thousands of additional visitors to Whittier.

Last year, the Alaska Railroad transported more than 80,500 passengers and nearly 20,000 vehicles to Whittier. Also last year, 19 cruise ships carrying nearly 22,500 passengers docked in Whittier.

CSHB 92 (Jud)

Representative Clocksin moved and asked unanimous consent that the House adopt the Judiciary Committee corrected letter of intent (page 740). There being no objection, it was so ordered.

CSHB 92 (Jud) was referred to the Chief Clerk for engrossment.

HCR 9

Representative Pearce brought up reconsideration of HOUSE CONCURRENT RESOLUTION NO. 9 (relating to the Whittier-Shotgun Cove Access).

SECOND READING OF HOUSE RESOLUTIONS

HCR 9 was read the second time.

The question to be reconsidered: "Shall HCR 9 pass the House?" The roll was taken with the following result:

HCR 9 RECONSIDERATION

Yeas:	25	Binkley, Boucher, Clocksin, Collins, Cotten, Duncan, Frank, Fuller, Goll, Grussendorf, Herrmann, Jenkins, Larson, Miller, M.M., Miller, M.W., Navarre, Phillips, Pignalberi, Pourchot, Ringstad, Shultz, Sund, Szymanski, Taylor, Uehling
Nays:	13	Davis, Furnace, Gruenberg, Hanley, Hurley, Koponen, Marrou, Martin, Pearce, Pettyjohn, Rieger, Thompson, Wallis
Excused:	2	Adams, Cato
Absent:	0	

And so, HCR 9 passed the House on reconsideration and was referred to the Chief Clerk for engrossment.

CSHB 92(Jud)

letter of intent (page 740). There being no objection, it was so ordered.

Representative Clocksin gave notice of reconsideration of his vote on CSHB 92(Jud).

Representative Clocksin moved and asked unanimous consent that the reconsideration of CSHB 92(Jud) be taken up at this time.

Representative Martin objected and withdrew his objection. There being no further objection, it was so ordered.

THIRD READING OF HOUSE BILLS

CSHB 92(Jud) was read the third time.

The question to be reconsidered: "Shall CSHB 92(Jud) pass the House?" The roll was taken with the following result:

CSHB 92(JUD) RECONSIDERATION

Yeas: 36 Binkley, Boucher, Clocksin,
Collins, Cotten, Davis, Duncan,
Frank, Fuller, Furnace, Goll,
Gruenberg, Grussendorf, Hanley,
Herrmann, Hurley, Jenkins,
Koponen, Larson, Miller, M.M.,
Miller, M.W., Navarre, Pearce,
Pettyjohn, Phillips, Pignalberi,
Pourchot, Rieger, Ringstad,
Shultz, Sund, Szymanski, Taylor,
Thompson, Uehling, Wallis

Nays: 2 Marrou, Martin

Excused: 2 Adams, Cato

And so, CSHB 92(Jud) passed the House on reconsideration.

Representative Clocksin moved and asked unanimous consent that the roll call on the passage of the bill be considered the roll call on the effective date clause. There being no objection, it was so ordered.

HCR 9

Whittier road bill draws criticism

3/20 TIME
by Dean Fosdick
Associated Press

Juneau — A measure that would result in \$19.2 million being appropriated for a road from Whittier to Shotgun Cove, a nearby subdivision, drew a verbal blast today in the House Transportation Committee.

Rep. Mike Szymanski, D-Anchorage, is sponsor of the measure, which he said would improve access from Whittier to the Kenai Peninsula by paving a railroad tunnel. He said he added the Shotgun Cove provision at the request of Rep. Bette Cato, D-Valdez and Transportation Committee chair.

"The cost to Shotgun Cove is pretty high," Szymanski said. "I'm not going to support Shotgun Cove until we get low-cost access to Whittier by paving the tunnel."

The tunnel is used by the Alaska Railroad, which carries cars and trucks on flatcars from tidewater at Whittier to Portage along the Seward Highway.

Szymanski wants the railbed paved, so vehicular traffic can share the tunnel with trains.

"We'd control the access in summer, during the tourist season, so it could be shared by trains and cars and trucks," he said. "In

the winter, it would only be used by train."

Cato, meanwhile, said Whittier citizens want the road so they can link the city with a new harbor.

But Rep. Andre Marrou, L-Homer and a member of the Transportation Committee, isn't all for it.

"They have 192 residents in Whittier and none in Shotgun Cove," Marrou said. "That works out to \$100,000 per resident, or 9.1 miles at \$2.1 million per mile.

"The equivalent for Anchorage would be \$24 billion," Marrou told a reporter. "I'm not going to support it."

Message of April 15 was read, stating the House passed:

FIRST READING AND REFERENCE OF HOUSE RESOLUTIONS

HCR 9

HOUSE CONCURRENT RESOLUTION NO. 9 by Representatives Szymanski and Uehling,

Relating to the Whittier-Shotgun Cove Access,

was read the first time and referred to the Transportation Committee, the Labor and Commerce Committee and the Finance Committee.

FIRST READING AND REFERENCE OF HOUSE BILLS

HB 92

CS FOR HOUSE BILL NO. 92 (JUD) by the Judiciary Committee, entitled:

"An Act relating to child and spousal support; and providing for an effective date."

was read the first time and referred to the Health, Education and Social Services Committee, the Judiciary Committee and the Finance Committee.

COMMUNICATIONS

The Secretary announced receipt of:

from Robert L. Grogan, Associate Director, Division of Governmental Coordination, Office of Management and Budget, dated April 12:

STATUTES AND REGULATIONS, ALASKA COASTAL MANAGEMENT PROGRAM, January 1985, in accordance with AS 44.19.161(4)

ALASKA COASTAL MANAGEMENT PROGRAM, October 1984,

ALASKA COASTAL MANAGEMENT PROGRAM 1984 REPORT ON DISTRICT COASTAL MANAGEMENT PROGRAMS, November 1984

from Robert Heath, Executive Director, Alaska Power Authority, dated April 9, in accordance with AS 44.83.185:

SENATE JOURNAL

ALASKA STATE LEGISLATURE
FOURTEENTH LEGISLATURE - FIRST SESSION

JUNEAU, ALASKA

TUESDAY

April 16, 1985

Ninety-third Day

Pursuant to adjournment, the Senate was called to order by President Bennett at 11:08 a.m.

The roll showed sixteen members present. Senators Coghill and Paul Fischer were excused from a call of the Senate. Senators Faiks and Sackett were absent on state business.

The prayer was offered by the Chaplain, Reverend Wilson of the First Church of God.

Senator Halford moved and asked unanimous consent that the journal for the ninety-second legislative day and Supplement No. 30 be approved as certified by the Secretary. Without objection, it was so ordered.

Senator Faiks' presence was noted.

MESSAGES FROM THE HOUSE

SJR 20

Message of April 15 was read, stating the House passed and returned:

SENATE JOINT RESOLUTION NO. 20

(federal funding for conservation programs)

SENATE JOINT RESOLUTION NO. 20 was referred to the Secretary for enrollment.

HOUSE BILLS IN THIRD READING

HB 157

CS FOR HOUSE BILL NO. 157 (JUD) am (corrective amendments to the Alaska Statutes as recommended by the revisor of statutes; efd) which was held from April 16 was before the Senate in third reading.

Senator Rodey moved and asked unanimous consent that CS FOR HOUSE BILL NO. 157 (JUD) am be held until tomorrow's calendar. Without objection, the bill will appear in third reading on the April 18 calendar.

CITATIONS

Senator Rodey moved and asked unanimous consent that the citation Honoring National Rifle Association be sponsored by All Other Members of the Senate. Without objection, it was so ordered.

Honoring National Rifle Association
by Senators Rodey, Bennett, Kerttula, Halford,
Sturgulewski, DeVries, Faiks, Abood, Kelly and
All Other Members of the Senate

Honoring Gregorio and Felipa Millan
by Senators Rodey, Sturgulewski and Vic Fischer

Senator Halford moved and asked unanimous consent that the citation calendar be adopted. Without objection, the citations were adopted and referred to the Secretary for transmittal.

UNFINISHED BUSINESS

HCR 9

Senator Coghill, Chairman, moved and asked unanimous consent that the Transportation Committee referral on HOUSE CONCURRENT RESOLUTION NO. 9 (Whittier-Shotgun Cove Access) be waived. Without objection, it was so ordered.

HOUSE CONCURRENT RESOLUTION NO. 9 was referred to the Labor and Commerce Committee and the Finance Committee.

April 17, 1985

831

SB 44 cont'd

Senator Halford moved and asked unanimous consent that the vote on the passage of the bill be considered the vote on the effective date clause. Without objection, it was so ordered.

CS FOR SENATE BILL NO. 44 (JUD) was referred to the Secretary for engrossment.

SB 120

SENATE BILL NO. 120 (agriculture; efd) was read the second time.

Senator Faiks moved and asked unanimous consent for the adoption of the Finance Committee Substitute offered on page 796. Without objection, CS FOR SENATE BILL NO. 120 (FIN) was adopted.

CS FOR SENATE BILL NO. 120 (FIN) was read the second time.

Senators Faiks and Kerttula offered Amendment No. 1:

Page 4, line 4: After "charged" delete "at"

Senator Faiks moved and asked unanimous consent for the adoption of Amendment No. 1. Without objection, Amendment No. 1 was adopted.

Senator Halford moved and asked unanimous consent that CS FOR SENATE BILL NO. 120 (FIN) am be considered engrossed, advanced to third reading and placed on final passage. Without objection, it was so ordered.

CS FOR SENATE BILL NO. 120 (FIN) am was read the third time.

Senator Kerttula moved and asked unanimous consent that CS FOR SENATE BILL NO. 120 (FIN) am be held until tomorrow's calendar. Senator Coghill objected.

Senator Kerttula rose to a point of order on limiting debate to the motion on the floor. President Bennett stated the point of order was well taken and the bill will appear on the April 18 calendar in third reading.



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.

James O. Smith
Signature of Camera Operator

10/31/89
Date

HCR

36

STATE OF ALASKA
THE LEGISLATURE

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

LEGISLATIVE AFFAIRS AGENCY
LEGISLATIVE REFERENCE LIBRARY

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

HT 1-30-86 TAM

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No. : CS HCR36 (Trans)
Title : Intrastate Air Travel

Sponsor : Hermann ET AL.
Requestor : House Transportation
Date of Request : _____

FISCAL DETAIL

Agency Affected : DOT&PF
BRU : _____

Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL		2.0				
CONTRACTUAL		48.0				
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING		50.0				
CAPITAL						
REVENUE						

FUNDING : (Thousands of Dollars)

GENERAL FUND		50.0				
FEDERAL FUNDS						
OTHER						
TOTAL		50.0				

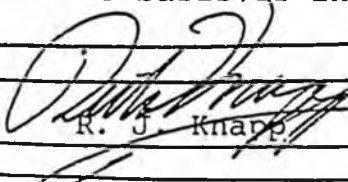
POSITIONS :

FULL-TIME		0				
PART-TIME		0				
TEMPORARY		0				

ANALYSIS : Attach a separate page if necessary

The funding identified above will allow development of study to evaluate whether the general trend of intrastate air fares are substantially higher than comparable route fares within other states. We will attempt on the basis of information available

Prepared by : _____ Phone : _____
Division : _____ Date : _____

Approved by Commissioner :  Phone : _____
Agency : DOT&PF Date : 2/12/86

Distribution (by Agency preparing fiscal notes):

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

HCR 36
file

MEMORANDUM

TO: Representative Adelheid Herrmann
FROM: Melanie Ludvick *M.L.*
DATE: March 19, 1985
SUBJECT: District Airfare Rates

The following airfare rates are listed by airline and came directly from the airline reservation offices:

<u>REEVE ALEUTIAN AIRWAYS</u>		<u>SUPER SAVER</u>
ADAK	\$ 790.00	\$ 592.00
COLD BAY	580.00	435.00
DUTCH HARBOR	596.00	448.00
KING COVE	600.00	519.00
SAND POINT	540.00	375.00
SHEMIYA	1130.00	847.00
ST. PAUL	784.00	588.00

<u>AIRPAC</u>		<u>SUPER SAVER</u>
DILLINGHAM	366.00	241.00
DUTCH HARBOR	594.00	447.00
KING SALMON	336.00	218.00

160.00

<u>MARKAIR</u>		<u>SUPER SAVER</u>	<u>WEEKEND RATE</u>
DILLINGHAM	320.00	241.00	186.00
KING SALMON	292.00	218.00	150.00

<u>ALASKA AIRLINES</u>		<u>SUPER SAVER</u>
ILIAMNA	162.00	119.00

STATE OF ALASKA 1986 LEGISLATIVE SESSION FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No. : CS HCR 36 (TRANSP)
 Title : Interstate Airline Travel

 Sponsor : Hermann et al.
 Requestor : House Transportation
 Date of Request : 1/29/86

FISCAL DETAIL

Agency Affected : DOT&PF
 BRU : _____

 Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL		2.0				
CONTRACTUAL		109.5				
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	111.5	0	0	0	0

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

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

FUNDING : (Thousands of Dollars)

GENERAL FUND		111.5				
FEDERAL FUNDS						
OTHER						
TOTAL		111.5				

POSITIONS :

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

ANALYSIS : Attach a separate page if necessary

Alaska, Markair and Reeve have 23 different routes within the State. Reeve sometimes uses the B-727 but sometimes the YS11 which is not a jet. We made no distinction for aircraft. The 23 does not include 13 points served by commuter carriers for Alaska Airlines. (CONTINUED)

Prepared by : Carol Taylor Phone : 465-2171
 Division : Headquarters Plans, Programs, and Budget Date : 1-29-86

Approved by Commissioner : W. James S. Spradley R.T. Kuyup Date : 1/29/86
 Agency : Department of Transportation and Public Facilities

- 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 Bill/Resolution No. CS HCR 36 (Transportation)

Assumptions:

- 1) Consultants do the data gathering and analysis of produce export.
- 2) Study be an analysis of whether available information indicates air fares within Alaska are justified on basis of airline cost of operation.
- 3) Study will not be appropriate basis for a legal action.

DOT&PF costs for consultant selection:

Travel for selection committee	\$2,000
Graphics, reproduction and mail for Statement of Interest of RFP	<u>500</u>
	\$2,500

Consultant

Travel and per diem @ \$2,000/point	\$46,000
Staff time 2.5 days/point @ \$120/hr. 57.5 days @ 8 hours/day	46,000
Write and Produce Report	15,000
Travel and Per diem to Juneau to present to Legislature	<u>2,000</u>
	\$109,000

Total DOT&PF and Consultant cost = \$111,500

HCR 36

The Transportation Committee considered CS FOR HOUSE CONCURRENT RESOLUTION NO. 36 (FIN) (intrastate airline travel) and a majority of the committee recommended do pass. The report was signed by Senator Coghill, Chairman and concurred in by Senators Josephson, Abood and Paul Fischer.

CS FOR HOUSE CONCURRENT RESOLUTION NO. 36 (FIN) was referred to the Labor and Commerce Committee.

HJR 72

The State Affairs Committee considered HOUSE JOINT RESOLUTION NO. 72 (joint legislative conference of the Yukon Legislative Assembly, the Northwest Territories Legislative Assembly, and the Alaska State Legislature) and recommended do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators DeVries, Vic Fischer, Kelly and Ray.

HOUSE JOINT RESOLUTION NO. 72 was referred to the Rules Committee.

HJR 74

The State Affairs Committee considered HOUSE JOINT RESOLUTION NO. 74 (friendship between Heilongjiang Province and the State of Alaska) and recommended do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators DeVries, Vic Fischer, Kelly and Ray.

HOUSE JOINT RESOLUTION NO. 74 was referred to the Rules Committee.

HB 15

The State Affairs Committee considered CS FOR HOUSE BILL NO. 15 (C&RA) (advisory elections on certain annexation proposals) and a majority of the committee recommended it be replaced with

SENATE CS FOR CS FOR HOUSE BILL NO. 15 (SA)

and do pass. The report was signed by Senator Abood, Chairman and concurred in by Senators Ray and DeVries. Senator Vic Fischer signed "no recommendation."

CS FOR HOUSE BILL NO. 15 (C&RA) was referred to the Community and Regional Affairs Committee.

May 1, 1986

2557

SJR 51 cont'd

Fiscal note is zero.

SENATE JOINT RESOLUTION NO. 51 was referred to the Rules Committee.

SB 334

The Finance Committee considered SPONSOR SUBSTITUTE FOR SENATE BILL NO. 334 (Hatcher Pass Public Use Area) and a majority of the committee recommended the Resources Committee Substitute do pass. Senator Faiks, Co-Chairman, signed "no recommendation". Senators Kerttula, Halford, Eliason, Paul Fischer and Ferguson signed "do pass".

SPONSOR SUBSTITUTE FOR SENATE BILL NO. 334 was referred to the Rules Committee.

SB 355

The Finance Committee considered SENATE BILL NO. 355 (court facility in Fairbanks; efd) and recommended it be replaced with

CS FOR SENATE BILL NO. 355 (FIN)

Senator Faiks, Co-Chairman and Senator Eliason signed "no recommendation". Senators Sackett and Ferguson signed "do pass". Senator Kerttula signed "do not pass".

Fiscal note is in Senate Supplement No. 74.

SENATE BILL NO. 355 was referred to the Rules Committee.

SB 377

The new title for CS FOR SENATE BILL NO. 377 (FIN) (page 2535) is:

"An Act relating to civil actions; directing the Department of Law to conduct a study; amending Alaska Rules of Civil Procedure 11, 49, 52, 58, 68, and 82; and providing for an effective date."

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No. : CSHCR 36
Title : An Act relating to intrastate
airline travel.

Sponsor : Herrmann, Wallis, Thompson
Requestor : _____
Date of Request : _____

FISCAL DETAIL

Agency Affected : Dept. of Com. & Econ. Dev.
BRU : _____

Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL	-0-	3.5	-0-	-0-	-0-	-0-
CONTRACTUAL SUPPLIES	-0-	1.5	-0-	-0-	-0-	-0-
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	5.0	-0-	-0-	-0-	-0-
CAPITAL						
REVENUE						

FUNDING : (Thousands of Dollars)

GENERAL FUND	-0-	5.0	-0-	-0-	-0-	-0-
FEDERAL FUNDS						
OTHER						
TOTAL	-0-	5.0	-0-	-0-	-0-	-0-

POSITIONS :

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

- 3.5 Travel Funds to be used to travel to Juneau to conduct research on historical airline charges for various rural communities and to travel to select Alaskan communities to research airport tower records.

Prepared by : Joseph L. Swanson
Division : Measurement Standards

Phone : 345-7750
Date : January 29, 1986

Approved by Commissioner : Loren H. Lounsbury
Agency : Commerce and Economic Development

Date : January 29, 1986

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 Bill/Resolution No. CSHCR 36

1.5 Contractual funds to be used to defray long distance telephone and printing charges.

COMMENTS: In order to assure full compliance with legislative intent, the following clarification is requested:

1. Request clarification of which carriers were to be included in the specified "Major Air Carriers."
2. Request clarification of the intended scope of the study by defining "Travel to and from rural areas of the state."
3. Request that one of the two specified agencies be designated as the "lead agency."

ALASKA/LOWER 48 STATES AIR FARES

DOT&PF - STATEWIDE AVIATION

December 2, 1985

I. INTRODUCTION

This paper conducts two analyses of air fares. The first is a comparison of representative airlines (RA) air fares over three types of routes:

- (1) routes between points in Alaska,
- (2) routes between points in Alaska and points in the Lower 48 States, and
- (3) routes between points in the Lower 48 States.

The intent is to determine how RA air fares in Alaska compare to their air fares in the Lower 48 States. For ease of comparison and data collection, only coach and SuperSaver fares RA have been used.

The second analysis is a comparison of several of RA air fares and air fares of other airlines for trips of comparable length in the Lower 48 States. The intent of this analysis is to determine how RA air fares compare to fares of other airlines. Only coach fares have been compared, again for ease of comparison and data collection.

II. RA FARES; Within Alaska, Alaska to Lower 48 States, and Within the Lower 48 States

Table I compares average RA fares for three types of routes in Alaska and the Lower 48 States.

TABLE I
RA
AVERAGE COACH AND SUPERSAVER
FARES/MILE

<u>RA Routes</u>	<u>RA Coach Fares/Mile</u>	<u>RA SuperSaver Fares/Mile</u>
Within Alaska	5.30	5.22
Alaska to Lower 48	.21	.15
Within the Lower 48	.22	.15

The Table shows that fares for travel within Alaska far exceed other fares. There may be a variety of explanations for this. Higher labor and operation costs and shorter stage lengths (flight distances) for RA routes within Alaska compared to the Lower 48 States could be one cause of the differential. In addition, traffic densities and load factors are likely to be lower in Alaska. The low traffic in Alaska also results in fewer carriers competing with RA compared to the relatively stiff competition for heavier traveled routes between Alaska and the Lower 48 States and between points in the Lower 48 States.

Table I also shows that RA fares for travel between Alaska and the Lower 48 States are comparable to their fares for travel within the Lower 48 States. Some fares are higher than others, but on the average, they are comparable.

Actual fares for travel between points in Alaska are shown in Table A-I in the Appendix. Only fares from Anchorage to outlying communities were used because RA routes to the outlying communities originate in Anchorage. For example, to fly Fairbanks to Deadhorse would require a flight from Fairbanks to Anchorage and another flight from Anchorage to Deadhorse.

Fares range from the highest fare/mile for service to Cordova which has low traffic, a short stage length and only air taxi competition, to the lowest fare in the Anchorage to Fairbanks market which has higher traffic, heavier loads, and greater competition. It should be noted that fares to points in Southeast Alaska are as much as three cents/mile less than the average fares for other routes within Alaska. These fares may be slightly artificially low due to subsidies provided through the Essential Air Service (EAS) program.

Actual fares for travel between Alaska and the Lower 48 States are shown in Table A-II in the Appendix. Fares have been shown from Anchorage, Fairbanks, and Juneau because most routes originate from these points. Coach and SuperSaver fares from Anchorage average about one cent/mile less than fares from Fairbanks and Juneau. The highest fares/mile are for routes to Seattle and Portland while the lowest fares/mile are for the longer routes to Phoenix and Tucson.

Actual fares for travel between points in the Lower 48 States are shown in Table A-III. Fares have been shown for travel from Seattle and Portland since most of the RA routes in the Lower 48 States arrive or depart from these cities.

III. AIR FARES.

This analysis compares air fares for several of RA routes to fares of other airlines for routes of comparable length in the Lower 48 States. Only coach fares are compared and none of RA routes entirely within the Lower 48 States were examined.

Table II summarizes the results of this comparison. This table shows that, except for routes from Fairbanks to Seattle and Anchorage to Deadhorse, RA flights were consistently cheaper per mile than routes of comparable length by other airlines.

This data has limitations in that only 5 or 6 Lower 48 routes were used for each comparison. In addition, in the case of comparisons of routes within Alaska to routes in the Lower 48 States, in some instances the aircraft flown in the Lower 48 are different from aircraft flown in Alaska. Furthermore, many routes within Alaska utilize 737 aircraft equipped for cargo and passenger loads. In general, however, it appears that RA fares are generally lower than fares of other airlines in the Lower 48 for routes of comparable length.

TABLE II
COMPARISON OF RA FARES TO OTHER AIRLINES' FARES

<u>RA Route</u>	<u>Approximate Stage Length</u>	<u>RA Coach Fare/Mile</u>	<u>Other Airlines' Average Coach Fare/Mile for Lower 48 Routes of Comparable Length</u>
Anchorage-Seattle	1450 miles	\$.22	\$.24
Fairbanks-Seattle	1550 miles	.25	.23
Juneau-Seattle	900	.25	.23
Ketchikan-Seattle	650	.27	.36
Anchorage-Deadhorse	627	.38	.36
Anchorage-Petersburg	577	.20	.36
Anchorage-Sitka	592	.22	.36
Anchorage-Wrangel	700	.27	.36
Anchorage-Bethel	500	.25	.42
Anchorage-Fairbanks	500	.21	.42
Anchorage-Nome	530	.37	.42
Anchorage-Kotzebue	540	.35	.42

The Lower 48 States routes used to compare to RA fares are shown in Tables A-IV-AIX.

IV. CONCLUSIONS

The data presented in this paper suggests three conclusions, based on a fare per mile comparison.

(1) RA air fares for travel within Alaska are substantially higher than its fares for travel to and within the Lower 48 States. Higher labor and operations costs in Alaska and lower stage lengths and load factors may be the primary reasons for the higher fares for travel in Alaska.

(2) RA air fares for travel from Alaska to the Lower 48 States are, on the average, comparable to RA fares for travel within the Lower 48 States.

(3) RA fares for travel within Alaska and from Alaska to the Lower 48 States are usually lower than fares of other airlines for routes of comparable length in the Lower 48 States.

TW/sg

MAR 18 1986

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

OFFICE OF THE COMMISSIONER

BILL SHEFFIELD, GOVERNOR

POUCH Z
JUNEAU, ALASKA 99811
PHONE: (907) 465-3900

March 17, 1986

The Honorable Bette M. Cato
Chairman, House Transportation Committee
Alaska State Legislature
P. O. Box V
Juneau, AK 99811

Dear Representative Cato:

This responds to a request from the House Transportation Committee for a copy of an air fares study completed by the U.S. Department of Transportation's office in Anchorage. A copy of the study is enclosed. Please note that this study was the data source for the House Research Agency study completed by Jonathan Sherwood, dated July 3, 1985.

Members of the Committee also requested information on the factors that cause air fares of the major air carriers in Alaska to be higher than the fares of air carriers in the Lower 48.

The major factor causing higher costs is the nature of the market for the routes in Alaska compared to markets in the Lower 48. While Alaskans are dependent on air transportation for travel between most cities, in the Lower 48 air passengers may travel by road or rail if air transportation becomes too expensive. The airline industry must compete with other modes of travel in the Lower 48 States.

Another market factor is that the Lower 48 routes are often flown by more carriers and passengers. Carriers operating in the Lower 48 are forced to operate at lower profit margins because of the level of competition for the large passenger volumes on the heavily traveled routes. This is especially true on routes served by some of the cut-rate-no-frills carriers such as Continental and Frontier Airlines.

The high number of passengers also allows air carriers to spread their costs of operations over a larger passenger base and thereby lower the per passenger costs of operations.

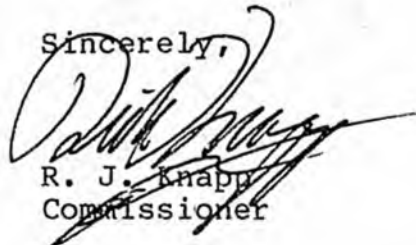
March 17, 1986

Alaska Airlines indicates that while lower fares exist today, in the Lower 48 States, these fares probably cannot be sustained without driving more air carriers out of business. This happened in Alaska when New Wien was driven out of business partly because of fare wars with Alaska Airlines and other carriers. Alaska Airlines reportedly lost \$4 million over a 3 month period when it engaged in price wars with Wien Airlines.

Other reasons for higher fares include the costs of operations in Alaska compared to the Lower 48 States. Labor costs are higher in Alaska. At most airports in Alaska air carriers must construct and maintain their own terminals at a higher cost than in the Lower 48 States where terminal space is leased. Insurance costs are also likely higher for air carriers in Alaska. Alaska Airlines reports that they pay a 20% higher insurance premium for hull insurance because they operate in Alaska. They also pay higher workmen's compensation and medical insurance for Alaskan employees.

There are many reasons for the costs of air travel in Alaska and I have not researched all of them. However, I do hope this brief explanation is of some assistance to you. If we can assist you further please let me know.

Sincerely,



R. J. Knapp
Commissioner

Enclosure

cc: Diana Strain, U.S. Department of Transportation
Susan Fleischhauer, Legislative Liaison,
Commissioner's Office
Jim Ayers, Legislative Relations, Office of the Governor
Gina Marie Lindsey, Statewide Aviation, Central Region

up of passenger com-
 dicated in the OAG

		MAY 1982	MAY 1983	%	great circle miles	d. per mile	May 1983	1985 1¢ per mile
HUB	CARRIERS	FARE	FARE	INCREASE	INCREASE			
ADK	ANC RV	379.00	419.00	40.00	10.55	1192	.35	395 ⁰⁰ RV .33
AKK	ADD KO	53.48	55.00	1.52	2.84	84	.65	50 ⁰⁰ KJ .60
KKI	BET HT WC	19.00 21.00	19.55 21.00	.55 0	2.89 0	16	1.22 1.31	
AKT	BFT KJ WC	19.00 21.00	19.55 21.00	.55 0	2.89 A	22	.88 .95	
KQA	CDB RV	75.50	84.00	11.50	15.23	143	.58	84 ⁰⁰ RV .59
AUK	KSM WC	45.00	49.00	4.00	8.88	61	.80	49 ⁰⁰ 2E .80
WKK	DLG 4Y	21.00	21.60	.60	2.85	17	1.27	20 ⁰⁰ 4Y 1.18
AFT	BTT WC XG	28.00 WC	31.88 XG	3.88	13.85	40	.79	
ABL	OTZ XY WC	60.00 68.00	61.70 74.00	1.70 6.00	2.83 8.82	130	.47 .56	
NO SERVICE REQUIRED UNDER EAS								
AOS	ADD KO	32.10	33.00	.90	2.80	54	.61	57 ⁰⁰ KJ 1.06
AKP	BTT XG WC	59.00 68.00	70.00 70.00	11.00 2.00	18.64 2.94	85	.82 .82	
ANT	ANC WC	132.00	143.00	11.00	8.33	318	.44	134 ⁰⁰ AS .42
AGN	JNU IH AS	AS 53.00	IH 57.00	4.00	7.54	59	.96	60 ⁰⁰ IH 1.02
LAKATLA) ANN	KTN AS KN	AS 25.00	KN 25.00	0	0	22	1.13	15 ⁰⁰ KN 1.08
ANU	ANI WC	56.00	61.00	5.00	8.92	77	.79	
ARC	FYU XG WC	50.00 59.00	61.00 61.00	11.00 2.00	22 3.38	108	.56 .56	
ATK	No service OAG							
ATT	BET KJ WC	19.00 24.00	19.55 21.00	.55 -3.00	2.89 -12.5	16	1.22 1.31	
ATU	ANC	No service OAG						
W BRW	FAT WC	147.00	159.00	12.00	8.16	503	.31	251 ⁰⁰ BF .50
AKTOVIK) BTI	FAT XG WC	99.00 114.00	100.00 100.00	1.00 -14.00	1.01 -12.28	386	.25 .25	
WBQ	FAT XG WC	54.00 62.00	69.00 69.00	7.00 7.00	11.29 11.29	108	0 .63	.34
BET	ANC BF KJ WC	75.00 135.00	97.92 146.00	2.72 11.00	2.86 8.14	399	.24 .36	134 ⁰⁰ BF AS SPECIAL FARE 61 ⁰⁰ .17
BTT	FAT XG WC	72.00 84.00	75.00 75.00	3.00 -9.00	4.16 -10.91	179	.41 .41	
NO SERVICE REQUIRED UNDER EAS								

	HUB	CARRIERS	MAY 1982 FARE	MAY 1983 FARE	INCREASE	% INCREASE	great circle miles	1983 ¢ per mile	May 1985	1985 ¢ Per mile
I	KBC	FYU	XG WC 26.25 30.00	34.00 34.00	7.75 4.00	29.52 13.33	27	1.25 1.25		
	BDW	CDV	radi	OAG						
	KTS	OME	XY WC 45.00 56.00	46.30 60.00	1.30 4.00	2.88 7.14	104	.72 .93	40 ⁰⁰ AS	.63
	BKC	OTZ	XY WC 40.00 45.00	41.15 49.00	1.15 4.00	2.87 8.88	75	.54 .65	40 ⁰⁰ AS	.53
	CDL	OME/OTZ	radi	OAG						
	LUR	OTZ	XY WC 80.00 98.00	82.30 106.00	2.30 8.00	2.87 8.16	165	.49 .64	80 ⁰⁰ AS	.48
	EHM	BET	KJ WC 59.00 68.00	60.70 67.00	1.70 -1.00	2.88 -1.47	148	.41 .45		
	CZF	BET	KJ WC 59.00 68.00	60.70 67.00	1.70 -1.00	2.88 -1.47	156	.38 .42		
	CYT	CDV	radi	OAG						
	CEM	FAT	XG WC 44.00 50.00	54.00 54.00	10.00 4.00	22.72 8	104	.51 .51	50 ⁰⁰ 4H	.48
	CIK	FYU	XG WC 26.25 30.00	34.00 34.00	7.75 4.00	29.52 13.33	41	.82 .82		
	WCR	BTT	radi	OAG						
	CYM	JNU	radi	OAG						
	KCN	DUT	radi	OAG						
	VAK	BET	KJ WC 52.00 60.00	53.48 59.00	1.48 -1.00	2.84 -1.66	136	.37 .43	57 ⁰⁰ AS	.43
	CXX		radi	OAG						
	CYF	BET	KJ WC 42.00 48.00	43.20 48.00	1.20 0	2.85 0	90	.48 .53	48 ⁰⁰ AS	.53
	KCG	PTH								
	KCE	PTH								
	KCL	PTH								
	CZN	CDV	radi	OAG						
	CXC	CDV								
	CRC	FAT	XG WC 44.00 50.00	54.00 54.00	10.00 4.00	22.72 8	131	.41 .41	57 ⁰⁰ 4H	.45
3S	CHP	FAT	XG WC 44.00 50.00	54.00 54.00	10.00 4.00	22.72 8	106	.50 .50		
	CLP	DLG	4Y KO 21.00 14.88	21.60 21.60	.60 7.02	2.85 48.14	14	1.54 1.54	20 ⁰⁰ 4X	1.43
	CDB	ANC	B	256.00 283.00	27.00	10.54	621	.45	270 ⁰⁰ 8V	.47

HUB

CDV	AUG	1982	FARE	MAY	1983	FARE	INCREASE	1983	PER	MILE	1985	PER	MILE
							%		¢			¢	
GDV	AUG	KS	53.00	AS	53.00	64.00	11.00	20.75			70 ⁰⁰ AS		
CIL	OME	KS	53.00	AS	53.00								
CGA	KTN	KN	55.00	AS	55.00			3.77			50 ⁰⁰ KN		.85
CRD	ANT	MJC	31.00	MJC	31.00			10.71					
DRG	OTZ	XY	40.00	MJC	41.15	49.00	4.00	8.88					
DUT	AUG	AS	336.00	RV	339.00	339.00	3.00	1.87			297 ⁰⁰ AS		.58
EAA	FAT	XG	69.00	WJC	82.00	82.00	13.00	18.84					
EER	BET	KS	22.00	WJC	22.63	25.00	6.3	2.86			250 ⁰⁰ AS		.63
EGX	AKN	KS	50.00	KS	51.43	24.00	1.43	2.86			50 ⁰⁰ KS		1.19
KXU	DLG	KS	21.00	KS	21.60	21.60	1.60	7.61					
KEK	DLG	KS	27.00	KS	27.77	26.00	.77	2.85					
ELV	JNU	IH	68.00	IH	68.00						720 ⁰⁰ IH		1.13
ELI	OME	XY	54.00	MJC	51.43	60.00	1.43	2.86					
EXT	JNU	SF	38.00	AS	50.73			33.5			55 ⁰⁰ AS		1.72
KEP	CDB	RV	50.00	RV	55.00	55.00	5.00	10					
FWL	MCG	MJC	37.00	MJC	41.01	41.01	4.00	10.81					
FLT	MCG	WJC	35.00	WJC	39.00	39.00	4.00	11.42					
FJV	FAT	XG	33.00	WJC	35.00	35.00	3.00	9.37			61 ⁰⁰ IH		.42
FNR	JNU	SF	34.00	AS	35.00			2.94			35 ⁰⁰ IH		2.50
GAL	FAT	XG	68.00	WJC	70.00	80.00	2.00	2.94			92 ⁰⁰ IH		.34
GAM	OME	XY	70.00	XY	72.00	105.00	2.00	2.85					
ON DEMAND													
GLV	OME	XY	45.00	WJC	46.30	60.00	1.30	2.88					
GANU	BET	KS	48.00	WJC	49.37	55.00	1.37	2.85			55 ⁰⁰ AS		.47
KGX	ANI	U	68.00	U	75.00			10.21					
GKN	ANG												

1985 ¢
 May
 1985

	HUB	CARRIERS	82 FARE	83 FARE	+	% INCREASE	great circle miles	¢ per mile	May 1985	1985 ¢ Per Mile	
	KKB	ADQ	KO	21.40	22.00	.60	2.80	31	.70	34 ⁰⁰ KJ	1.10
	KVL	OTZ	XY WC	50.00 / 56.00	51.43 / 61.00	1.43 / 3.00	2.86 / 8.92	78	.65 / .78		
	KLW	KTAI	KN AS	53.00 / 53.00	55.00 / -	2.00 / -	3.77 / -	58	.74 / -	50 ⁰⁰ KN	.86
	OBU	OTZ	XY WC	65.00 / 75.00	66.85 / 84.00	1.85 / 7.00	2.84 / 12	156	.42 / .53		
	KGK	DLG	4Y KO	35.00 / 33.05	36.00 / 34.00	1.00 / .95	2.85 / 2.87	69	.52 / .49		
	KKH	BET	KJ WC	42.00 / 56.00	43.20 / 48.00	1.20 / -8.00	2.85 / -14.28	76	.56 / .63		
	KOT	KSM	WJ	56.00	61.00	5.00	8.92	68	.89	61 ⁰⁰ 2E	.70
	KKA	OME	XY WC	75.00 / 82.00	77.14 / -	2.14 / -	2.85 / -	130	.59 / -		
	KYU	GAL	XG WC	- / 34.00	27.00 / 28.00	- / 4.00	- / 16.66	25	1.08 / 1.12	32 ⁰⁰ 4H	1.28
	KWT	BET	KJ WC	19.00 / 21.00	19.55 / 21.00	.55 / 0	2.89 / A	13	1.50 / 1.61		
	KWK	BET	KJ WC	42.00 / 56.00	43.20 / 48.00	1.20 / -8.00	2.85 / -14.28	80	.54 / .60	48 ⁰⁰ AS	.60
	EMK	KSM	WC	45.00	49.00	4.00	8.16	63	.77	49 ⁰⁰ 3E	.78
HAGAK	KWN	BET	KJ WC	34.00 / 40.00	34.97 / 40.00	1.97 / 0	5.79 / 0	71	.49 / .56		
	LMA	FAT	XG WC	68.00 / 45.00	69.90 / 49.00	1.90 / 4.00	2.79 / 8.88	148	.47 / .33	75 ⁰⁰ 4H	.51
	KLN	ADQ	KO	44.72	46.00	1.28	2.86	58	.79	40 ⁰⁰ KJ	.69
	ALZ	ADQ	KO	53.48	55.00	1.52	2.84	89	.61	74 ⁰⁰ KJ	.83
	KLL	AKN	KJ KO	50.00 / 18.47	51.43 / -	1.43 / -	2.86 / -	31	1.65 / -	40 ⁰⁰ KS	1.29
NGS	MLY	FAT	XG WC	30.00 / 35.00	37.00 / 37.00	7.00 / 2.00	23.33 / 5.71	83	.44 / .44		
	KMD	DLG	4Y KO	21.00 / 14.58	21.60 / 15.00	.60 / .42	2.85 / 2.88	20	1.08 / .75	20 ⁰⁰ 4Y	1.00
A LEDGE	FTL	BET	KJ WC	48.00 / 56.00	49.37 / 55.00	1.37 / -6.00	2.85 / -1.78	75	.65 / .73		
	MYK	CDV	Non in OAG					-	-		
	MXY	CDV	Non in OAG					-	-		
	MCG	ANC	WC	79.00	73.00*	-6.00	-7.59	221	.32	84 ⁰⁰ AS	
	MDR	MCG	Non in OAG					-	-		
	MYN	BET	KJ WC	52.00 / 60.00	53.48 / 59.00	1.48 / -1.00	2.84 / -1.66	154	.34 / .38	59 ⁰⁰ AS	.38

*fare planned to \$5.00 ...
Nov 82 ...

	HUB	CARRIERS	82		83		INCREASE	%	great circle miles	1983		May 1985	1985 & per mile
			FARE	FARE	FARE	FARE				per mile	per mile		
GST	JNU	SR LM AS set	45.00 42.00	54.00 45.00	9.00 3.00	20 7.14	41	1.31 1.09	60 ⁰⁰ AS	1.46			
HAI	JNU	SE JF	43.00 50.00	55.00 60.00	12.00 10.00	27.90 20	70	.78 .85	65 ⁰⁰ AS	.93			
HAI	JNU	Nad	OAG										
HAY	OMP	Nad	OAG										
ER) HZA	FAT	N.A.	OAG										
HCR	ANT	WC	35.00	39.00	4.00	11.42	43	.90					
HOM	ANC	VC	43.35	44.60	1.25	2.88	117	.38	60 ⁰⁰ AS	.51			
HNH	JNU	JF SE	37.00 43.00	45.00 42.00	8.00 9.00	21.62 27.27	35	1.28 1.20	47 ⁰⁰ AS	1.34			
HPE	BET	KS WC	52.00 60.00	53.48 59.00	1.48 -1.00	2.84 -1.66	153	.34 .38	57 ⁰⁰ AS	.39			
HUS	GAL	XG WC	- 61.00	64.00 69.00	- 8.00	- 13.11	119	.53 .57	79 ⁰⁰ 4H	.66			
HSL	GAL	XG WC	- 35.00	39.00 39.00	- 4.00	- 11.42	69	.56 .56	45 ⁰⁰ 4H	.65			
HYG	KTN	KN AS	53.00 55.00	55.00 -	2.00 -	3.77 -	47	1.17 -	45 ⁰⁰ KN	.96			
ICY	CDV	Nad	OAG										
IGG	AKN	KO/KS	KO	KS			52		40 ⁰⁰ KS	.77			
ILI	ANC	WC	75.00	81.00	6.00	8	195	.41	31 ⁰⁰ AS	.42			
KIB	PTH	N.A.	OAG										
KAE	PSG	AS/6D	41.00	44.28	3.28	8	40	1.10					
KAE	NO SERVICE	REQUIRED	UNDER EAS										
KLG	ANI	WC	24.00	28.00	4.00	16.66	26	1.07					
KAL	GAL	XG WC	- 35.00	39.00 39.00	4.00 4.00	11.42 11.42	61	.63 .63	45 ⁰⁰ 4H	.74			
KYK	ADD	KO	36.94	37.94	1.00	2.84	74	.51	50 ⁰⁰ KJ	.68			
ENA	ANC	KS/WC XE/VC	20.00 & 35.00	20.57 & 33.48	-	-	60	Varies .34 & .55	37 ⁰⁰ AS	.62			
KTN	SEA	AS	149.00	156.00	7.00	4.69	679	.22	184 ⁰⁰ AS WA	.27			
IAN	OTZ	XY WC	40.00 45.00	41.15 49.00	1.15 4.00	2.87 8.88	59	.69 .83	40 ⁰⁰ AS	.68			
KVC	CDB	RV	38.00	42.00	4.00	10.52	19	2.21	42 ⁰⁰ RV	2.21			
KPN	BET	KS	42.00 48.00	43.20 48.00	1.20 0	2.85 0	96	.45 .50					

	HUB	CARRIER	82 FARE	83 FARE	3 INCREASE	4% INCREASE	great circle miles	¢ Per mile	May 1985	1985 ¢ Per Mile
	MNT	EAT	KG WC 27.00	33.90 30.00	3.00	11.11	39	.86 .76		
	KMY	ADD	KO 53.48	55.00	1.52	2.84	64	.85	67 ⁰⁰ KJ	1.05
	MOU	KSM	WC 24.00	28.00	4.00	16.66	14	2.00		
		NO SERVICE REQUIRED UNDER EAS								
	NKK	AKN	KG in OAG							
	WMA	BET	KJ WC 19.00	19.53 21.00	.55	2.89	11	1.77 1.90		
	PKA	BET	KJ WC 19.00	19.53 21.00	.55	2.89	6	3.25 3.50		
		NO SERVICE REQUIRED UNDER EAS								
	KNW	DLG	XY KO 20.00	20.57 26.00	.57 .63	2.85 2.19	50	.41 .52		
	WWT	BET	KJ WC 42.00	43.20 48.00	1.20	2.85	96	.45 .50	48 ⁰⁰ AS	.50
	WTK	OTZ	XY WC 40.00	41.15 49.00	1.15 4.00	2.87 8.88	48	.85 1.02	40 ⁰⁰ AS	.83
	ORV	OTZ	XY WC 35.00	36.00 43.00	1.00 3.00	2.85 7.5	43	.83 1.00	35 ⁰⁰ AS	.81
		NO SERVICE REQUIRED UNDER EAS								
		NO SERVICE REQUIRED UNDER EAS								
	NUL	GAL	KG WC 24.00	27.00 28.00	4.00	16.66	34	.79 .82	32 ⁰⁰ 4H	.94
	NIIP	BET	KJ WC 19.00	19.53 21.00	.55	2.89	23	.85 .91		
	ZNC	ANE	KG in OAG							
	OLH	ADD	KO 36.85	38.00	1.05	2.84	49	.77	30 ⁰⁰ KJ	.61
	KOY	ADD	KO 53.48	55.00	1.52	2.84	77	.71	61 ⁰⁰ KJ	.86
	KOZ	ADD	KO 14.58	15.00	.42	2.88	11	1.36	20 ⁰⁰ KJ	1.81
	KPK	ADD	KO 44.72	Not IN OAG			57		60 ⁰⁰ KJ	1.05
		NO SERVICE REQUIRED UNDER EAS								
	PEC	JNU	IH AS 63.00	IH 68.00	5.00	7.93	67	1.01	72 ⁰⁰ IH	1.07
	KPV	PTH	KG in OAG							
	PSG	JNU	AS 62.00	67.00	5.00	8.06	123	.54		
	PIK	AKN	KG KO 40.00	42.30 47.00	2.30 1.30	2.87 2.84	84	.97 .55	80 ⁰⁰ KS	.95

	HUB	CARRIERS	82 FARE	83 FARE	INCREASE	% INCREASE	great circle miles	1983 & Per mile	May 1985	1985 & Per-Mile
	PQS	KSM	1.1C 21.00	28.00	4.00	16.66	16	1.75	28 ⁰⁰ 2F	1.75
	PTU	BET	K3 48.00 1.1C 56.00	49.37 55.00	137	2.85 -1.00	123	.40 .44	55 ⁰⁰ AS	.45
	PHO	OTZ	XY 65.00 WC 75.00	66.85 84.00	185	9.00 2.84	150	.41 .56	70 ⁰⁰ AS	.47
	PIZ	BRW	6C Not listed in OAG	6C 114.48	-	-	180	.63	130 ⁰⁰ 6C	.72
	PCK	BTT	RA in OAG				-	-		
JCS	NOBLE) PCA	DLG	4Y 20.00 KO 18.47	21.60 -	160	8 -	28	.77 -		
	KPY	ADD	KO 23.33	24.00	.67	2.87	24	1.00	29 ⁰⁰ KJ	1.21
	PTH	ANC	RV 192.00	212.00	20.00	10.41	424	.50	212 ⁰⁰ RV	.50
	ORI	ADD	KO 20.40	21.00	.60	2.94	16	1.31	20 ⁰⁰ KJ	1.25
		NO SERVICE REQUIRED UNDER EAS					-	-		
	KPR	ADD	KO 37.92	39.00	1.08	2.84	47	.82	51 ⁰⁰ KJ	1.09
VDHORSE)	^{SEC} PUO	ANC	WC/AS 192.00	211.00	19.00	9.89	631	.33	257 ⁰⁰ AS 284 ⁰⁰ BF	.41 .45
	UQF	DLG	K5 21.00 4Y 21.60	21.60 -	.60	2.85	12	1.80		
	RMP	FAI	X6 44.00 WC 50.00	54.00 54.00	10.00	22.72 8	82	.65 .65		
	RDV	ANT	1.1C 37.00	41.00	4.00	10.81	73	.56		
	RBY	GAL	X6 24.00 WC 31.00	31.00 31.00	7.00	7.00	44	.70 .70	35 ⁰⁰ 4H	.80
	RSH	BET	K3 48.00 WC 56.00	49.37 55.00	137	2.85 -1.00	71	.69 .77	55 ⁰⁰ AS	.77
	SGW	PSG	No service required				-	-		
	SNG	AKN	RA in OAG				-	-		
	KSM	ANC	WC 147.00	159.00	12.00	8.16	142	.35	192 ⁰⁰ AS	.43
	SMK	UNK	WC 35.00	38.00	3.00	8.57	47	.80		
	SNP	ANC	RV 354.00	392.00	38.00	10.73	767	.51	392 ⁰⁰ RV	.51
	SDP	ANC	RV 245.50	272.00	26.50	10.79	557	.48	272 ⁰⁰ RV	.48
	UGI	ADD	KO 21.40	31.00	9.60	44.85	31	1.00	40 ⁰⁰ KJ	1.29
CAP	CSH	CDB	RA in OAG				-	-		
	SVA	OME	XY 48.00 69.94	76.00 102.00	194	2.85 26.10	162	.43 .62	70 ⁰⁰ AS	.43

are Survey

	HUB	CARRIERS	82 FARE	83 FARE	\$ INCREASE	% INCREASE	great Circle miles	1983 \$ Per mile	May 1985	1985 \$ Per Mile
SCM	BET	K3 WC	52.00	53.48	1.48	2.84	145	.36		
WLK	OTZ	XY WC	40.00	41.15	1.15	2.87	74	.55	40 ⁰⁰ AS	.54
SHX	ANT	WC	56.00	61.00	5.00	8.92	77	.79		
SKK	OME	XY WC	75.00 UNK 35.00	77.14 UNK 39.00	2.14 UNK 4.00	2.85 UNK 11.43	130	.59 UNK	60 ⁰⁰ AS	.46
JXP	KSM	WC	45.00	49.00	4.00	8.88	59	.83	49 ⁰⁰ 2E	.83
SYA	ANC	RV	510.50	565.00	54.50	10.67	1456	.38	510.50 ⁰⁰ RV	.39
SHH	OME	XY WC	58.00	59.60	1.60	2.86	122	.48	60 ⁰⁰ AS	.49
SHG	OTZ	XY WC	60.00	61.70	1.70	2.83	148	.41		
SIT	JNU	AS	50.00	54.00	4.00	8	95	.56	65 ⁰⁰ AS	.68
	NO SERVICE	REQUIRED	UNDER EAS							
SGY	JNU	SE JF	48.00	65.00	17.00	35.41	81	.80		
SKW	ANC	Radw	OAG -	Service by Alaska Air Service					USPS Contract	
SLQ	ANT	WC	37.00	41.00	4.00	10.81	78	.52		
SOL	OME	Radw	OAG							
WSN	AKN	K3 KN	30.00	30.86	.86	2.86	13	2.37		
WBB	UNK	WC	35.00	39.00	4.00	11.42	52	.75		
SVS	FAT	XG WC	44.00	54.00	10.00	22.72	90	.60		
JRV	ANT	WC	41.00	45.00	4.00	9.75	98	.45		
TCT	MCG	WC	24.00	28.00	4.00	16.66	15	1.86		
TAL	FAT	XG WC	32.00	35.00	3.00	7.37	127	.27	48 ⁰⁰ 4H	.33
TLT	MCG	WC	24.00	28.00	4.00	16.66	13	.15		
TEK	CDV	Radw	OAG	Service by Chrono Flying Service					USPS Contract	
	NO SERVICE	REQUIRED	UNDER EAS							
TLA	OME	XY WC	45.00	46.30	1.30	2.88	59	.78	40 ⁰⁰ AS	.68
E SPRINGS) TKE	JNU	AS/1H	42.00	45.00	3.00	7.14	50	.90	47 ⁰⁰ 1H	.94
KT	ADQ	ADQ	27.23	28.00	.67	2.46	26	1.07	34 ⁰⁰ KT	1.31

	HUB	CARRIERS	82 FARE	83 FARE	INCREASE	% INCREASE	great Circle miles	1983 Per Mile	May 1985	1985 \$ Per Mile	
b	ON DEMAND						-				
	TNC	OME	XY WC 60.00 68.00	61.70 75.00	1.70 7.00	2.83 10.29	103	.59 .72			
	TOG	DLG	4Y KO 35.00 33.05	36.00 34.00	1.00 .95	2.85 2.87	67	.53 .50	20 ⁰⁰ 4Y	.30	
	OOK	BET	K3 WC 42.00 48.00	43.20 48.00	1.20 0	2.85 0	113	.38 .42			
	TLT	BET	K3 WC 24.00 22.00	24.70 29.00	.70 1.00	2.91 3.57	36	.68 .80			
	WTL	BET	K3 WC 22.00 25.00	22.63 25.00	.63 0	2.86 0	41	.55 .60			
	TNK	BET	K3 WC 42.00 48.00	43.20 48.00	1.20 0	2.85 0	118	.36 .40			
	TWA	DLG	K3	35.00	36.00	1.00	2.85	63	.57		
	SEE SAN JUAN						-	-			
	UGA	AKN	KS	80.00	82.30	2.30	2.87	85	.95	80 ⁰⁰ KS	.93
	UMT	FAI	Non in OAG				-	-			
OLSKI)	TKO	CDB	RV	140.00	155.00	15.00	10.71	294	.52		
	UNK	ANC	WC	140.00	152.00	12.00	8.57	-	.38		
	UTO	GAL	X6 WC - 69.00	78.00 75.00	- 6.00	- 8.69	128	.60 .58	86 ⁰⁰ 4H	.67	
	VDZ	ANC	XX VC 68.00 57.70	70.00 59.35	2.00 1.65	2.94 2.85	125	.56 .47	75 ⁰⁰ AS	.60	
	VEE	FYU	XG WC 26.25 30.00	34.00 34.00	7.75 4.00	29.52 13.33	45	.75 .75			
	AIN	BRW	WC	45.00	69.00	24.00	53.33	87	.79	69 ⁰⁰ 6C	.79
	WAA	OME	XY WC 60.00 68.00	61.70 74.00	1.70 6.00	2.83 8.82	109	.56 .67			
	KWP	ADQ	KO	30.14	31.00	.86	2.85	39	.79	42 ⁰⁰ K3	1.08
	WMO	OME	XY WC 45.00 56.00	46.30 60.00	1.30 4.00	2.88 7.14	62	.74 .96			
	WSM	FAZ	XG	NOT IN OAG	126.00	-	-	190	.66		
	ON DEMAND						-	-			
	WRG	JNU	AS	67.00	75.00	6.00	8.69	154	.48		
	YAK	ANC	AS	99.00	107.00	8.00	8.08	372	.28	118 ⁰⁰ AS	.32
	KZB	ADQ	KO	40.83	42.00	1.17	2.86	47	.85	55 ⁰⁰ K3	1.12

SB 370

SENATE BILL NO. 370 by the Rules Committee by request of the Governor, entitled:

"An Act relating to aid to families with dependent children and to child support and enforcement; and providing for an effective date."

was read the first time and referred to the Health, Education & Social Services and Judiciary Committees.

CSHB 148(Jud)(title-am)

A message dated April 2, 1986, was read stating the Senate has concurred in the House title amendment and is returning:

COMMITTEE SUBSTITUTE FOR HOUSE BILL
NO. 148 (Judiciary) (title am)
Relating to mobile home warranties and sales.

CSHB 148(Jud)(title am) was referred to the Chief Clerk for enrollment.

REPORTS OF STANDING COMMITTEESHCR 36

file
The Finance Committee has considered HOUSE CONCURRENT RESOLUTION NO. 36 (relating to intrastate airline travel), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE CONCURRENT RESOLUTION NO. 36 (Finance) (same title) and reports it back as follows: Adams (Chairman), Ringstad, Szymanski, Duncan, Larson, Pourchot, Uehling, Rieger, Frank, Binkley and Cotten recommend do pass.

HCR 36 was referred to the Rules Committee for placement on the calendar.

HB 438

The Finance Committee has considered HOUSE BILL NO. 438 (relating to penalties for violating the Alaska Historic Preservation Act; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 438 (Judiciary) (page 2437) and reports it back as follows: Adams (Chairman), Duncan, Larson, Uehling, Pourchot, Rieger, Frank and Cotten recommend do pass; Ringstad, Szymanski and Binkley have no recommendation.

HB 438 was referred to the Rules Committee for placement on the calendar.

HB 537

The State Affairs Committee has considered HOUSE BILL NO. 537 (relating to participation of municipalities and political subdivisions in the Public Employment Relations Act) and reports it back as follows: Hurley (Chairman), Boucher, Cato and M.M. Miller recommend do pass; Collins and Jenkins have no recommendation.

A fiscal note appears in House Journal Supplement No. 107.

HB 537 was referred to the Community & Regional Affairs Committee.

HB 542

The Finance Committee has considered HOUSE BILL NO. 542 (relating to corrective management of threatened stocks of game), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 542 (Resources) (page 2417) and reports it back as follows: Ringstad, Frank, Rieger and Cotten recommend do pass; Adams (Chairman), Duncan and Binkley recommend do not pass; Szymanski, Larson and Pourchot have no recommendation.

HB 542 was referred to the Rules Committee for placement on the calendar.

HB 601

The State Affairs Committee has considered HOUSE BILL NO. 601 (abolishing inactive boards, councils, commissions, and centers) and reports it back as follows: Hurley (Chairman), M.M. Miller, Cato, Boucher, Jenkins, Collins and Navarre recommend do pass.

A zero fiscal note was attached.

HB 601 was referred to the Finance Committee.

HB 614

The Health, Education & Social Services Committee has considered HOUSE BILL NO. 614 (extending the termination date of the Board of Dental Examiners; effective date), recommends it be replaced with COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 614 (HESS):

"An Act relating to the Board of Dental Examiners; and providing for an effective date."

and reports it back as follows: Kor and Gruenberg (Co-chairs), Pettyjohn, Taylor and Hurley recommend do pass; Thompson has no recommendation.

**HOUSE
COMMITTEE REPORT**

Date referred:

5/9/85

FURTHER REFERRALS:

FINANCE

DATE: 2.13.86

The TRANSPORTATION Committee has considered HCR 36

Relating to intrastate airline travel.

and recommends:

- do pass
- do not pass
- do pass with attached amendment(s)
- no recommendation
- replace with CSHCR 36 (TRSP) 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:

Adelheid Herrmann
Walt Furnace

SIGNING OTHER RECOMMENDATIONS:

Bette Cate No Rec
Mohiqueller DO NOT PASS

Bette Cate
Chairman

CSHB 355(Fish)am

Representative Clocksin moved and asked unanimous consent that the House adopt the House Special Committee on Fisheries Amended Letter of Intent (page 2554). There being no objection, it was so ordered.

CSHB 355(Fish)am was referred to the Chief Clerk for engrossment.

UNFINISHED BUSINESS

Representative Clocksin moved and asked unanimous consent that the following member be excused from a call of the House as noted:

Representative Hurley - from 4:30 p.m.,
April 18 through plane time, April 21,
1986

There being no objection, it was so ordered.

CSHB 28(Fin)(2d-title-am)

Representative Pignalberi moved and asked unanimous consent that the House take up the Senate message on COMMITTEE SUBSTITUTE FOR HOUSE BILL NO. 28 (Finance) (2d title amended) (making a special appropriation from the undistributed income account in the Alaska permanent fund to the principal of the permanent fund; effective date) (page 2217) at this time.

Representative Clocksin objected.

Representative Pettyjohn placed a call of the House and lifted the call.

The question being: "Shall the House take up the Senate message on CSHB 28(Fin)(2d title am) at this time?" The roll was taken with the following result:

CSHB 28(FIN)(2D TITLE AM) MOTION

Yeas: 12 Collins, Furnace, Hanley, Jenkins,
Marrou, Martin, Pearce, Pettyjohn,
Phillips, Pignalberi, Rieger,
Uenling

CSHB 28(Fin)(2d-title-am)

Nays: 25 Adams, Boucher, Cato, Clocksin,
Cotten, Davis, Duncan, Frank,
Fuller, Gruenberg, Grussendorf,
Herrmann, Hurley, Koponen, Larson,
Miller, M.M., Miller, M.W., Navarre,
Pourchot, Ringstad, Shultz,
Szymanski, Taylor, Thompson,
Wallis

Excused: 0

Absent: 3 Binkley, Goll, Sund

And so, the motion failed.

HCR 36 FILE

Representative Binkley added his name as co-sponsor to HOUSE CONCURRENT RESOLUTION NO. 36 (relating to intrastate airline travel).

2d SSHB 181 FILE

Representative Cato added her name as co-sponsor to 2d SPONSOR SUBSTITUTE FOR HOUSE BILL NO. 181 (relating to the maintenance of vessels of the Alaska marine highway system).

HB 689 FILE

Representative Szymanski added his name as co-sponsor to HOUSE BILL NO. 689 (relating to required equipment on and the transportation of certain loads by, motor vehicles).

ENGROSSMENTCSHCR 36(in) FILE

CSHCR 36(Fin) was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration.

CSHB 15(C&RA)

CSHB 15(C&RA) was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration.

CSHB 160(Fin) FILE

CSHB 160(Fin) was engrossed, signed by the Speaker and Chief Clerk and transmitted to the Senate for consideration.