

ALASKA LEGISLATURE COMMITTEE FILES 1985-1986 8672

4409 STRA SB 458 - SCR 6 288



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

11/27/89
Date

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TESTIMONY TO SENATE TRANSPORTATION COMMITTEE
SB 458
March 5, 1986

Chairman Coghill and members of the Senate Transportation Committee, my name is Bob Jacobsen and I am here today as President of the Alaska Air Carriers Association. I would like to thank you for your willingness to deal with these small but important technical amendments to HB 133 enacted last year.

Very simply, the bill before you today (SB 458) is deemed necessary by the Division of Weights and Measurement Standards to adequately enforce the law which requires commercial air carriers to maintain at least \$150,000 per seat in liability insurance (\$300,000 for scheduled carriers). Statistics provided to you by the Division early this session indicate a less than satisfactory level of compliance based on the initial letters of notice to commercial carriers.

We have submitted as part of your committee packet a sectional rationale for each provision, and if you wish, I will go through each of the proposed changes with you.

As you are aware, the fiscal note for HB 133 last session was not funded, accounting, in part, for low compliance to date. The Governor has requested about \$100,000 in his FY 87 operating budget for this program, and we urge you to support the request.

I would also like to take this opportunity to briefly mention our industry's serious problem with insurance rates. While we maintain our strong support for the minimum insurance requirements as a condition of business, we are having the same problems with dramatic escalation of rates as most other industries. We have lost several members during the last year due to bankruptcies or failure to obtain insurance at rates which would permit an operating profit. Others are on the verge of collapse.

If you want to help maintain viable air transportation in the future, we strongly urge your support of SB 377 this session.

Thank you for the opportunity to testify, and for your attention to our concerns.

Amendment 1 (Sec. 42.30.200(c)) specifically authorizes the Department of Commerce to stop aircraft from carrying passengers for hire until they secure the minimum required liability insurance. It also authorizes the Department to conduct investigations if necessary to find violators.

Amendment 2 (Sec. 42.30.200(e)) increases the size and severity of a fine to an air carrier who flies passengers for hire without first securing the minimum insurance levels required by HB 133 (\$150,000 per seat). Without a more strict penalty, carriers may find it cheaper to ignore the law than to comply.

Amendment 3 (Sec. 42.30.225(b)) allows the insurance "certificate of compliance" to be posted in a visible location other than in the aircraft. This would be particularly helpful to the jet carriers which often interchange planes, thus making it difficult to post certificates in the aircraft. It would also reduce the cost of a certificate from \$50 to \$25.

Amendment 4 (Sec. 42.30.225(e)) provides specific authority to issue stop use orders if a carrier is operating without a state certificate of insurance.

Amendment 5 (Sec. 42.30.225(d)) provides for a specific penalty for a carrier who fails to obtain a certificate of insurance from the State.

Amendment 6 (Sec. 42.30.380(3)) clarifies the definition of aircraft to include rotor devices (helicopters).

Alaska State Legislature

Senate Transportation Committee



Sen. John B. (Jack) Coghill, Chairman
Sen. Paul Fischer, Vice-chairman
Sen. Mitch Abood
Sen. Jan Finks
Sen. Joe Josephson

Pouch V
Juneau, Alaska 99811

March 4, 1986

TO: All Committee Members

FROM: Committee Staff

RE: SB 458

This bill adds enforcement capabilities to the legislation passed last year setting up insurance requirements and certificates of compliance for air carriers.

Sect. 1 (c) allows the Department of Commerce and Economic Development, Division of Weights and Measures to investigate possible violations of financial responsibility requirements. It also enables DCEC to issue a stop work order when it is found that the air carrier is in noncompliance.

Sect. 2 (e) defines the penalties for violating the insurance requirements. The current penalty, a Class B misdemeanor, is upgraded to a Class A. The fine is increased from a minimum of \$500 to a minimum of \$1000 with the maximum fine to be \$5000 per day of violation. The fine has been capped at \$10,000 for each violation.

Sec. 3 amends AS 42.30.225 (b) and lowers the annual fee for the certificate of compliance from \$50 to \$25.

Sec. 4 amends AS 42.30.225 (e), dealing with certificates of compliance, and allows the Department to investigate whether an air carrier has a certificate of compliance. If not in compliance, the department may issue a stop work order.

Sec. 5 adds a new subsection to AS 42.30.225. The penalty for violating the certificate of compliance requirement is a Class B misdemeanor and may be fined not less than \$500 or no more than \$1000.

Sec. AS 42.30.380(3), a definition section, is amended to add rotor craft to the definition of aircraft.

PURPOSE

The purpose of the certification of compliance of air carriers is to provide the assurance that all persons who carry passengers or freight for commercial purposes intrastate in an aircraft, comply with the provisions in AS 42.30.200 and AS 42.30.225.

These provisions specify that the identified persons procure and maintain minimum amounts of insurance security and that the aircraft used for these purposes must be in compliance with federal safety regulations.

WHO DOES IT APPLY TO

AS 42.30.200 states that a person who carries passengers or freight for commercial purposes intrastate in an aircraft shall procure and maintain security as specified. For purposes of filing with the Department of Commerce and Economic Development, this paragraph is interpreted to mean those aircraft operating intrastate under Federal Aviation Administration regulations part 121 and 135.

AS 42.30.225 further requires that an annual certificate of compliance be obtained before a person uses an aircraft in air commerce.

In defining the applicability of the provisions of AS 42.30.200 - 42.30.380:

1. "air carrier" means a person undertaking to engage in air commerce, whether directly or indirectly, or by lease, contract, or any other arrangement and whether over regular or irregular routes;
2. "air commerce" means carriage by aircraft of persons or freight for commercial purposes or hire in intrastate commerce, including the carriage by aircraft of persons or freight that move partly by aircraft and partly by other forms of transportation;
3. "aircraft" means a propeller or jet powered device used or designed for flight in the air;
4. "commercial purposes" means activities for which the person receives direct monetary compensation and does not include activities incidental to and done in furtherance of the persons primary business.
5. "freight" means commodities, articles, and cargo of whatever nature or value excluding garbage and trash.

REQUIREMENTS

A person who carries passengers or freight for commercial purposes intrastate in an aircraft must maintain the following minimum security:

1. \$150,000 per seat for bodily injury or death in a single occurrence; and
2. \$100,000 for property damage in a single occurrence.

Evidence of insurance must be filed with the Department of Commerce and Economic Development, Division of Measurement Standards, and may not be cancelled on less than 30 days written notice to the Division of Measurement Standards. This notification of cancellation must be clearly stated in the policy or endorsement for an insurance policy submitted as proof of financial responsibility. This 30 day notice period is measured from the date on which the Division of Measurement Standards receives notice.

A person may not use an aircraft in air commerce before obtaining an annual certificate of compliance for that aircraft from the Department of Commerce and Economic Development, Division of Measurement Standards. The application for the certificate of compliance must include:

1. proof of financial responsibility in the amounts previously identified;
2. a copy of the Federal Aviation Administration's air carrier operating certificate, for each aircraft;
3. a Federal Aviation Administration certificate to operate if you are a scheduled air carrier; and
4. a \$50.00 annual fee for each aircraft being certified.

PROCEDURES

1. Complete an application for a certificate of compliance.
2. Attach copies of all required documents as outlined on the application.
3. Include the \$50.00 annual fee for each aircraft.
4. Mail complete application package to:

Division of Measurement Standards
P.O. Box 111686
Anchorage, Alaska 99511

INSTRUCTIONS
APPLICATION FOR
ALASKA AIR CARRIERS CERTIFICATE OF COMPLIANCE

1. Name of the individual making application.
2. Name of business.
3. Mailing address. If the operating location is different, please specify.
4. Date of application.
5. Business telephone number.
6. List those aircraft that are used intrastate in Federal Aviation Regulations part 121 and 135 operation. Do not list those aircraft that are used in parts 61, 91, and 141 operations.

Aircraft Description:

Type of aircraft; make and model.

Passenger Configuration:

Number of passengers the aircraft is configured to carry. If aircraft is used for freight only, so designate. (AS 42.30.200(a) requires \$150,000 per seat for bodily injury or death and \$100,000 for property damage.)

FAA Registration Number:

Federal Aviation aircraft registration number.

7. The total number of aircraft listed in #6. If an addendum sheet is used, include total from #6 plus total from addendum sheet in this section.
8. AS 42.30.225(a). A person may not use an aircraft in air commerce before obtaining an annual certificate of compliance for that aircraft from the Department of Commerce and Economic Development, Division of Measurement Standards.

AS 42.30.225(b). The annual fee for a certificate of compliance is \$50.00.

Multiply the number of aircraft listed in #7 times \$50.00. Place that result in section #8. Enclose that amount with the application.

9. Attach a copy of the Federal Aviation Administration's, Air Carrier Operating Certificate, form number 8430-18.
10. Attach a certificate of insurance or have the insurance company mail the certificate direct. A telex message can be used for temporary verification while waiting for the original certificate. A certificate of compliance cannot be issued without proof of insurance per AS 42.30.225(1).
11. For State Use Only - Do Not Fill In. This form will be returned to you with this section filled in and all required certificates attached.

ORIGINAL AND ONE COPY OF ALL FORMS TO BE RETURNED TO THE DIVISION OF MEASUREMENT STANDARDS

1 Sec. 42.30.200. AIR CARRIER FINANCIAL RESPONSIBILITY. (a) A person
2 who carries passengers or freight for commercial purposes intrastate in an
3 aircraft shall procure and maintain security in the following minimum
4 amounts:

5 (1) Liability for bodily injury or death of person:

6 A limit of at least \$150,000 for any one person in any one
7 occurrence and a limit for each occurrence in any one aircraft of at least
8 an amount equal to the sum produced by multiplying one hundred fifty
9 thousand dollars (\$150,000) by seventy five percent (75 percent) of the
10 total rated seating capacity of the aircraft. [\$150,000 PER SEAT FOR
11 BODILY INJURY OR DEATH IN A SINGLE OCCURRENCE; AND]

12 (2) Liability for loss of or damage to property:

13 A limit of at least one hundred thousand dollars (\$100,000)
14 for each occurrence. [\$100,000 FOR PROPERTY DAMAGE IN A SINGLE OCCURRENCE]

15 (b) Evidence of security required under (a) of this section shall be
16 filed with the department and must be

17 (1) a policy or certificate of insurance issued by an insurer
18 acceptable to the department; or

19 (2) a bond of a surety company licensed to write surety bonds in
20 the state; or

21 (3) evidence accepted by the department, showing ability to
22 self-insure; or

23 (4) other security approved by the department.

24 (c) The department may authorize department personnel to enforce this
25 section and may adopt procedural regulations necessary to implement this
26 section.

27
28 Commerces Proposed Changes to
AS 42.30.200, .205, 380 - (Air
Carrier Financial Responsibility)

1 (d) A policy of insurance, surcty bond, or other form of security may
2 not be cancelled on less than 30 days written notice to the department.
3 This requirement must be clearly stated in the policy or endorsement for an
4 insurance policy submitted as proof of financial responsibility under AS
5 42.30.225(a)(1). The 30 day notice period is measured from the date on
6 which the department receives notice.

7 (e) A person who violates [(a) OF] this section is guilty of a class
8 [B] A misdemeanor and is punishable by a fine of not less than [\$500]
9 \$1,000 or more than [\$1,000] \$5,000.

10
11 Sec. 42.30.225. CERTIFICATION OF COMPLIANCE OF AIR CARRIERS. (a) A
12 person may not use an aircraft in air commerce before obtaining an annual
13 certificate of compliance for that aircraft from the department. The
14 department shall issue or renew a certificate of compliance upon
15 application and presentation of

16 (1) proof of financial responsibility required under AS
17 42.30.200;

18 (2) proof of compliance with Federal Aviation Administration
19 requirements, and, where applicable, federal certification for scheduled
20 airline service.

21 (b) The annual fee for a certificate of compliance is \$50. The
22 certificate is valid for a period of 12 months following the date of
23 certification. The certificate shall be displayed [ON THE AIRCRAFT] so
24 that it [IS] is visible to boarding passengers.

25 (c) The department may investigate complaints or violations of this
26 section and conduct other investigations that the department considers
27 appropriate and advisable to develop information on possible violations of
28 AS 42.30.200 or AS 42.30.225 and may, upon completion of this investigation

1 where a violation of AS 42.30.200(a) exists, issue a stop use order. [USE
2 OF AN AIRCRAFT IN AIR COMMERCE BEFORE OBTAINING A CERTIFICATE OF COMPLIANCE
3 REQUIRED UNDER (a) OF THIS SECTION MAY BE CAUSE FOR DENIAL OF THE
4 CERTIFICATE]

5 (d) A person who violates this section is guilty of a class B
6 misdemeanor and is punishable by a fine of not less than \$500 or more than
7 \$1,000. [A PERSON WHO HAS OBTAINED A CERTIFICATE TO USE AN AIRCRAFT IN AIR
8 COMMERCE FROM THE ALASKA TRANSPORTATION COMMISSION BEFORE THE EFFECTIVE
9 DATE OF THIS ACT IS NOT REQUIRED TO OBTAIN A CERTIFICATE OF COMPLIANCE
10 UNDER (a) OF THIS SECTION UNTIL THE DATE THE INSURANCE POLICY FOR THE
11 AIRCRAFT IS RENEWED]

12 (e) The department may authorize department personnel to enforce this
13 section and may adopt procedural regulations necessary to implement this
14 section.

15
16 Sec. 42.30.380. DEFINITIONS. (a) In AS 42.30.200 - 42.30.380,

17 (1) "air carrier" means a person undertaking to engage in air
18 commerce, whether directly or indirectly, or by lease, contract, or any
19 other arrangement, and whether over regular or irregular routes;

20 (2) "air commerce" means carriage by aircraft of persons or
21 freight for commercial purposes or hire in intrastate commerce, including
22 the carriage by aircraft of persons or freight that move partly by aircraft
23 and partly by other forms of transportation;

24 (3) "aircraft" means a propeller, rotor or jet powered device
25 used or designed for flight in the air;

26 (4) "commercial purposes" means activities for which the persons
27 receives direct monetary compensation and does not include activities
28 incidental to and done in furtherance of the person's primary business;

TESTIMONY TO SENATE TRANSPORTATION COMMITTEE

SB 458

March 5, 1986

Chairman Coghill and members of the Senate Transportation Committee, my name is Bob Jacobsen and I am here today as President of the Alaska Air Carriers Association. I would like to thank you for your willingness to deal with these small but important technical amendments to HB 133 enacted last year.

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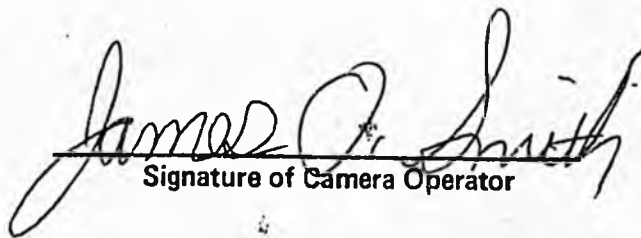
(5) "department" means the Department of Commerce and Economic Development;

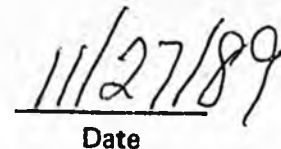
(6) "freight" means commodities, articles, and cargo, of whatever nature or value, excluding garbage and trash.



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Signature of Camera Operator


Date

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Alaska State Legislature

Senate Transportation Committee



Sen. John B. (Jack) Coghill, Chairman
Sen. Paul Fischer, Vice-chairman
Sen. Mitch Abood
Sen. Jan Faiks
Sen. Joe Josephson

Pouch V
Juneau, Alaska 99811

April 5, 1986

TO: All Committee Members

FROM: Committee Staff

RE: SB 461, An Act relating to the naming of the Robert J. Mitchell Expressway

SB 461 proposes to name a section of the South Fairbanks Expressway between the Parks Highway and Airport Road interchange to the Richardson Highway after Robert J. Mitchell.

Sect.1 of the bill lays out background information about Mr. Mitchell explaining why the naming is appropriate.

On March 27 a public hearing was held in Fairbanks to gather comments regarding the naming. Of the twenty people testifying, 16 were in favor of naming the road the Robert J. Mitchell Expressway. Enclosed in your packets is the written testimony from the public hearing.

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

REQUST

Bill/Resolution No.: HB664/SB461
 Title: An act relating to naming the Robert J. Mitchell Expressway.

Sponsor: _____
 Requestor: Senator Coghill
 Date of Request: 3-10-86

FISCAL DETAIL

Agency Affected: DOT&PF
 BRU: Design and Construction

Components: _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
OPERATING						
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS, ETC.						
MISCELLANEOUS						
TOTAL OPERATING						
CAPITAL		12.0				
REVENUE						

FUNDING: (Thousands of Dollars)

GENERAL FUND		9.0				
FEDERAL FUNDS		3.0				
OTHER						
TOTAL		12.0				

POSITIONS:

FULL TIME						
PART TIME						
TEMPORARY						
TOTAL						

ANALYSIS: Attach a separate page if necessary

Signs must be changed from "Parks Highway" to "Mitchell Expressway". Six existing signs must be replaced and four proposed signs must be increased from 7 ft. to over 12 ft. in length. This portion of road is currently designated as the Parks Highway on the State road system. Recommend that the Fairbanks community be made aware of the proposed renaming and that they be allowed adequate opportunity for comment.

Prepared by: Paul Prusak
 Division: DOT&PF, Planning

Phone: 474-2427
 Date: 3-12-86

Approved by Commissioner: *R. J. Knapp*
 Department: DOT&PF R. J. Knapp

Date: 3/12/86

Distribution: (by Agency preparing fiscal note):

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

STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE

Revision Date : _____

REQUEST

Bill/Resolution No. : HB 664
 Title : An Act relating to naming the Robert J. Mitchell Expressway
 Sponsor : Rep. Franks
 Requestor : _____
 Date of Request : _____

FISCAL DETAIL

Agency Affected : _____
 BRU : _____
 Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

OPERATING	FY 86	FY 87	FY 88	FY 89	FY 90	FY 91
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL	0	2000	0	0	0	0
REVENUE	0	0	0	0	0	0

FUNDING : (Thousands of Dollars)

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

POSITIONS :

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary

Prepared by : Amy M. Daugherty Phone : 465-4858
 Division : House Transportation Committee Date : 3/14/86
 Approved by Commissioner : Bette Deth Date : _____
 Agency : Chairperson

Distribution (by Agency preparing fiscal note):

- Legislative Finance
- Legislative Sponsor
- Requestor
- Office of Management and Budget
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Alaska State Legislature

Senate Transportation Committee



Sen. John B. (Jack) Coghill, Chairman
Sen. Paul Fischer, Vice-chairman
Sen. Mitch Alwood
Sen. Jan Faika
Sen. Joe Josephson

Douch V
Juneau, Alaska 99811

Text from Public Hearing in Fairbanks

Thursday, March 27, 1986

On House Bill 664, Senate Bill 461

12 Noon to Two P.M., Noel Wien Public Library

Senator Coghill

"Okay, we will bring our public hearing to order and its 12:10 p.m. and its the 27th of March 1986. The purpose of the hearing today is to discuss and gather opinions on House Bill 664 and Senate Bill 461, Both entitled an act relating to naming the Robert J. Mitchell Expressway. My name is Jack Coghill and I am chairman of the Senate Transportation Committee. It is my responsibility to hold the hearing. In order for us to name a road or a expressway after a person using federal funds we have to have a public hearing in the area in which it is going to effect.

I have known Bob Mitchell for as long as I can recall, I remember when he was working with the old road commission. After we all got out of the service he had already started his truck and tractor business. A lot of us boys, when we got out of the service, the first place that we went was to work with Bobby Mitchell. We were either greasing cats or working in one way or another. It was his way of keeping the home town boys going. After he expanded to the point that he had a freight service and got involved with Ghemm Company and was involved and was a tremendous supporter of the Interior of Alaska...the purpose of projecting this name forward as far as the transportation committee is concerned is that it is time that we in Alaska start naming some of our road and rights-of-ways after our old timers that are our contemporaries. We have people signing up, and as you come in we would like you to come forward and sit on one of the front seats so that we can tape you and put you in the record."

Senator Coghill read the letter from Bruce Stacer, dated March 26, 1986.

Testimony from Public Hearing
March 27, 1986
Page 2

Testimony Given

Francis Erickson
1205 10th Avenue
Fairbanks, AK 99701
456-5358

"I am also a life long Alaskan, I have lived in Fairbanks for 64 years. I believe that this is very fine and very commendable, however, there are a lot of other pioneer truckers in this country that have not had much recognition, like Gezzy (spelling?) and Roggy (spelling?) just to name two. I think that it is about time that we get these older timers in. As far as a pioneer trucker, of course, Bobby started in 1945-46 after the war; and his partner Gerhatty, and his family, are certainly well know here. They have extended themselves over quite some expanse. Clyde is going to be the grand president of the grand igloo here in a couple of years. I think that he deserves some recognition also.

There are quite a few here, and as far as the Railroad Spur and the Mitchell race way and so on, there are other partners in that enterprise that never have received some recognition either. I don't know if you have to be deceased to receive recognition, but it kind of seems that way. I think that it is about time that we turned to some of the others here. Don't misunderstand, I was a friend of Bob Mitchell's and knew him all my life, but you people have a little more say so and when you get behind all of these things, it seems that when I read in the paper it has already been done. By the time that we get here and get to the hearing...this is the first time we heard of it. I didn't have time for...well to get background on some others that I would have named probably, because I just read it in the paper yesterday. So sometimes, I feel that we need a little more advanced warning of these hearing too."

Testimony from Public Hearing
March 27, 1986
Page 3

Joe Tremarello
Box 80974
College, AK 99753

"I am a forty year resident of the Fairbanks area and I feel that it is very appropriate, and certainly support, House Bill 664 and Senate Bill 461 as stated. Not only for Bob's contribution to the area of construction, but as a parent raising his family here and his support to my background in teaching. His support to the schools and the staff over the years has been commendable. He did a lot for youth and I feel that it would be very appropriate to name this expressway after Bob."

Ken Fanning
Box 80292
College, AK 99708

"I would like to concur on the previous comments. I appreciate the fact that you are considering naming something after somebody of recent generation who, in fact, has left a strong family unit that is continuing on that way. I think, personally, that it is a good idea to consider naming this road after people that are continuing to support the community."

Oliver Backlund
No Address Given
President of the Fairbanks Pioneers Igloo

"I support this bill, I think that there is going to be a lot of other roads that we can name a lot of other Alaska pioneers after. I think Robert Mitchell was really active in the area and a respected local businessman. I really support this bill."

Joe Balch
7665 Salcha Road
Salcha, AK 99714

"I like Mitchell, although that was a few years ago, to tell you the truth. I would like to see the roads named after a man that was so industrial instead of some politician. He has seen his schooling through the school of hard knocks, actually, and I think that this is an appropriate name for it."

Testimony from Public Hearing
March 27, 1986
Page Four

Shirley Demientieff
1205 Kennicott
Fairbanks, AK 99701

"I have been in Fairbanks for twenty years in all and I was born and raised in Nenana, as you know Mr. Coghill. I have no problem with naming roads after people. That does not bother me at all. I like the idea of the South Expressway, I think that it is long overdo, I think that it is something that we really needed. But my problem, Jack, is that when I first heard the name I said 'who is Robert Mitchell?' So far I heard...I don't even know if he is dead or alive...with no disrespect, I have no idea of his contributions have been. I am assuming that he is someone who is a good guy. My idea is a little bit different. I would think that...Natives make a population of 10-15% of the statewide population now and there is really nothing named after Native people in the interior...

What I would like to see is that the expressway be named after our champion dog racer. George Attla, seven time winner of the North American, eleven time winner of the Rondevue in Anchorage. He is a Huslia Hustler, he lives in North Pole, he will be using that road. That would be something that would be current, that is well known; when you ask who George Attla is, nobody is going to say 'who is George Attla?' they are going to know who he is. It would be something that I would be extremely proud of and that other people could be extremely proud of too. I just heard about this early this week but I have been able to get these names of people. This is strictly grass roots, not going anywhere other than FNA and Tanana Chiefs. Those are over a hundred names of people that feel the same way that I do about this expressway. (Ms. Demientieff brought a petition to the table and presented it to Senator Coghill) That (the petition) is in support of the name "George Attla Expressway."

Pete Eagan
P.O. Box 1170
Fairbanks, AK 99701
456-4793

"My name is Pete Eagan, I was born and raised here in Fairbanks and I have known Bob Mitchell since I was a child. He was a real good friend of my family's. Later on I had the honor to have worked for Bob when I was in high school and college. I learned a great deal from Bob. He was a very fine man, well liked by everyone in town. He had a terrific sense of humor, and he was definitely from the old school, where your word was your bond. If Bob told you he would do something, he would do it. He was very involved in the whole development of the South Fairbanks, Industrial area and I think that this would be a very fitting tribute to Bob to name this new expressway after him. Thank you."

Testimony from Public Hearing
March 27, 1986
Page 5

Harold R. Herning
Box 1792
Fairbanks, AK 99701
488-2291

"I knew Bob for 43 years up until the time of his death. I think Bob, of all the people in Fairbanks, probably is one our truest Alaskans we have ever had. He was truly Alaskan in every sense and the naming in appropriate. This is his home ground. That is his life, to develop that area and I think that it is no more than appropriate that a man of his caliber be recognized. There is nothing that can be said about Bob that is wrong. The only thing that can be said is praise as far as Bob is concerned. I thank you."

Jim Desmond
No Address Given

"I would certainly like to testify for the bills to name the Expressway the Robert J. Mitchell. I knew Bob for years and years. A wonderful man, and inspiration to all the people that were my age when I was a teenager when we interacted with Bobby a lot. And I certainly feel that he is worthy of the honor."

Terry P. McLean
1907 Capital
Fairbanks, AK 99709

"Yes, Jack, I would like to testify in favor of the Robert J. Mitchell Expressway. I personally owe a great deal to Robert Mitchell and his partners in Ghemm Company. I was able to complete my education at the University of Alaska due to their summer and winter employment. Bobby Mitchell was always a friend as well as tne boss. Although when he made up his mind to do something it was often difficult to get him to change his mind, he would always hear you out or listen to your suggestions and ideas. Although Air North is no longer flying it provided jobs for many many people and pilots that are today flying jets all over the United States and the World. Bobby Mitchell worked thousands of hours to building the runway at Metro Field and was always able to help people, no matter what the situation. Thousands of people have enjoyed stock car racing because Bobby Mitchell and Ghemm company allowed GFRA to build the race way across from the float pond at Metro Field. Many of the roads that were built that will intertie with the Expressway were built by Bobby Mitchell or people that he helped provide employment for. I feel that it really makes sense to honor those that have helped build the community and the character of the people living in the Fairbanks area."

Testimony from Public Hearing
March 27, 1986
Page 6

Mark Ringstad
502 Monroe Street
Fairbanks, AK 99701
456-5734

"I knew Bob Mitchell all my life, was raised with him here in Fairbanks. Bob was in the construction industry and trucking industry all of his adult life. He was one of the prime movers for the railroad to go to the South Fairbanks area. He was one of the major developers of the entire Van Horn Road area. I think that it is most fitting and most appropriate to name that expressway after him."

Gary Wilken
2600 Riverview Drive
Fairbanks, AK 99701

"I carry with me some written testimony, Senator, from Bill Gordon and a letter from Pete Eagan Sr. and Dan Eagan, they are out of town and wanted to be sure that they heard today. Just a couple of things...it is difficult for me to talk about Bob Mitchell, he was such a big part of my life, Bob, as far as the South Fairbanks area, we all know, was one of the leaders in developing that area. I went to work with Bob in the early sixties when there was nothing but a dirt road and he lead us off into the muskeg and said 'this shall be a airport.' So, we know that he was one of the people that was instrumental. To name that highway after him is very fitting. I appreciate the opportunity to provide testimony and look forward to bills passing. Thanks, appreciate the opportunity."

Nancy Lee Baker
49 Timberland Drive
Fairbanks, AK 99701

"I would like to comment, and I am going to comment before I read the bill, my idea is that the road should be called the Parks Highway Extension, because that is what it logically is. That is what people will call it naturally. One reason that I am a little concerned is that I happen to make a small map myself (in the record). To put another name on it, for map makers and for tourists it seems to me that it would be utter confusion. Logically it is the Parks Highway extension. I have a lot of respect for the person named here, but that is beside the point. I don't think that we have a right to go around confusing the public."

Testimony from Public Testimony
March 27, 1986
Page 7

Walley Burnett
1901 Crosson
Fairbanks, AK 99701

"Senator Coghill, it is nice to be here. Yesterday I talked to a couple of people and they mentioned that there was a possibility that they would be naming the South Fairbanks Expressway. Bob Mitchell was a long time Fairbanksan from a long time Fairbanks family. He was very instrumental in developing the Van Horn and Peger Road, in which this road will be passing through. If you will recall in the early days of the pipe line, Bob Mitchell was one of the main people involved in the development of the Railroad that went into the South Fairbanks area. He moved lots of gravel and made lots of roads, often with out pay. I feel that when we drive back and forth on Airport Road, Van Horn and Peger, and we do go through the expressway, we do think of our good friend Bob Mitchell. I whole heartedly would like to give my approval of putting his name into naming it the Mitchell Expressway."

Harvey Marlin
665 10th Ave.
Fairbanks, AK 99701

"I have lived in Fairbanks since 1929 and have know Bob Mitchell from that day forward. Not only as a classmate, but as a good and personal friend. When it came to my attention that this expressway was to be named, perhaps anyway, in memory of Bob Mitchell, I was very definitely impressed and I still am. I think that it is a very wise move. Bob was a gentleman that promoted for the City of Fairbanks all of his working years. As a matter of fact, he began his working career with the Alaska Road Commission. Both he and his partner began a trucking operation from Valdez to Fairbanks with the assistance of the veterans aid. There again they continued on in to the highway program, Clyde previous to that was a master mechanic to the road commission. Bob Mitchell has always been associated with the road system and has always done a great amount over and above walking the extra mile to make the roads within our community better, not always for pay, by the way. I think that this is a very wise choice and I am one thousand percent in favor of it."

Testimony from Public Hearing
March 27, 1986
Page 8

Con Frank
200 Gold Dust Drive
Fairbanks, AK 99707
479-2828

"Well, I would like to say that I would endorse the naming of this section of highway for Robert Mitchell. I have known him almost forty years since I came to Alaska. He was one of the first people that I met when I came here. I have been a partner with him and closely associated with him for twenty years. He was a very positive person and dedicated a lot of his efforts to the development of Fairbanks, and especially the South Fairbanks area. He started out on South Cushman, he and his partner, started in there in 1948-49 and then gradually moved further south there to the Van Horn Road area. I would just like to say that I would endorse this naming."

Senator Coghill

"Thank you very much Mr. Frank, is there anyone else that would like to make a statement? If not, then our public hearing is closed. This will be transcribed and will be put into the record. It will be used in the deliberation of both the House and Senate. They may want to have more hearings. If that is the case, then this will be part of that record."



**Interior
Business Products, Inc.**

3180 Peger Road
P.O. Box 74690, Fairbanks, AK 99707
907 456-1104

March 25, 1986.

To Whom It May Concern:

As a property owner and life-long resident of Alaska, I wholeheartedly support the naming of the "30th Avenue Bypass", the Robert J. Mitchell Expressway.

Bob Mitchell has made a lasting impact on the development of our community. More specifically, Bob contributed to much of the growth in South Fairbanks and the area south of Van Horn Road. His very business located along Cushman Street, along with his development of Metro Industrial Airport, inspired many others to follow. Without his dedication and early belief in Fairbanks' future the need for this bypass would probably be many years yet in the future.

It would be most fitting to name this highway in honor of one of Alaska's pioneers who gave so much of his time to his community. Please designate the "30th Avenue Bypass" the Robert J. Mitchell Expressway.

Sincerely,

Bill Gordon
Vice President

lr/BG

March 26, 1986

Senator Jack Coghill
Alaska State Legislature
Pouch V (MS 3100)
Juneau, Alaska 99811

Dear Senator Coghill:

It has come to my attention that there is a bill or resolution before the legislature regarding the naming of the new South Fairbanks Expressway. As proposed, this expressway between the Airport Road overpass and the proposed Richardson Highway overpass would be named the "Bob Mitchell Memorial Expressway."

I knew Bob since I was a child, and later on had the great fortune of working for him during my high school and college years. I learned a great deal about life and the value of good hard work during this time. Bob was a very fine man, and was heavily involved in the development of this South Fairbanks industrial area, rail spur, and road system.

I think that the naming of this expressway after Bob would be a very fitting tribute to a fine, highly-regarded individual. I would welcome and appreciate your support in this matter.

Sincerely,

PETE EAGAN

Pete Eagan
Box 1170
Fairbanks, Alaska 99707

March 25, 1986

Senator Jack Coghill
Alaska State Legislature
Pouch V (MS 3100)
Juneau, Alaska 99811

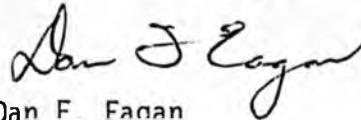
Dear Senator Coghill:

I respectfully request your consideration in naming that section of the South Fairbanks Expressway, between the Airport Road overpass and the proposed Richardson Highway overpass, the "Bob Mitchell Memorial Expressway".

Mr. Mitchell was a very fine individual and very instrumental in the development of the South Fairbanks Industrial area and its road system.

Thank you for your consideration on this request.

Very truly yours,



Dan F. Eagan
Box 1170
Fairbanks, Alaska 99707

Mar 26, 1986

To Whom It May Concern:

As a life-long Alaskan, I strongly recommend that the 30th Ave By-Pass be named ~~there~~ in honor of, and in memory of, Robert J. Mitchell. Bobby Mitchell was also a life-long Alaskan. Even more importantly, he was truly a pioneer in the development of transportation, in particular, the highway system in and around Fairbanks. I knew him personally since 1937. He was a life-long resident of Fairbanks. After WWII, he used his GI loan to buy a caterpillar. Before the war (WWII) he worked ~~on~~ with the Alaska Highway Commission. He developed a trucking operation with Clyde Geraghty that serviced Valdez and Fairbanks. He was one of the founding partners in GHEMM Construction Co. and built many roads and bridges throughout Alaska. Bobby Mitchell devoted all 63 years of his life and his boundless energy and optimism to ~~the~~ his ~~unshakable~~ belief in the future of Fairbanks. He deserves to be remembered.

Bruce I. Staser
1351 Hillcrest Dr.
Anchorage, AK 99503

SENATOR JACK COGHILL WILL BE IN FAIRBANKS ON MARCH 27, 1986 TO HOLD A HEARING AT THE NOEL WEIN LIBRARY BETWEEN 12 AND 2 P.M.. HE WILL BE TAKING SUGGESTIONS AT THAT TIME FOR A NAME FOR THE STRETCH OF HIGHWAY THAT THEY ARE BUILDING BETWEEN AIRPORT ROAD AND THE RICHARDSON HIGHWAY. SINCE THERE ARE FEW THINGS NAMED FOR NATIVES IN FAIRBANKS I THOUGHT IT WOULD BE NICE TO SUGGEST THE NAME GEORGE ATTLA ~~HEARS~~ FOR THE HIGHWAY. IF YOU AGREE PLEASE SIGN THIS AND I WILL TURN IT IN AT THE MEETING. / PLEASE BE THERE IF YOU CAN TO SUPPORT THE NAME.

Expressway

SD

SIGNATURE	PRINTED NAME	ADDRESS
Carol M Yaska	Carol M Yaska	5 1/2 Mi Farmers Loop
Katherine E. McInnes	Katherine E. McInnes	525 Dunbar Ave
Albert John	Albert John	General Delivery Nenana, AK. 99760
Edna Ketzler	Edna Ketzler	Box 28, Nenana, AK.
Barbara A. Harris	Barbara A. Harris	Box 32, Nenana, AK.
Priscilla Roth	PRISCILLA ROTH	227 Kody Dr, FBKS 99701
Reva Wulf	REVA WULF	1019 23, Apt. #1
Don Shurcel	DON SHURCEL	201 1ST AVE ^{FBKS} 99701
Doug McCotter Jr.	DOUG MCCOTTER JR	1914 SOUTHERN AVE FBKS
Hannah McCotter	Hannah McCotter	1914 Southern Ave FBKS
Martha Hayward	Martha Hayward	4815 Snake St.
Mickey Woods	MIKEY WOODS	PIONEER LOUNGE
Stephen J. Schwarz	STEPHEN J. SCHWARZ	PO Box 1171 FAIRBANKS AK
Randy Joseph	Randy Joseph	Ramp City AK
Charles Mayo	Charles Mayo	Box 2802 Fairbanks AK
Pete Evans	Pete EVANS	Gen. Del. FBKS, AK.
Paul Woods		
Stephane Stoperch	341 Brant St Apt 1	Fairbanks AK 99701
Terry Esau	TERRY ESAU	NENANA AK
Willie Lord	Willie Lord	PO Box 476 FBKS AK
Levi A. Thomas	Levi A. THOMAS	Box 157 Nenana AK
Paul Head	PAUL HEAD	1000 3RD Ave
Paul Dash	Paul Dash	P.O. 7526, FAIRBANKS, AK 99707
AL STEVENS	AL STEVENS	2506 MERCER APT. A - FBKS, AK
Karen Rollin	KAREN ROLLIN	3142 Lawrence Dr, North Pole
Shannon D. Craig	Shannon D. Craig	2326 Freedom North Pole

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Expressway

SD

SIGNATURE	PRINTED NAME	ADDRESS
Denise James	Denise James	5190 Ancker St Fbks, AK
Gilbert Dugaqua	Gilbert Dugaqua	2002 Sandvik #100
Richard R. Purdy	RICHARD R. PURDY	1623 Market St.
Donald W. Kilbuck	DONALD W. KILBUCK	2002 Sandvik Rd., #110
Annette Fickus	ANNETTE FICKUS	455 3rd Ave, Fbk. AK
Eloise Isaacson	Eloise Isaacson	455 3rd Ave Fbk.
Walter J. Peter	Walter J. Peter	1620 Wood Dr Fai
Vernon Malcolm	Vernon Malcolm	201 Bentley Fbks
Robert A. McGee	ROBERT A. MCGEE	6432 Rich Hwy, Satck. 99701 Box 61142
Isaac A. Winerby	ISAAC A. WINERBY	FAIRBANKS, ALASKA
Tanya Miller	Tanya Miller	29A Goldrush Estate
Walter Tommy	WALTER TOMMY	Box 27 NENANA, AK.
Celia J. Peterson	CELIA J. PETERSON	Box 24 NEENA, AK
James R. Fickus	JAMES R. FICKUS	Box 10587- FBKS AK
Darlene F. Riley	Darlene F. Riley	334 Brandt St. Fbks. AK
Gary Carlo	Gary Carlo	5653 McCabe NIE FBKS
Harold E Howard	Harold E Howard	General Hel FBKS
Dottie Shover	DOTIE. SHOVER	1230 Wilkerson Ave

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Expressway

SD

SIGNATURE	PRINTED NAME	ADDRESS
Booby Wilson	Rebecca Gibson	Minto Alaska
Hanna Carter	Hanna Carter	'
Violet Titus	VIOLET TITUS	Minto Alaska
J. Ribar Jr.	J. Ribar Jr.	1000 3 rd Ave. Fbks
Sygon	SYGON	
Roland Riley	Roland Riley	Minto, Alaska
Davy Jimmie	Davy Jimmie	Minto
Andrew Folger	Andrew Folger	TANANA AK.
Morris Bergman	Morris Bergman	Allakaket AK
George Wholecheese	George Wholecheese	Minto, Alaska
Zelma Silas	Zelma Silas	Minto, Alaska
Bob & Charlie	BOB & CHARLIE	MANTO ALASKA
Bertram Silas	Bertram Silas	Minto Alaska
Rose M. Duyck	Rose M. Duyck	Tanana, Ak.
Philip J. Titus	Philip J. Titus	Minto, Alaska 99758
William R. Charlie	WILLIAM R. CHARLIE	MINTO, ALASKA 99758
Kenneth B. Charlie	KENNETH B. CHARLIE	MINTO, ALASKA 99758
Sarah Silas	SARAH SILAS	MINTO AK 99758
Leo Titus Jr.	Leo Titus Jr.	Minto, Ak 99758
Julie John	Julie John	Minto, AK 99758
Carlson Koyukik	CARLSON KOYUKIK	HUGHES, AK. 99745
Earl Henry	Earl Henry	Venetie AK. 99781
Norma Charlie	Norma Charlie	Minto AK 99758
Darlene Demiantieff	Darlene Demiantieff	1620 WASHINGTON DR #18 Fairbanks, AK 99709
Gloria G. Riley	Gloria G. Riley	1007 24 th Ave. Fbks 9970

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Expressly

SD

SIGNATURE	PRINTED NAME	ADDRESS
Man R. Mullen	MARC R. MULLEN	PO. Box 835-73 COLLEGE, AK
Richard Frank	RICHARD FRANK	1576 Bridgewater St - EBES, AK
Ester Roberts	ESTHER ROBERTS	PO Box 92 Minto, Alaska 99758
Annice Tennison	ANNIE TENNISON	MINTO, ALASKA PO. BOX 13
Ronald O. Baker Sr.	Ronald O. Baker Sr	Birch Creek AK 99740
Eugene Roberts	EUGENE ROBERTS	MINTO AK. 99758
Thomas M. Gibson	THOMAS GIBSON	MINTO AK 99758
Larry Charlie	Larry Charlie	MINTO AK.
Knowland Van Silas	KNOWLAND VAN SILAS	MINTO. AK.
Darrell Linus	DARRELL LINUS	Allakakat AK.
Cliff Adams	CLIFF ADAMS	Beaver AK
Eddie James	Eddie James	Birch Creek AK
Wilfred Johnson	W. Fred Johnson	Ft Yukon, AK
Cliff Alexander	CLIFF ALEXANDER	GEN. DEL. Minto AK. 99758
Percy Dwyck Jr	PERCY DWYCK JR	NENANA, AK
Steven Phillips	Steven Phillips	Delta Jct, AK
John H. Dwyck	JOHN H. DWYCK	GEN DEL CHALKYITSIK, AK 99788
Roy M. Charlie	ROY M. CHARLIE	Box 24 Minto 99758
Field Alfey	FIELD ALFEY	Minto Alaska Box:
Lee Titus	LEE TITUS	BOX 26 MTO
Mark Edward Springs	Mark Edward Springs	Mamler Hot Springs
John Woods	John Woods	Rampart AK
Charles Zimmerman	Charles Zimmerman	Mamler Hot Springs
Philip D. Argall	Philip D. Argall	Box 90286 Nenana AK 99760
Leon Titus	Leon Titus	MINTO AK. 99758
XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX

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Expressway

SD

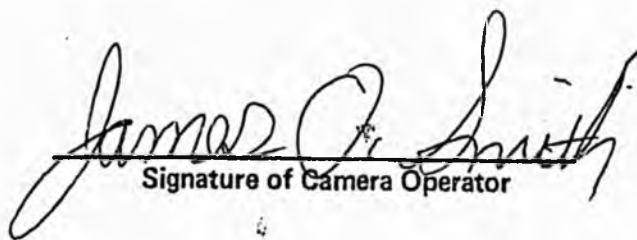
SIGNATURE	PRINTED NAME	ADDRESS
<i>[Handwritten Signature]</i>	Mitch Demientieff	Box 251, Nenana, AK
Kathleen Kozler	KATHLEEN KETZLER	Box 251, Nenana, AK
<i>[Handwritten Signature]</i>	CLIFFORD DEMIENTIEFF	525 DUNBAR FBKS. AK.
<i>[Handwritten Signature]</i>	Alfred R Ketzler	1628 Cathwood St FAKS
<i>[Handwritten Signature]</i>	CONNIE C. CHATES	PO Box 73646 - 99701
<i>[Handwritten Signature]</i>	Michael J. Walloni	P.O. Box 73781 FLA 99707
<i>[Handwritten Signature]</i>	William C. Williams	2514 Riverside Dr FBKS 99707
<i>[Handwritten Signature]</i>	HARRY FIELD	BOX 74352 FBK 99707
<i>[Handwritten Signature]</i>	DAWN HOLT	PO 55902 NP 99705
<i>[Handwritten Signature]</i>	Kathy Monteith	3142 Lawrence 99705
<i>[Handwritten Signature]</i>	DOROTHY HOGGE	5273 H BRADWAY, EAFB 99707
<i>[Handwritten Signature]</i>	Janet Toohy	PO Box 73383 - 99707
<i>[Handwritten Signature]</i>	Velma Carroll	PO BOX 75045 - 99707
<i>[Handwritten Signature]</i>	Barbara Lauridsen	3040 Davis Rd #40A Flds AK
<i>[Handwritten Signature]</i>	Janet Emerick	P.O. Box 55397 - N.P. 99705
<i>[Handwritten Signature]</i>	IRENE E ROBERTS	POB 73115 FBK 99707
<i>[Handwritten Signature]</i>	JOHANNA WRIGHT	4376 DARMOUTH 99701
<i>[Handwritten Signature]</i>	EDNA TELFORD	1029 8th Ave FBK 99707
<i>[Handwritten Signature]</i>	ELAINE ERTZ	3243 Eddy Rd FBK 55705
<i>[Handwritten Signature]</i>	DEBORAH HONGA	POB 10710 FAKS 99710
<i>[Handwritten Signature]</i>	MAUREEN P. HIGGINS	1136 D ST FBK 99701
<i>[Handwritten Signature]</i>	WILLARD G. MAYO	201 1st AVE, FBKS 99701
<i>[Handwritten Signature]</i>	Alfred R Ketzler	4694 Amherst Dr
<i>[Handwritten Signature]</i>	Annie C. Bailey	92 Box 20163-C. Flds, AK 99709
<i>[Handwritten Signature]</i>	ANNE E. NEYHART	2014 SANDVIK #304, FBKS

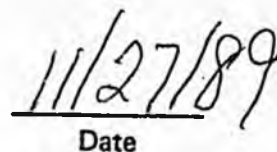
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RECORDS CERTIFICATION

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


Signature of Camera Operator


Date

S B

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Validity, construction, and application of age requirements for licensing of motor vehicle operators, 86 ALR3d 475.

Sec. 28.15.040. Instruction permits and temporary licenses. [Repealed, § 19 ch 178 SLA 1978.]

Sec. 28.15.041. Classification of drivers' licenses. (a) The commissioner shall provide by regulation for the classification of drivers' licenses. The regulations shall specify license classifications which are reasonably necessary for the safe operation of the various types, sizes and combinations of motor vehicles. The regulations shall also establish medical standards, standards of driving conduct and proficiency, and other standards governing the issuance, renewal, or denial of these licenses. The department may examine each applicant to determine the applicant's qualifications according to the class of license applied for, and upon issuing a driver's license the department shall indicate on the license the classification for which an applicant for a license has qualified by examination. The regulations and any subsequent modifications under this section become effective only if approved by a concurrent resolution adopted by a majority vote of each house of the legislature.

(b) A person may not drive a school bus transporting school children, or a bus transporting school-age children or another motor vehicle when in use for the transportation of persons for compensation until the person has applied for and has been issued a license for that purpose under (a) of this section. The department may not issue a license under this subsection unless the applicant is at least 19 years of age, has had at least one year of driving experience, and the department is satisfied as to the applicant's good character, competence and fitness to be licensed; nor may the department issue the license until proper application has been made and all required driving, written, and physical examinations have been successfully completed. A license issued under this subsection expires on September 1 of the year following issuance. Application for renewal may be made by submitting to the department the results of a current physical examination and paying the required fee. (§ 19 ch 178 SLA 1978)

Sec. 28.15.050. Applications. [Repealed, § 19 ch 178 SLA 1978.]

**ARTICLE 1. ISSUANCE, EXPIRATION and RENEWAL
of Licenses.**

Section	Section
11. Drivers must be licensed	91. Department may require re-examination
21. Persons exempt from driver licensing	101. Expiration and renewal of driver's license; re-examination
31. Persons not to be licensed	111. Licenses issued to drivers; anatomical gift document
41. Classification of drivers' licenses	121. Restricted driver's license
51. Instruction permit, temporary driver's license and special driver's permit	131. License to be carried and exhibited on demand
61. Application for driver's license or instruction permit; notice of anatomical gift procedure	141. Duplicate driver's license
71. Application of minors	151. Records to be kept by the department
81. Examination of applicants	

Sec. 28.15.010. License required. [Repealed, § 19 ch 178 SLA 1978.]

Sec. 28.15.011. Drivers must be licensed. (a) A person may not be denied the privilege to drive a motor vehicle upon a highway in this state, except as prescribed by law.

(b) Every person exercising the person's privilege to drive, or exercising any degree of physical control of a motor vehicle upon a highway, vehicular way or area, or other public property in this state, is required to have in the possession of the person a valid Alaska driver's license issued under the provisions of this chapter for the type or class of vehicle driven, unless expressly exempted by law from this requirement.

(c) A person licensed under the provisions of this chapter may exercise in this state the privilege to drive a motor vehicle and is subject to the restrictions prescribed by this chapter. A municipality may not require a person to obtain any other driver's license to drive or operate a motor vehicle in this state. (§ 19 ch 178 SLA 1978)

Original sponsor: Transportation Committee

1 IN THE SENATE

BY THE TRANSPORTATION COMMITTEE

2 CS FOR SENATE BILL NO.471 (Transportation)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FOURTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act relating to drivers' licenses."

7 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

8 * Section 1. AS 28.15.041 is amended by adding a new subsection to
9 read:

10 (d) Notwithstanding any other provision of law, a person may not
11 drive a pilot car unless the person has a valid Alaska driver's li-
12 cense in the possession of the person. The operator of a pilot car
13 must be at least 19 years of age, and have held a valid driver's
14 license at least one year. In this subsection, "pilot car" means a
15 motor vehicle used as an extension of the warning system of an over-
16 sized motor vehicle with or without a load, or of a motor vehicle
17 carrying a permitted oversized load.
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Alaska State Legislature

Senate Transportation Committee



Sen. John B. (Jack) Coghill, Chairman
Sen. Paul Fischer, Vice-chairman
Sen. Mitch Abhood
Sen. Jan Faiks
Sen. Joe Josephson

Douch V
Juneau, Alaska 99811

April 5, 1986

TO: All Committee Members
FROM: Committee Staff
RE: SB471, proposed pilot car bill

This bill adds a new subsection to the Motor Vehicle Code dealing with classifications of drivers' licenses.

The subsection would require pilot car drivers to have a license for the purpose of driving a pilot car. The driver must be at least 19 year of age and have a drivers' license for a year. Drivers' license is defined in Sec. 28.40.100 (a)(5) as "a license, permit or privilege, whether or not a person holds a valid license issued in this or another jurisdiction, to drive a motor vehicle under the laws of this state."

Pilot cars were regulated under the Alaska Transportation Commission. Under ATC, Canadian and Alaskan pilot cars would not cross the border. That is, a load heading north would pick up Alaskan pilot cars at the border and a load heading south would pick up Canadian pilot cars.

Since the sunseting of the ATC, Alaskan pilot cars have still stopped at the border and the loads have been taken over by Canadian cars. On the other hand, Canadian pilot cars are now handling loads all the way to Prudhoe Bay. Commerce and Economic Development has estimated that there were over 400 Canadian pilot cars that crossed the border last month. At the going rate of \$350 for a pilot car from the border to Prudhoe, that works out to a \$140,000 loss to the state economy.

STATE OF ALASKA

BILL SHEFFIELD, GOVERNOR

**DEPARTMENT OF COMMERCE &
ECONOMIC DEVELOPMENT**

P.O. BOX 111686
ANCHORAGE, ALASKA 99511

DIVISION OF MEASUREMENT STANDARDS

PHONE: 907-345-7750

March 25, 1986

MAR 31 1986

Senator John B. Coghill, Chairman
Senate Transportation Committee
P.O. Box V
Juneau, Alaska 99811

Dear Senator Coghill:

The primary function of a pilot car is to provide safety and warning to the motoring public when encountering oversize loads on the State highway system. The amendment to AS 28.15.041 will assure that pilot car operators are familiar with the road system and driving conditions unique to Alaska.

As the Department charged with the administration and issuance of oversize and overweight permits, the Department of Commerce and Economic Development supports the amendment.

Sincerely,


Joe Swanson
Director

JS:cl

Attachments

DLCD POSITION

**STATE OF ALASKA 1986 LEGISLATIVE SESSION
FISCAL NOTE**

Revision Date : _____

REQUEST
 Bill/Resolution No. : SB 471
 Title : An Act relating to drivers' licenses
 Sponsor : Senate Transportation
 Requestor : Senate Transportation
 Date of Request : 4/09/86

FISCAL DETAIL
 Agency Affected : Public Safety
 BRU : Motor Vehicles
 Components : _____

EXPENDITURES/REVENUES : (Thousands of Dollars)

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

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

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

FUNDING : (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL						

POSITIONS :

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS : Attach a separate page if necessary
 Basically no fiscal impact.

Prepared by : Bill Brown Phone : 465-2650
 Division : Motor Vehicles Date : 4-8-86
 Approved by Commissioner : [Signature] Date : 4/8/86
 Agency : Public Safety

Distribution (by Agency preparing fiscal note) :

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

DEPARTMENT OF PUBLIC SAFETY

POSITION PAPER - SB 471

Oppose as written

April 8, 1986

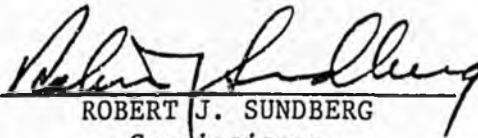
SB 471. An Act relating to drivers' licenses.

I feel it is inappropriate to issue a separate class of license for the purpose outlined in this piece of legislation. Each separate class of license is generally established for safety purposes where it is felt operation of a specific type of vehicle is unique, and different testing methods are necessary. If there were accident statistics to reflect operators of pilot cars were causing a high number of accidents in comparison to miles driven, then a separate class may be justified. I know of no such statistics.

If the purpose of this legislation is to promote local hire, I would recommend an amendment to AS 28.15.011 by adding a subsection (d). The new subsection to contain wording similar to the following:

"(d) A person may not drive a pilot car unless the person has a valid Alaska driver's license in their possession. An operator of a pilot car is not exempt under AS 28.15.021 (2). The operator of a pilot car must be at least 19 years of age, and have held a valid driver's license at least one year. In this subsection, "pilot car" means a motor vehicle used as an extension of the warning system of an oversized motor vehicle with or without a load, or of a motor vehicle carrying a permitted oversized load."

This amendment would not require a separate class of license, and would be considerably easier to administer.

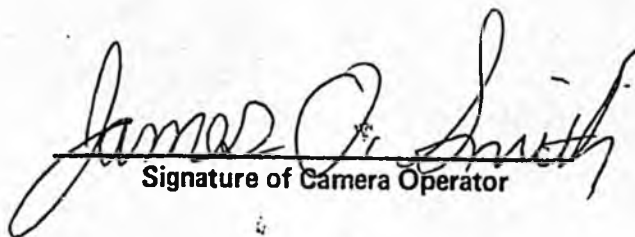

ROBERT J. SUNDBERG
Commissioner

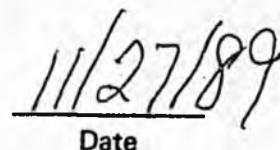


RECORDS CERTIFICATION



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


Signature of Camera Operator


Date

SCR

G

*Source: 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



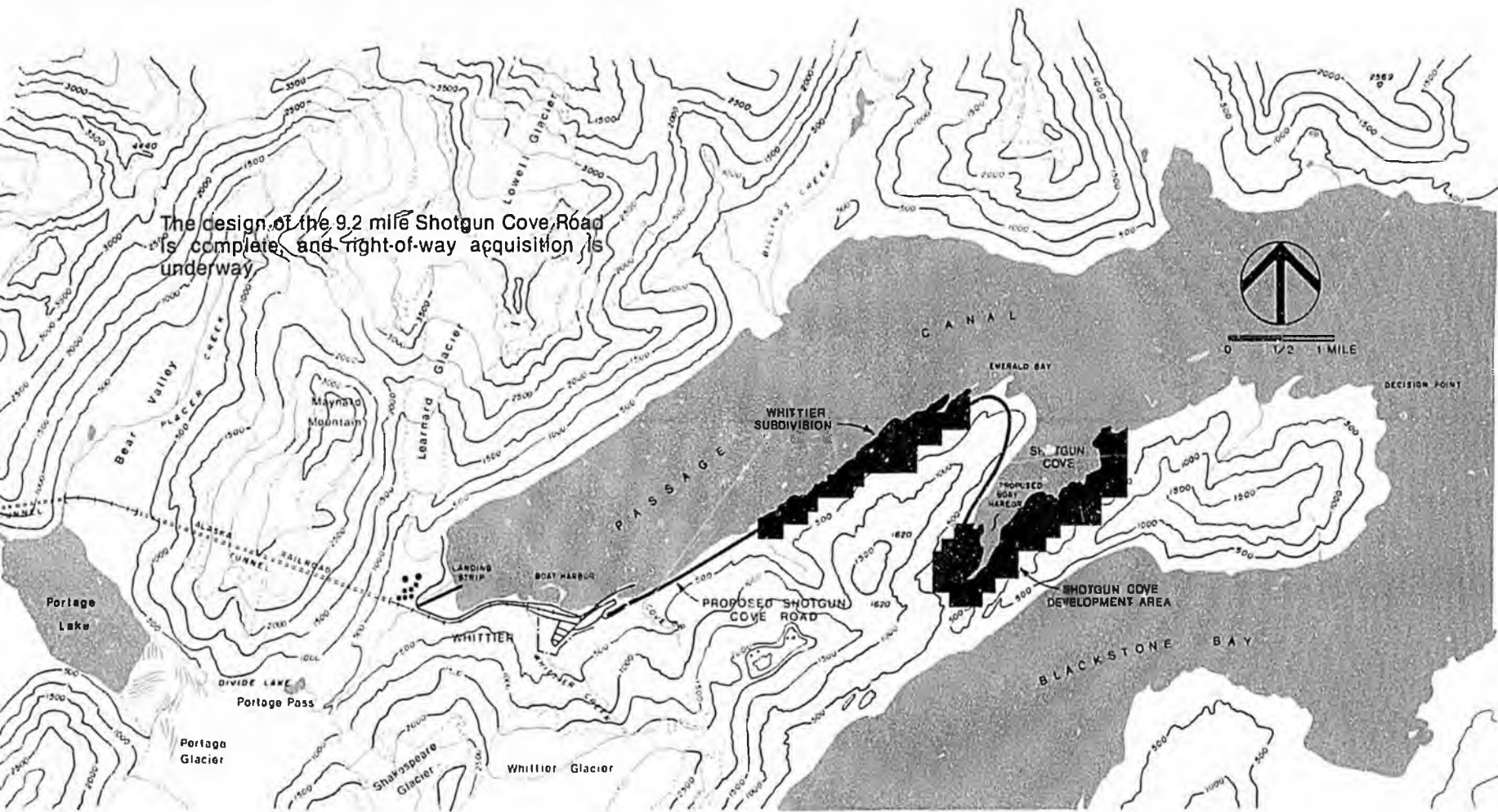
Project Managers
TED FORSI AND ASSOCIATES, INC.
810 East 9th Avenue, Suite 200
Anchorage, Alaska 99501
(907) 274-9517



Tourism is expanding dramatically in Prince William Sound. During 1983, seven cruise 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.



Salmon 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.

SCR 6

Relating to shotgun love Accord

DATE INTRODUCED

2-21-85

RELATED BILLS PENDING

None

REFERRALS

Labor & Commercial
Finance
Rules

SPONSOR(S)

Josephson - Kertulla, V. Fischer, DeVries

INITIAL SUMMARY COMPLETED

Yes

LEGAL DIVISION SUMMARY

None

SPONSOR CONTACTED FOR BACKUP MATERIALS

Yes

DEPT OF LAW SUMMARY

None

AGENCY RESPONSE

None

FISCAL NOTE

N/A

OTHER INTERESTED LEGISLATORS NOTIFIED

Yes

SIMILAR BILLS INTRODUCED IN PREVIOUS LEGISLATURES

None

OTHER STATE OR FEDERAL PRECEDENTS, REGULATIONS, ETC

RESPONSES FROM INTERESTED PERSONS AND/OR GROUPS

City of Witter
Chugiach Natives
City of Anchorage

CHAIRMAN BRIEFED

Yes

DATE & PLACE SET

4-10-85

STAFF MEMO TO COMMITTEE

Yes

TELECONFERENCE

None

BACKGROUND MATERIAL DISTRIBUTED

Yes

PSA/PRESS RELEASE

None

LIST OF WITNESSES

Ted Forst - City of Witter
Reed Stoops - Chugiach Natives

SUGGESTED AMENDMENTS/CS DRAFTED

None



Dept. of Transportation & Public Facilities

Position Paper

BILL NO: SCR 6

APPROVED:

R. J. Knapp 4/8
R. J. Knapp
Commissioner

TITLE: Whittier to Shotgun Cove Access

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.

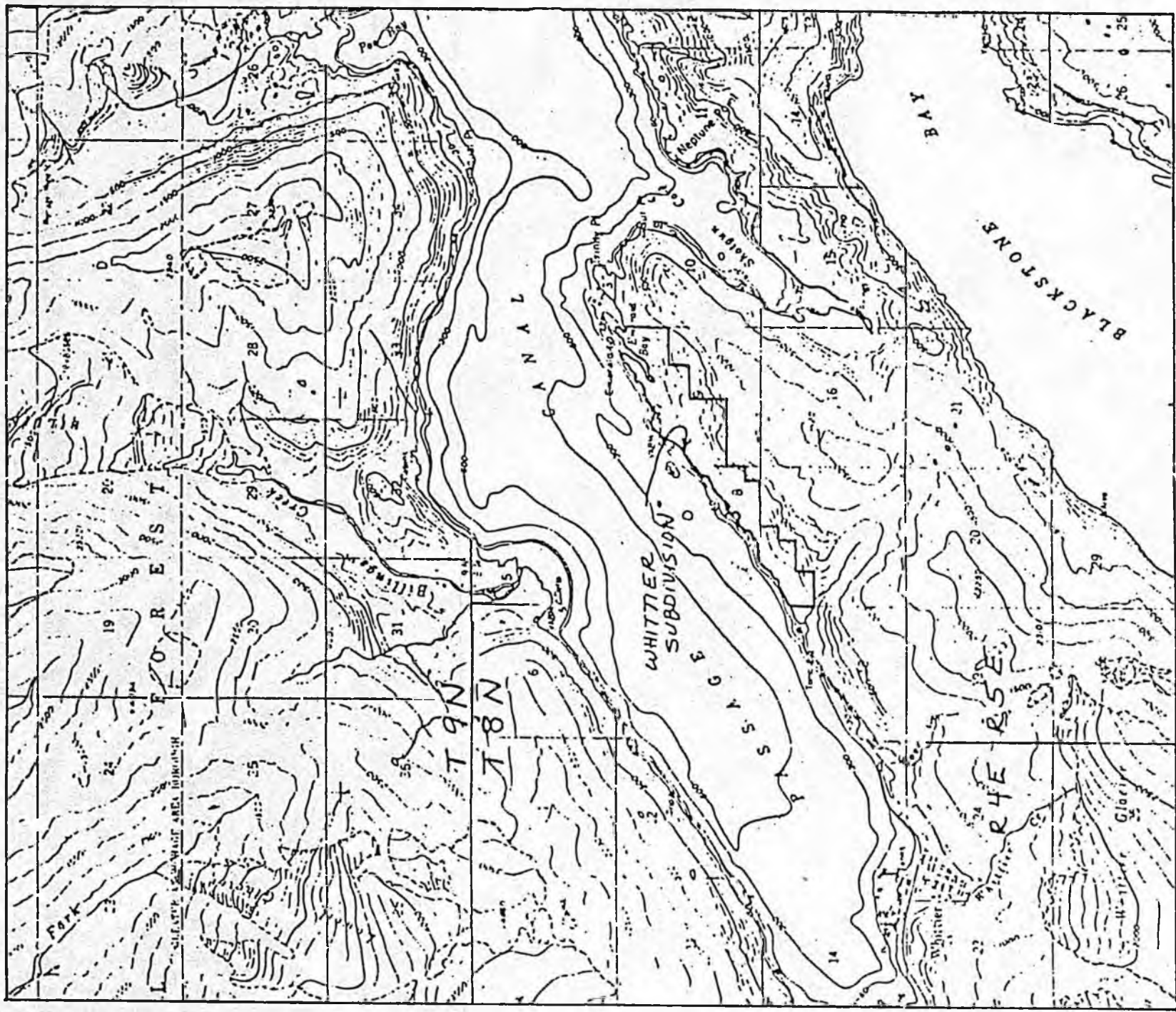
The Portage to Whittier (Whittier Access) project is in the preliminary engineering phase which will evaluate alternatives and make recommendations on a road access into Whittier. The preliminary engineering evaluation will look at several alternatives: 1) a road from Bear Valley around Maynard Mountain, 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:

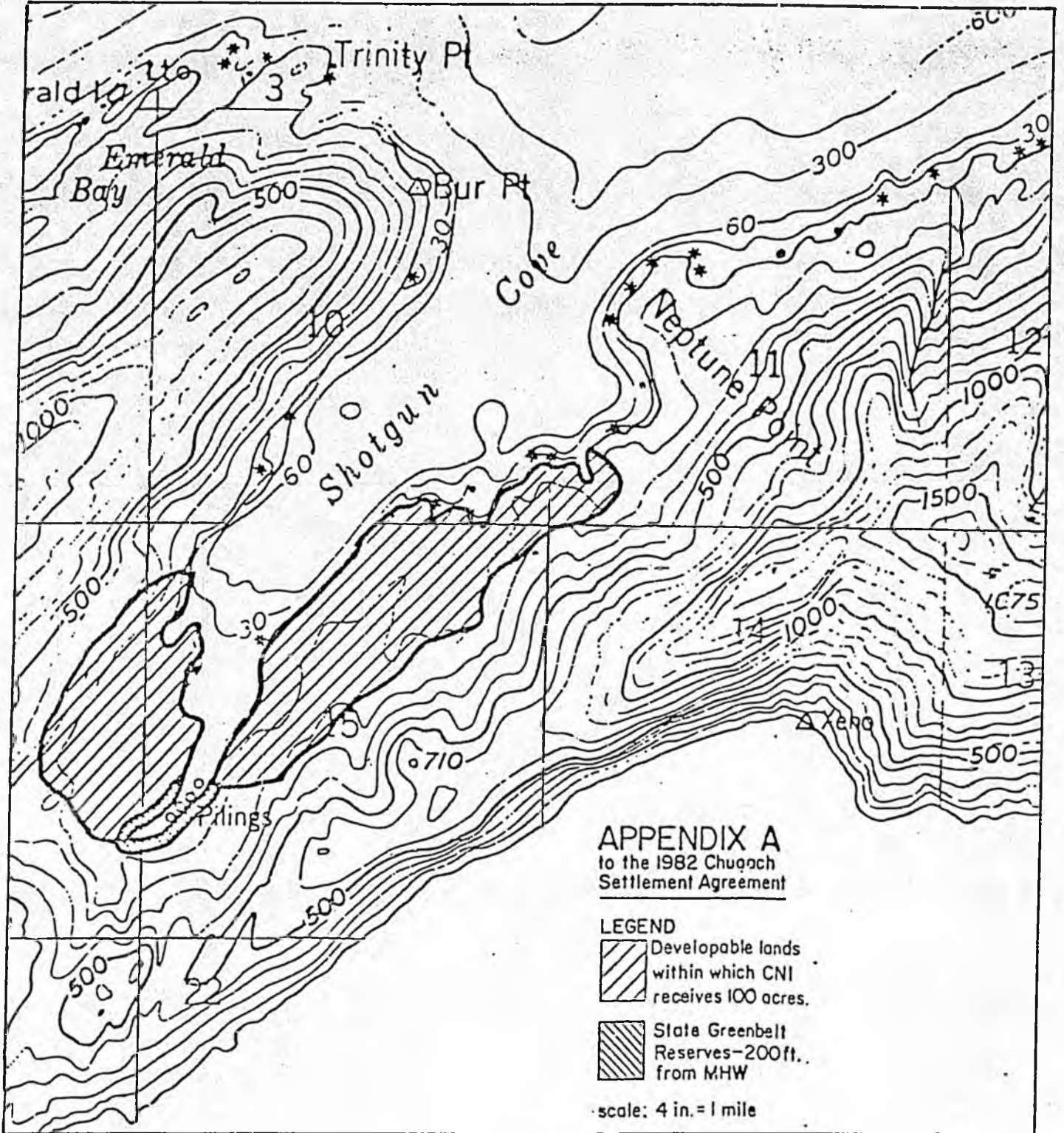
Consultant Contract completion	August, 1985
Draft Environmental Document	May, 1986
Approval to begin Design	December, 1986

For further information call Susan Fleischhauer at 465-3900.

DOT/PF POSITION PAPER





LOCATION MAPS



APPENDIX A
to the 1982 Chugach
Settlement Agreement

LEGEND

 Developable lands
within which CNI
receives 100 acres.

 State Greenbelt
Reserves-200ft.
from MHW

scale: 4 in. = 1 mile