

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672

5573 SSTA HB 354 - HB 481

144

**WHY WE NEED CS HB 354  
EXAMPLE**

**JAMES E. JOHNSON**

|    | <b>CRIME</b> | <b>YEAR</b> | <b>COMMENT</b>                |
|----|--------------|-------------|-------------------------------|
| 1. | DWI          | 1977        |                               |
| 2. | DWI          | 1985        |                               |
| 3. | DWI          | 1985        | NON-INJURY ACCIDENT           |
| 4. | DWI          | 1985        | 2 ACCIDENTS; 3 PEOPLE INJURED |
| 5. | DWI          | 1986        | NON-INJURY ACCIDENT           |
| 6. | DWI          | 1987        |                               |

**ADDITIONALLY, MR. JOHNSON REFUSED TO TAKE A BREATH-ALCOHOL TEST AND WAS CONVICTED OF REFUSAL IN 1984 AFTER AN ACCIDENT WHICH CAUSED INJURY.**

**THIS MAN HAS HAD FIVE ACCIDENTS AND HAS INJURED FOUR PEOPLE. FOR HIS LATEST DWI IN 1987, HE WAS SENTENCED TO SERVE TEN MONTHS FOR DWI. CURRENT LAW PROHIBITS A JUDGE FROM IMPOSING ANY SENTENCE OF MORE THAN 12 MONTHS FOR DWI, NO MATTER HOW MANY CONVICTIONS A PERSON HAS.**

JAMES E. JOHNSON'S CONVICTIONS

DOB: 9/12/42; 9/16/41

SSN: 517-46-9517;

517-48-9513;

517-46-9515

(All cases in Anchorage District Court unless otherwise noted)

| Crime            | Conv. Date  | Case #  | Jail Time | Notes  |
|------------------|---|---------|-----------|--|
| DWI              | 10/19/77  | 77-7436 | 10/8      |  |
| DWLS             | 12/10/80  | 80-3146 | 90/80     |  |
| DWLS             | 10/05/81  | 81-3318 | 90/70     |  |
| Resisting Arrest | 04/07/83  | 83-78   | 30/30     |  |
| Refusal          | 04/29/85  | 84-9319 | 90/70     | DWI in same case dismissed; accident; \$3000 estimated damage; minor injury to other driver  |
| DWI              | 7/26/85   | 85-3329 | 120/90    | Offense: 5/21/85; .255 BA  |
| DWLS             | 7/26/85   | 85-3329 | 180/90    | Offense: 5/21/85   |
|                  | [sentences on 85-3329 concurrent with 85-3592 and 85-3753]              |         |           |  |
| DWI              | 7/26/85   | 85-3592 | 360/300   | Offense: 6/02/85; .250 BA; non-injury accident   |
| DWLS             | 7/26/85   | 85-3592 | 360/300   | Offense: 6/02/85   |
|                  | [sentences on 85-3592 concurrent with sentences on 85-3329 and 85-3753] |         |           |  |
| Reckless Driving | 7/26/85   | 85-3753 | 360/360   | Offense: 6/08/85; Leaving Scene of Accident dismissed  |
| DWLS             | 7/26/85   | 85-3753 | 360/270   | Offense: 6/08/85   |
| DWI              | 7/26/85   | 85-3753 | 360/270   | Offense: 6/08/85; 2 accidents; 4 cars damaged other than defendant's; .369 BA; 3 people injured; over \$10,000 in property damage estimated. |
|                  | [sentences on 85-3753 concurrent with sentences on 85-3329 and 85-3592] |         |           |  |

| <u>Crime</u> | <u>Conv. Date</u> | <u>Case #</u> | <u>Jail Time</u> | <u>Notes</u>                                   |
|--------------|-------------------|---------------|------------------|--|
| DWI          | 1/20/86           | 85-6357       | 365/90           | Offense: 9/16/85; .238 BA; non-injury accident |
| DWLS         | 1/20/86           | 85-6357       | 365/270          | Offense: 9/16/85                               |
| DWI          | 7/28/87           | 3SW-S87-205   | 365/65           | Refusal dismissed                              |
| DWLR         | 7/28/87           | 3SW-S87-206   | 365/165          |  |

The defendant was sentenced on 85-3329, 85-3592, and 85-3753 on the same day, July 26, 1985. It was a specific condition of probation on all three cases that the defendant complete one year at a residential alcohol treatment program upon his release from custody.

The Department of Corrections released the defendant from custody on August 27, 1985. He bought a car (by his own admission at allocation at a probation revocation hearing on February 5, 1986). The defendant was arrested September 16, 1985 in another DWI accident (85-6357).

The defendant was released on September 11, 1986, and was arrested the same day in another DWI accident.

The defendant has 6 DWI convictions--10/19/77, 7/26/85, 7/26/85, 7/26/85, 1/20/86, 7/28/87; 1 Refusal conviction 4/29/85; 7 DWLS/DWLR convictions--12/10/80, 10/05/81, 7/26/85, 7/26/85, 7/26/85, 1/20/86, 7/28/87; and 1 Reckless Driving conviction--7/26/85. The defendant has been arrested or charged with DWI for nine different incidents: one was pending as of 8/27/87; one (79-89) was reduced to Negligent Driving on 5/16/79; and another was resolved and dismissed through a plea to Refusal (84-9319; 4/29/85 conviction).

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FEB 29 1983

IN THE DISTRICT COURT OF THE STATE OF ALASKA  
THIRD JUDICIAL DISTRICT AT ANCHORAGE, ALASKA

STATE OF ALASKA, )  
 )  
 Plaintiff, )  
 )  
 vs. )  
 )  
 JAMES JOHNSON, )  
 DOB. 9/12/42 )  
 )  
 Defendant. )

Court No. 3AN-S85-3592 Cr.  
3AN-S85-3329 Cr.

STATE'S MEMORANDUM IN AID OF SENTENCING  
PROBATION VIOLATIONS

Standing before the court is possibly the worst drunk driver in Alaska. The defendant has six DWI convictions--five in the last two years. The defendant has seven DWLR convictions--five in the last two years. The defendant has been convicted of breath test refusal once and reckless driving once--all in the last two years.

The defendant's alcohol-related convictions have involved five accidents, and his conduct has injured four people.

In the five cases in which the defendant has submitted to a test for his breath for alcohol, his breath and alcohol concentrations have exceeded .20 percent four

DISTRICT ATTORNEY, STATE OF ALASKA  
1031 WEST FOURTH AVENUE, SUITE 520  
ANCHORAGE, ALASKA 99501  
(907) 277-8622

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DISTRICT ATTORNEY, STATE OF ALASKA  
1031 WEST FOURTH AVENUE, SUITE 520  
ANCHORAGE, ALASKA 99501  
(907) 277-8622

1  
2 times. In three cases, the defendant's breath-alcohol  
3 concentration was .25 or above.

4 The court has repeatedly offered the defendant  
5 opportunities for rehabilitation through alcohol treatment,  
6 but the defendant has consistently and flagrantly rejected  
7 them. Three weeks after being released from jail in 1985  
8 with strict orders to undergo residential alcohol treatment  
9 immediately, the defendant drove drunk and caused an  
10 accident. In 1986, the defendant again was released from  
11 jail with a court order to begin alcohol treatment; instead,  
12 the defendant began drinking and drove the same day.  
13

14 Given the defendant's extensive criminal record,  
15 his pattern of pathological alcohol abuse, and his propensity  
16 to drive without a license, he is clearly a worst offender.  
17 See Sandahl v. Anchorage, 670 P.2d 715, 718 (Alaska App.  
18 1983). Given the large number of convictions in a short  
19 time, the consistently high breath-alcohol concentrations,  
20 the repeatedly bad driving leading to accidents, and the  
21 repeated flagrant rejections of court ordered alcohol  
22 treatment, the defendant is probably the worst offender.  
23

24 This defendant has done almost everything a drunk  
25 driver can do. He has repeatedly damaged the property of  
26 others. He has more than once injured others. It is only  
the sheerest fortuity that he has never killed anyone.

DISTRICT ATTORNEY, STATE OF ALASKA  
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1  
2 The defendant's record of repeated aggravated  
3 crimes and consistent flouting of court orders shows that  
4 rehabilitation must take a backseat to specific and general  
5 deterrence, reaffirmation of societal norms, and isolation.

6  
7 The court has repeatedly offered opportunities for  
8 rehabilitation to this defendant. He not only rejects  
9 treatment, but immediately re-offends upon release from  
10 custody.

11 The attached record shows that courts have also  
12 consistently sentenced the defendant to mostly suspended  
13 time, rather than actual time to serve in jail. The  
14 defendant has responded to these relatively lenient sentences  
15 by re-offending again, again, and again. It is clear that if  
16 any sentence will serve to deter him, that sentence is the  
17 maximum.

18  
19 The defendant's repeated decisions to endanger the  
20 lives of so many Alaskans so seriously so many times requires  
21 a heavy emphasis on deterrence of others and the  
22 reaffirmation of societal condemnation for driving while  
23 intoxicated. See Huckaby v. State, 632 P.2d 975, 977 (Alaska  
24 App. 1981). Finally, isolation also takes on a special  
25 importance unusual in misdemeanor cases. This defendant is a  
26

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manslaughter in the making. Every day the court keeps this  
defendant off the streets and highways of Alaska makes  
Alaskans safer.

DATED this 2<sup>nd</sup> day of September, 1987, at  
Anchorage, Alaska.

GRACE BERG SCHAIBLE  
ATTORNEY GENERAL

DWAYNE W. McCONNELL  
DISTRICT ATTORNEY

By: CJ Groh  
Clifford John Groh  
Assistant District Attorney

CJG: lhr

(corrected 2-29-88)

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# ALASKA LAW REVIEW



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*June 1986 • Volume III • Number I*  
*Duke University School of Law*

## PEARS V. STATE: AN IMPROPER APPLICATION OF ALASKA'S CURRENT LAW TO INTOXICATED DRIVERS

### I. INTRODUCTION

On the night of October 5, 1981, nineteen-year old Richard Pears, while under the influence of alcohol, drove his truck through a red light, striking an automobile, killing two people, and injuring a third. A jury convicted Pears of second degree murder, the trial judge sentenced him to twenty years in prison, and Alaska's Third Circuit Court of Appeals unanimously affirmed the verdict.<sup>1</sup> The Alaska Supreme Court, reviewing only the length of Pears's sentence, found the twenty-year sentence excessive and remanded for resentencing.<sup>2</sup> After a hearing, the trial court sentenced Pears to twenty years in prison with ten years suspended.<sup>3</sup> As the first Alaska appellate court decision involving a murder conviction for an intoxicated driver,<sup>4</sup> *Pears v. State* represents a significant development in Alaska criminal law.

In 1978, the Alaska legislature revised the state's Criminal Code. The new Code took effect on January 1, 1980. Under the new Criminal Code a court theoretically could return a murder conviction against an intoxicated driver under one of three provisions:<sup>5</sup> (1) first degree murder, if the defendant intentionally causes death;<sup>6</sup> (2) second degree murder, if the defendant causes death "knowing that [his] con-

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1. *Pears v. State*, 672 P.2d 903, 905 (Alaska Ct. App. 1983).

2. *Pears v. State*, 698 P.2d 1198 (Alaska 1985). The supreme court's opinion dealt only with the sentencing issue and did not address the propriety of applying Alaska's second degree murder statute to Pears. Accordingly, this note will analyze the rationale of the court of appeals' *Pears* decision.

3. *Pears v. State*, No. 4FA-S81-2429 (Alaska Super. Ct. Aug. 26, 1985).

4. *Id.* at 911.

5. There are actually five murder provisions in the new Alaska Criminal Code. Two of these provisions, however, cannot apply to an intoxicated driver. See ALASKA STAT. §§ 11.41.100(a)(2) - 11.41.110(a)(3) (1983) (these provisions concern inducing suicide, and causing death during the commission of one of six felonies, none of which involve intoxicated driving).

6. *Id.* § 11.41.100. The Alaska Criminal Code defines the term "intentionally" in the following manner:

A person acts "intentionally" with respect to a result described by a provision of law defining an offense when the person's conscious objective is to cause that result; . . .

Alaska has, however, expressly rejected the common law definition of murder.<sup>92</sup>

A comparison of Alaska's DWI statute with those of other states offers another indication that the Alaska legislature did not intend for Intoxicated Motorists to receive murder convictions. In several other states, either the second<sup>93</sup> or third<sup>94</sup> DWI conviction is a felony. In Alaska, to the contrary, DWI remains a misdemeanor regardless of the number of prior convictions.<sup>95</sup> Furthermore, among the states that will convict an intoxicated driver of murder, Alaska has the shortest period of incarceration for repeat DWI offenders.<sup>96</sup> The Alaska DWI statute provides for a minimum sentence of only twenty days in jail for someone with one prior DWI conviction, and a minimum punishment of thirty days in prison for someone with two or more prior DWI convictions.<sup>97</sup> In comparison, Tennessee has a 45-day minimum sentence for the second offense and a 120-day minimum for the third offense,<sup>98</sup> and South Carolina has a 3-year minimum for the third offense and a five-year minimum for the fifth offense.<sup>99</sup> In light of the Alaska legislature's lenient treatment of DWI offenders,

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Taylor, 461 Pa. 557, 337 A.2d 545 (1975), the defendant was convicted of murder, but he had been speeding in an area where children generally play, had killed a boy who was riding on a bicycle, and then had failed to stop after the accident. *Foster v. State*, 239 Ga. 302, 236 S.E.2d 644 (1977), involved a person who was under the influence of liquor and drugs and was driving at 90 miles per hour across the center line when he collided with another car, killing the other driver. The court held that an intoxicated driver could conceivably be convicted of murder but that the reckless disregard for the safety of others that this defendant showed should not serve as the implied malice aforesaid necessary for a murder conviction. *Id.* at 302, 236 S.E.2d at 645-46.

92. ALASKA CRIM. CODE REV. § 11.41.110 (Tent. Draft 1977).

93. See, e.g., OKLA. STAT. ANN. tit. 47 § 11-902(c) (1962 & Cum. Supp. 1984-85); TEX. TRAF. REG. CODE ANN. § 6701e-1 (Vernon Cum. Supp. 1983).

94. See NEV. REV. STAT. § 484.3792(1)(c) (1983); S.C. CODE ANN. § 56-5-2940 (Law. Co-op. 1977 & Cum. Supp. 1984); S.D. CODIFIED LAWS ANN. § 32-23-4 (1984); W. VA. CODE § 17C-5-2 (Cum. Supp. 1984).

95. ALASKA STAT. § 28.35.030(b) (1984).

96. Until 1980, California's penalties for repeat offenders were more lenient than Alaska's penalties, see CAL. VEH. CODE § 23102(a) (West 1971) (repealed 1980), but now the California minimum sentence for repeat DWI offenders is much longer than that of Alaska. Compare CAL. VEH. CODE § 23165 (West Cum. Supp. 1985) (90-day minimum for second offense) with ALASKA STAT. § 28.35.030(b) (1984). Four years after the Criminal Code revision, the Alaska legislature added some harsh penalties not involving incarceration for repeat DWI offenders. These involve revoking defendants' licenses for long periods of time. See ALASKA STAT. § 28.15.151(c) (1984). Nevertheless, a legislature's willingness to impose harsh non-jail penalties on DWI offenders does not prove that it is willing to impose severe jail sentences on Intoxicated Motorists.

97. ALASKA STAT. § 28.35.030(c) (1984).

98. TENN. CODE ANN. § 55-10-403(a)(1) (Supp. 1984).

99. S.C. CODE ANN. § 56-5-2940(3), (5) (Law. Co-op. Cum. Supp. 1984).

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therefore, it is unlikely that the legislature wanted Alaska to join the minority of states that convict Intoxicated Motorists of murder.

E. Summary

The foregoing comparison of the relevant homicide statutes and case law in other states with those of Alaska provides strong evidence that the *Pears* court misinterpreted the legislature's intent in enacting the new Criminal Code when the court upheld *Pears*'s murder conviction. Most states have never sustained a murder conviction for an Intoxicated Motorist. Those few states that have convicted an intoxicated driver of murder either have murder statutes that expressly provide such a penalty for an Intoxicated Motorist or they have homicide statutes that not only differ from the Alaska murder statutes, but contain language similar to language the Alaska legislature considered and then rejected.<sup>100</sup> Of those states with murder statutes that strongly resemble the Alaska murder statutes, only Oklahoma has ever convicted an Intoxicated Motorist of murder, and the last murder conviction under the relevant Oklahoma statutory provision occurred more than forty years ago. There is no trend toward greater use of second degree murder statutes to punish intoxicated drivers. In fact, there may be the beginnings of a trend in the opposite direction.

According to the Alaska legislature, the culpability underlying DWI offenses does not warrant a felony conviction — not even in the case of persistent offenders. Unlike the legislatures of several other states, the Alaska legislature gave no indication that deaths caused by Intoxicated Motorists would constitute murder. Furthermore, Alaska's murder statutes, as illuminated by their legislative history, do not support such a reading. In light of all these factors, the Alaska Court of Appeals should have concluded that the legislature did not intend a second degree murder conviction for *Pears* or any other Intoxicated Motorist.

IV. THE PEARS CASE

A. The Facts

On October 5, 1981, an intoxicated driver, Richard Pears, ran a red light and crashed into a car that was in the intersection, killing the driver and one passenger of the other car and severely injuring another passenger.<sup>101</sup> Pears's own passenger, whom he dropped off before the accident, had told him that his driving scared her. As Pears walked to his truck, two policemen had warned him that he should not drive.

100. See *supra* note, 51, 52, 90, 92, and accompanying text.

101. *Pears v. State*, n72 P.2d 903, 909-10 (Alaska Ct. App. 1983).

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STEVE COWPER  
GOVERNOR

cc



HB 369

STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

January 18, 1988

The Honorable Ben Grussendorf  
Speaker of the House  
Alaska State Legislature  
P.O. Box V  
Juneau, AK 99811

Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to veterans.

Section 1 of the bill amends AS 18.56.101 to clarify that current members of the Alaska National Guard and of reserve units of the United States armed forces are eligible for the interest rate available to other veterans on Alaska Housing Finance Corporation loans.

Section 2 of the bill amends AS 39.25.150(19) to extend the veterans' preference for state employment and job retention to former armed service members who served during peacetime but who were exposed to the dangers of combat or armed hostilities in areas or conflicts such as Grenada or the Persian Gulf.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Cowper".

Steve Cowper  
Governor

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_  
 Title: An Act Relating to  
Veterans  
 Sponsor: Rules Committee  
 Requestor: Governor  
 Agency Affected: Administration  
 BRU: Personnel  
 Components: Personnel

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING         | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES | 0     | 0     | 0     | 0     | 0     | 0     |
| TRAVEL            | 0     | 0     | 0     | 0     | 0     | 0     |
| CONTRACTUAL       | 0     | 0     | 0     | 0     | 0     | 0     |
| SUPPLIES          | 0     | 0     | 0     | 0     | 0     | 0     |
| EQUIPMENT         | 0     | 0     | 0     | 0     | 0     | 0     |
| LAND & STRUCTURES | 0     | 0     | 0     | 0     | 0     | 0     |
| GRANTS, CLAIMS    | 0     | 0     | 0     | 0     | 0     | 0     |
| MISCELLANEOUS     | 0     | 0     | 0     | 0     | 0     | 0     |
| TOTAL OPERATING   | 0     | 0     | 0     | 0     | 0     | 0     |

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

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

Publicizing of any changes created by this legislation and revision of application form in order to note changes can be accomplished within existing operating budget.

Prepared by: Diana DeSimone Phone: 465-4430  
 Division: Personnel Date: 12/18/87

Approved by Commissioner: John Andrews Date: 1/15/88  
 Agency: Department of Administration

Distribution (by preparer):

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

FISCAL NOTE

REQUEST:

Revision Date: January 19, 1988  
Title: An Act relating to veterans  
Sponsor: Rules Committee  
Requestor: Governor

Agency Affected: Military & Veterans Affairs  
BRU: Veterans Services  
Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING         | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES |       |       |       |       |       |       |
| TRAVEL            |       |       |       |       |       |       |
| CONTRACTUAL       |       |       |       |       |       |       |
| SUPPLIES          |       |       |       |       |       |       |
| EQUIPMENT         |       |       |       |       |       |       |
| LAND & STRUCTURES |       |       |       |       |       |       |
| GRANTS, CLAIMS    |       |       |       |       |       |       |
| MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING   | 0     | 0     | 0     | 0     | 0     | 0     |
| CAPITAL           | 0     | 0     | 0     | 0     | 0     | 0     |
| REVENUE           | 0     | 0     | 0     | 0     | 0     | 0     |

FUNDING: (Thousands of Dollars)

|               |  |  |  |  |  |  |
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| GENERAL FUND  |  |  |  |  |  |  |
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| TOTAL         |  |  |  |  |  |  |

POSITIONS:

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| FULL-TIME |  |  |  |  |  |  |
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ANALYSIS : (Attach a separate page if necessary) Passage of this bill will have no fiscal impact. The bill amends the definition of veteran for the purposes of: 1) granting employment preference rights for applicants for positions in the classified service of the State of Alaska; and 2) clarifying in statute that active numbers of the National Guard qualify to receive AHFC veterans interest rates.

Prepared by: Jeff Morrison *J Morrison* Phone: 465-4600  
Division: Administrative & Support Services, DMVA Date: 1/19/88

Approved by Commissioner: MG John Schaeffer *by Morrison* Date: 1/19/88  
Agency: Department of Military & Veterans Affairs

Distribution (by preparer):

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

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_  
Title: An Act Relating to Veterans

Agency Affected: Revenue  
BRU: Alaska Housing Finance Corporation

Sponsor: Rules Committee/Governor  
Requestor: \_\_\_\_\_

Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                        | FY 86 | FY 87 | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|
| <b>OPERATING</b>       |       |       |       |       |       |       |       |       |
| PERSONAL SERVICES      | -     | -     | -     | -     | -     | -     | -     | -     |
| TRAVEL                 | -     | -     | -     | -     | -     | -     | -     | -     |
| CONTRACTUAL            | -     | -     | -     | -     | -     | -     | -     | -     |
| SUPPLIES               | -     | -     | -     | -     | -     | -     | -     | -     |
| EQUIPMENT              | -     | -     | -     | -     | -     | -     | -     | -     |
| LANDS & STRUCTURES     | -     | -     | -     | -     | -     | -     | -     | -     |
| GRANTS, CLAIMS         | -     | -     | -     | -     | -     | -     | -     | -     |
| MISCELLANEOUS          | -     | -     | -     | -     | -     | -     | -     | -     |
| <b>TOTAL OPERATING</b> | -     | -     | -     | -     | -     | -     | -     | -     |
| <b>CAPITAL</b>         | -     | -     | -     | -     | -     | -     | -     | -     |
| <b>REVENUE</b>         | -     | -     | -     | -     | -     | -     | -     | -     |

FUNDING: (Thousands of Dollars)

|               |   |   |   |   |   |   |   |   |
|---------------|---|---|---|---|---|---|---|---|
| GENERAL FUND  | - | - | - | - | - | - | - | - |
| FEDERAL FUNDS | - | - | - | - | - | - | - | - |
| OTHER         | - | - | - | - | - | - | - | - |
| <b>TOTAL</b>  | - | - | - | - | - | - | - | - |

POSITIONS:

|           |   |   |   |   |   |   |   |   |
|-----------|---|---|---|---|---|---|---|---|
| FULL-TIME | - | - | - | - | - | - | - | - |
| PART-TIME | - | - | - | - | - | - | - | - |
| TEMPORARY | - | - | - | - | - | - | - | - |

ANALYSIS: (Attach a separate page if necessary)

Please see Bill Analysis as previously prepared.

Prepared By: Dr. Ronald Lehr Phone: (907) 276-5599  
Division: Alaska Housing Finance Corporation Date: February 6, 1988

Approved by Commissioner: Hugh Malone Date: February 8, 1988  
Agency: Department of Revenue

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)

It is difficult to determine how much this measure would cost AHFC since it is difficult to estimate how many former and current Public Health Service (PHS) employees will take advantage of this program. Currently there are 250 PHS commissioned officers working in Anchorage. (Statewide figures were not immediately available.) If all took advantage of the program and qualified, at an average loan amount of \$110,000, a 1 percent subsidy would cost AHFC \$1.5 million.

If the bill was amended to extend the 1 percent preference interest rate to all active military with at least five years of service, again AHFC finds it difficult to determine just how much it would cost. However, the following is an estimate.

As of September 1986, there were 25,906 active military personnel, including Navy, Army, Air Force, Marines and Coast Guard - serving in Alaska. If one-third of those personnel, applied for, were qualified and received the subsidy, based on an average loan of \$116,000, the 1 percent subsidy would cost AHFC \$64 million.

It should be noted that the Fiscal Note columns all show zeros. The impact of this proposal would be on AHFC's Revolving Loan Fund.

Additional background and historical information is contained in the attached letter to the bill's sponsor, Representative Barnes.

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_  
Title: HB 369: An Act  
Relating to Veterans  
Sponsor: \_\_\_\_\_  
Requestor: \_\_\_\_\_

Agency Affected: Revenue  
BRU: Alaska Housing Finance Corporation  
Component: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING         | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES | 0     |       |       |       |       |       |
| TRAVEL            | 0     |       |       |       |       |       |
| CONTRACTUAL       | 0     |       |       |       |       |       |
| SUPPLIES          | 0     |       |       |       |       |       |
| EQUIPMENT         | 0     |       |       |       |       |       |
| LAND & STRUCTURES | 0     |       |       |       |       |       |
| GRANTS, CLAIMS    | 0     |       |       |       |       |       |
| MISCELLANEOUS     | 0     |       |       |       |       |       |
| TOTAL OPERATING   | 0     | 0     | 0     | 0     | 0     | 0     |
| CAPITAL           | 0     | 0     | 0     | 0     | 0     | 0     |
| REVENUE           | 0     | 0     | 0     | 0     | 0     | 0     |

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS (Attach a separate page if necessary)

Prepared by: Dr. Ronald D. Lehr  
Division: Alaska Housing Finance Corporation

Phone: 907-276-5599  
Date: 2/9/89

Approved by Executive Director: Ronald D. Lehr

Date: 2/8/88

Agency: \_\_\_\_\_

- Distribution (by preparer):
- Legislative Finance
  - Legislative Sponsor
  - Requestor
  - Office of Management and Budget
  - Impacted Agency(ies)

go0328hL  
Cramer  
4/11/88

Original sponsor: Rules/Governor

1 IN THE HOUSE

BY THE STATE AFFAIRS COMMITTEE

2 SENATE CS FOR HOUSE BILL NO. 369 (State Affairs)

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - SECOND SESSION

5 A BILL

6 For an Act entitled: "An Act extending eligibility for certain interest  
7 rates to certain members of the national guard or a  
8 reserve unit of the United States armed forces; and  
9 granting certain persons who have served in the armed  
10 forces of the United States an employment preference  
11 in the state service."

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

13 \* Section 1. AS 18.56.101 is amended to read:

14 Sec. 18.56.101. ELIGIBILITY FOR VETERANS' INTEREST RATES. The  
15 following persons are eligible veterans for the purposes of AS 18.56.-  
16 098(g) and (h):

17 (1) a person who served in the armed forces of the United  
18 States for 90 days or more, or whose service was for less than 90 days  
19 because of injury or disability incurred in the line of duty, after  
20 April 6, 1917, whose discharge was under honorable conditions;

21 (2) the widow or widower of a member of the armed forces or  
22 an eligible veteran if the member or veteran served in the armed  
23 forces for at least 90 days after April 6, 1917, and the veteran's  
24 discharge was under honorable conditions;

25 (3) a person who has served for not less than five years in  
26 the Alaska Army National Guard, or the Alaska Air National Guard, or a  
27 reserve unit of the United States armed forces if the reserve unit  
28 required, as a minimum, one weekend each month of duty and 15 consecu-  
29 tive days of active duty training each year and

- 1                   (A) whose discharge was under honorable conditions; or  
2                   (B) who is currently in an active status in the guard  
3                   or a reserve unit.

4 \* Sec. 2. AS 39.25.150(19) is amended to read:

5                   (19) the granting of employment preference rights to a vet-  
6                   eran not within the area of promotion, when the veteran possesses the  
7                   necessary qualifications in the job classification applied for under  
8                   this chapter; in an examination to determine the qualification of  
9                   applicants for entrance into the classified service under merit system  
10                  examination, five additional points shall be added to the passing  
11                  grade of a veteran and 10 additional points shall be added to the  
12                  passing grade of a disabled veteran, but the additional points may be  
13                  used only the first time the veteran obtains a position in the classi-  
14                  fied service; if a position in the classified service is eliminated,  
15                  employees shall be released in accordance with rules which give due  
16                  effect to all factors; if all job qualifications are equal, the veter-  
17                  an shall be given preference over the nonveteran and the veteran shall  
18                  be kept on the job; this paragraph may not be interpreted to amend the  
19                  terms of a collective bargaining agreement; in this paragraph

20                  (A) "veteran" means a person with 181 days or more  
21                  active service in the armed forces of the United States who has  
22                  been honorably discharged after having served during any period

23                         (i) between April 6, 1917, and December 1, 1919,  
24                         between September 16, 1940, and December 31, 1947, or be-  
25                         tween June 27, 1950, and October 14, 1976; or

26                         (ii) in which the person was awarded a campaign  
27                         badge or expedition medal, or the Purple Heart or other  
28                         award or decoration for heroism or gallantry in action;

29                  (B) "disabled veteran" means a veteran who is entitled

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to compensation under laws administered by the United States Veterans' Administration, or a person who was honorably discharged or released from active duty because of a service-connected disability;

HB

374

SENATE COMMITTEE REPORT

FURTHER

JUDICIARY  
FINANCE

DATE TURNED INTO OFFICE

4-27-88

3/15/88  
Mr. President:

STATE AFFAIRS

Committee considered

CSHB 374 (JUD)

selection and maintenance of the jury list

and recommended

replace with \_\_\_\_\_ CS \_\_\_\_\_ )  same title  
 or adopt \_\_\_\_\_ CS \_\_\_\_\_ )  new title

attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

letter of intent adopted \_\_\_\_\_

Committee  attached or  adopted fiscal note(s)

new  updated or  previous  
 zero  fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

*[Handwritten signatures]*

*[Handwritten signature]*

Chairman signature and recommendation

Committee Backup attached

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: CSHB 374(SA)  
PUBLISH DATE: HOUSE 2/3/88

FISCAL NOTE

REQUEST:

Revision Date: 1/29/88  
Title: An Act relating to selection of the jury list.  
Sponsor: STATE AFFAIRS COMMITTEE  
Requestor: House State Affairs

Agency Affected: \_\_\_\_\_  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING         | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES |       |       |       |       |       |       |
| TRAVEL            |       |       |       |       |       |       |
| CONTRACTUAL       | 0     | 0     | 0     | 0     | 0     | 0     |
| SUPPLIES          |       |       |       |       |       |       |
| EQUIPMENT         |       |       |       |       |       |       |
| LAND & STRUCTURES |       |       |       |       |       |       |
| GRANTS, CLAIMS    |       |       |       |       |       |       |
| MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING   | 0     | 0     | 0     | 0     | 0     | 0     |

|         |  |  |  |  |  |  |
|---------|--|--|--|--|--|--|
| CAPITAL |  |  |  |  |  |  |
|---------|--|--|--|--|--|--|

|         |   |   |   |   |   |   |
|---------|---|---|---|---|---|---|
| REVENUE | 0 | 0 | 0 | 0 | 0 | 0 |
|---------|---|---|---|---|---|---|

FUNDING: (Thousands of Dollars)

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

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

ANALYSIS : (Attach a separate page if necessary)

Prepared by: Linda Edgeworth Phone: 465-4611  
Division: Division of Elections Date: \_\_\_\_\_

Approved by Commissioner: [Signature] Date: 2/1/88  
Agency: Office of the Governor

- Distribution (by preparer):
- Legislative Finance
  - Legislative Sponsor
  - Requestor
  - Office of Management and Budget
  - Impacted Agency(ies)

FISCAL NOTE

REQUEST

Revision Date: \_\_\_\_\_  
Title: An Act relating to selection  
of the jury list  
Sponsor: State Affairs Committee  
Requestor: State Affairs Committee

Agency Affected: Revenue  
BRU: Permanent Fund Dividend  
Components: Permanent Fund Dividend  
Operations

EXPENDITURES/REVENUES: (Thousands of Dollars)

|                    | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|--------------------|-------|-------|-------|-------|-------|-------|
| <b>OPERATING</b>   |       |       |       |       |       |       |
| PERSONAL SERVICES  | -     | -     | -     | -     | -     | -     |
| TRAVEL             | -     | -     | -     | -     | -     | -     |
| CONTRACTUAL        | -     | -     | -     | -     | -     | -     |
| SUPPLIES           | -     | -     | -     | -     | -     | -     |
| EQUIPMENT          | -     | -     | -     | -     | -     | -     |
| LANDS & STRUCTURES | -     | -     | -     | -     | -     | -     |
| GRANTS, CLAIMS     | -     | -     | -     | -     | -     | -     |
| MISCELLANEOUS      | -     | -     | -     | -     | -     | -     |
| TOTAL OPERATING    | -     | -     | -     | -     | -     | -     |
| <b>CAPITAL</b>     | -     | -     | -     | -     | -     | -     |
| <b>REVENUE</b>     | -     | -     | -     | -     | -     | -     |

FUNDING: (Thousands of Dollars)

|               |   |   |   |   |   |   |
|---------------|---|---|---|---|---|---|
| GENERAL FUND  | - | - | - | - | - | - |
| FEDERAL FUNDS | - | - | - | - | - | - |
| OTHER         | - | - | - | - | - | - |
| TOTAL         | - | - | - | - | - | - |

POSITIONS:

|           |   |   |   |   |   |   |
|-----------|---|---|---|---|---|---|
| FULL-TIME | - | - | - | - | - | - |
| PART-TIME | - | - | - | - | - | - |
| TEMPORARY | - | - | - | - | - | - |

ANALYSIS:

The Permanent Fund Dividend Division will be able to provide a tape listing of Permanent Fund Dividend applicants with the following information: first name, middle initial, last name, mailing address and birth date. We will not be able to provide a separate residence address or years and/or dates of residence. However, each applicant on file states that they were a resident of Alaska since at least prior to October 1.

Prepared By: Bruce Jones  
Division: Permanent Fund Dividend Division  
Approved by Commissioner: [Signature]  
Agency: Revenue

Phone: 465-2323  
Date: January 25, 1988  
Date: 1/26/87

Distribution (by preparer):

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

STATE OF ALASKA  
THE LEGISLATURE

POUCH Y - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907.465.3800

LEGISLATIVE AFFAIRS AGENCY  
LEGISLATIVE REFERENCE LIBRARY

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

*House State Affairs*

*2/1/88*



Alaska Court System  
State of Alaska

OFFICE OF ADMINISTRATIVE DIRECTOR

JANALEE R. STRANDBERG  
Staff Counsel

February 1, 1988

303 K Street  
Anchorage, AK 99501  
(907) 264-8228

Representative Fran Ulmer  
Chair, House State Affairs  
Alaska State Legislature  
Room 102, Capitol  
Juneau, AK 99811

Re: HB 374

Dear Representative Ulmer:

The court system has several comments on HB 374. First, the court system suggests that it be the recipient of the lists that will comprise the jury list, so that "court system" should replace "Department of Administration" in section one, lines 23 and 24. Second, the court system would like each person's sex and social security number (if available) included on the list as well as the date the information was received by the transmitting agency (section one, line 2, page 3). Third, for administrative efficiency the court system would like to specify the format of the magnetic tape on which the lists will be entered.

Finally, we suggest adding a provision requiring vital statistics to transmit to the court system a list of death certificates including each decedent's date of death filed the preceding calendar year. Without a provision of this nature, we have no way of purging our jury lists of the names of those persons who have died.

Thank you for considering these comments. I would be happy to discuss them with you or to answer any questions you may have.

Sincerely,

*Janalee R. Strandberg*  
Janalee R. Strandberg  
Staff Counsel

JRS:bh

2/1/88-2

HB

416

SENATE COMMITTEE REPORT

FURTHER

FINANCE

3/29/88

DATE TURNED INTO OFFICE 4-11-88

Mr. President:

STATE AFFAIRS

Committee considered HB 416

Alaska National Guard and Alaska Naval Militia retirement benefits; efd

and recommended

replace with \_\_\_\_\_ CS \_\_\_\_\_ )  same title  
 or adopt \_\_\_\_\_ CS \_\_\_\_\_ )  new title

attached amendment(s) and

do pass

do not pass

no recommendation

individual recommendations

further referral to \_\_\_\_\_

letter of intent adopted \_\_\_\_\_

Committee  attached or  adopted fiscal note(s)

new  updated or  previous

zero  fiscal impact

MEMBERS SIGNING DO/PASS

OTHER RECOMMENDATIONS

*Rich [Signature]*  
*[Signature]*  
*Joe Josephson*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*[Signature]*  
Chairman signature and recommendation

Committee Backup attached

STEVE COWPER  
GOVERNOR



STATE OF ALASKA  
OFFICE OF THE GOVERNOR  
JUNEAU

January 29, 1988

The Honorable Ben Grussendorf  
Speaker of the House  
Alaska State Legislature  
P.O. Box V  
Juneau, AK 99811

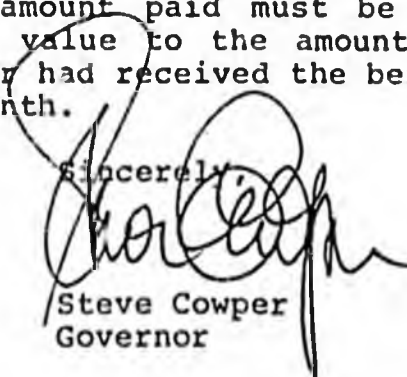
Dear Representative Grussendorf:

Under the authority of art. III, sec. 18, of the Alaska Constitution, I am transmitting a bill relating to Alaska National Guard and Alaska Naval Militia (NGNM) retirement benefits. The bill adds two forms of payment of NGNM retirement benefits that may be elected by members.

Under current law, an eligible member of the Alaska National Guard or Alaska Naval Militia is entitled to receive \$100 per month, payable for the same number of months that the member satisfactorily participated in the Guard or Militia. If the member dies before receiving the benefit for the entire number of months, the remaining amount due is paid to the member's beneficiary in a lump sum. The Department of Military and Veterans' Affairs reports that many Guard and Militia retirees do not live long enough to draw all of the benefits due them, and that current members desire an option to draw the entire amount of their benefits during their lifetimes.

The two new options for payment of NGNM retirement benefits added by this bill allow a member to elect to receive the benefit in a lump sum or in a monthly amount that results in payment of the entire benefit by the member's 72nd birthday. Under either option, the amount paid must be actuarially determined to be equal in value to the amount that would have been paid if the member had received the benefit at the regular rate of \$100 per month.

Sincerely,



Steve Cowper  
Governor

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: HB 416  
PUBLISH DATE: HOUSE 1/29/88

FISCAL NOTE

REQUEST:

Revision Date: \_\_\_\_\_  
Title: AK Nat'l Guard Naval Militia  
Retirement Benefits  
Sponsor: Rules  
Requestor: Governor

Agency Affected: Administration  
BRU: Retirement & Benefits  
Components: Retirement and Benefits

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING         | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES | 0     | 0     | 0     | 0     | 0     | 0     |
| TRAVEL            | 0     | 0     | 0     | 0     | 0     | 0     |
| CONTRACTUAL       | 0     | 0     | 0     | 0     | 0     | 0     |
| SUPPLIES          | 0     | 0     | 0     | 0     | 0     | 0     |
| EQUIPMENT         | 0     | 0     | 0     | 0     | 0     | 0     |
| LAND & STRUCTURES | 0     | 0     | 0     | 0     | 0     | 0     |
| GRANTS, CLAIMS    | 0     | 0     | 0     | 0     | 0     | 0     |
| MISCELLANEOUS     | 0     | 0     | 0     | 0     | 0     | 0     |
| TOTAL OPERATING   | 0     | 0     | 0     | 0     | 0     | 0     |

|         |   |   |   |   |   |   |
|---------|---|---|---|---|---|---|
| CAPITAL | 0 | 0 | 0 | 0 | 0 | 0 |
|---------|---|---|---|---|---|---|

|         |   |   |   |   |   |   |
|---------|---|---|---|---|---|---|
| REVENUE | 0 | 0 | 0 | 0 | 0 | 0 |
|---------|---|---|---|---|---|---|

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

See attached

Prepared by: Robert F. Stalnaker, Acting Director Phone: 465-4470  
Division: Retirement and Benefits Date: 1-18-88

Approved by Commissioner: John M. Andrews Date: 1/26/88  
Agency: Department of Administration

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)

POSITION PAPER  
National Guard Bill

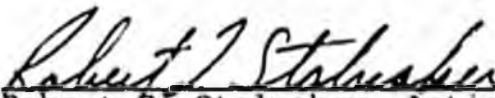
This bill would add two (2) additional benefit payment options for the members retiring under the Alaska Guard and Naval Militia Retirement System (NGNMRS). Currently, a retiring member has only one payment option for their retirement benefit. The member receives \$100 per month for the same number of months that the member participated satisfactorily in the Guard, Air Guard, or the Naval Militia. If the retiree dies before receiving the entire benefit, the balance is paid in a lump sum to a surviving spouse or other beneficiary named by the retiree if there is no surviving spouse.

This amendment would provide a choice of one of three different payment plans to allow more flexibility for the retiring member:

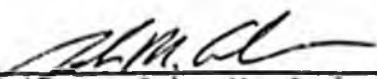
- 1) a lump sum pension which is the actuarially equivalent of the total pension due the member;
- 2) a monthly benefit actuarially calculated so that the entire pension is paid to the member by his or her 72nd birthday; or
- 3) \$100 per month for the same number of months served by the member (the current plan.)

It may be more advantageous for an older retiring member to elect a lump sum or an actuarially calculated monthly benefit to ensure that the entire benefit is received during the member's life time.

The department supports this bill.

  
Robert F. Stalnaker, Acting Director  
Division of Retirement & Benefits

1/26/88  
Date

  
Commissioner John M. Andrews  
Department of Administration

1/26/88  
Date

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: HB 416  
PUBLISH DATE: HOUSE 1/29/88

FISCAL NOTE

REQUEST:

Revision Date: January 19, 1988  
Title: An Act relating to Alaska National Guard Retirement Benefits  
Sponsor: Rules Committee  
Requestor: Governor

Agency Affected: Military & Veterans Affairs  
BRU: Alaska National Guard Benefits  
Components: Retirement Benefits

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING         | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES |       |       |       |       |       |       |
| TRAVEL            |       |       |       |       |       |       |
| CONTRACTUAL       |       |       |       |       |       |       |
| SUPPLIES          |       |       |       |       |       |       |
| EQUIPMENT         |       |       |       |       |       |       |
| LAND & STRUCTURES |       |       |       |       |       |       |
| GRANTS, CLAIMS    |       |       |       |       |       |       |
| MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING   | 0     | 0     | 0     | 0     | 0     | 0     |

|         |  |  |  |  |  |  |
|---------|--|--|--|--|--|--|
| CAPITAL |  |  |  |  |  |  |
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|---------|--|--|--|--|--|--|
| REVENUE |  |  |  |  |  |  |
|---------|--|--|--|--|--|--|

FUNDING: (Thousands of Dollars)

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

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

This bill adds two payout options to the existing Alaska National Guard and Naval Militia retirement system. No fiscal impact will occur.

Prepared by: Jeff Morrison *Morrison* Phone: 465-4600  
Division: Administrative & Support Services, DMVA Date: 1/19/88

Approved by Commissioner: MG John W. Schaeffer *Schaeffer* Date: 1/19/88  
Agency: Department of Military & Veterans Affairs

- Distribution (by preparer):
- Legislative Finance
  - Legislative Sponsor
  - Requestor
  - Office of Management and Budget
  - Impacted Agency(ies)

HB

437

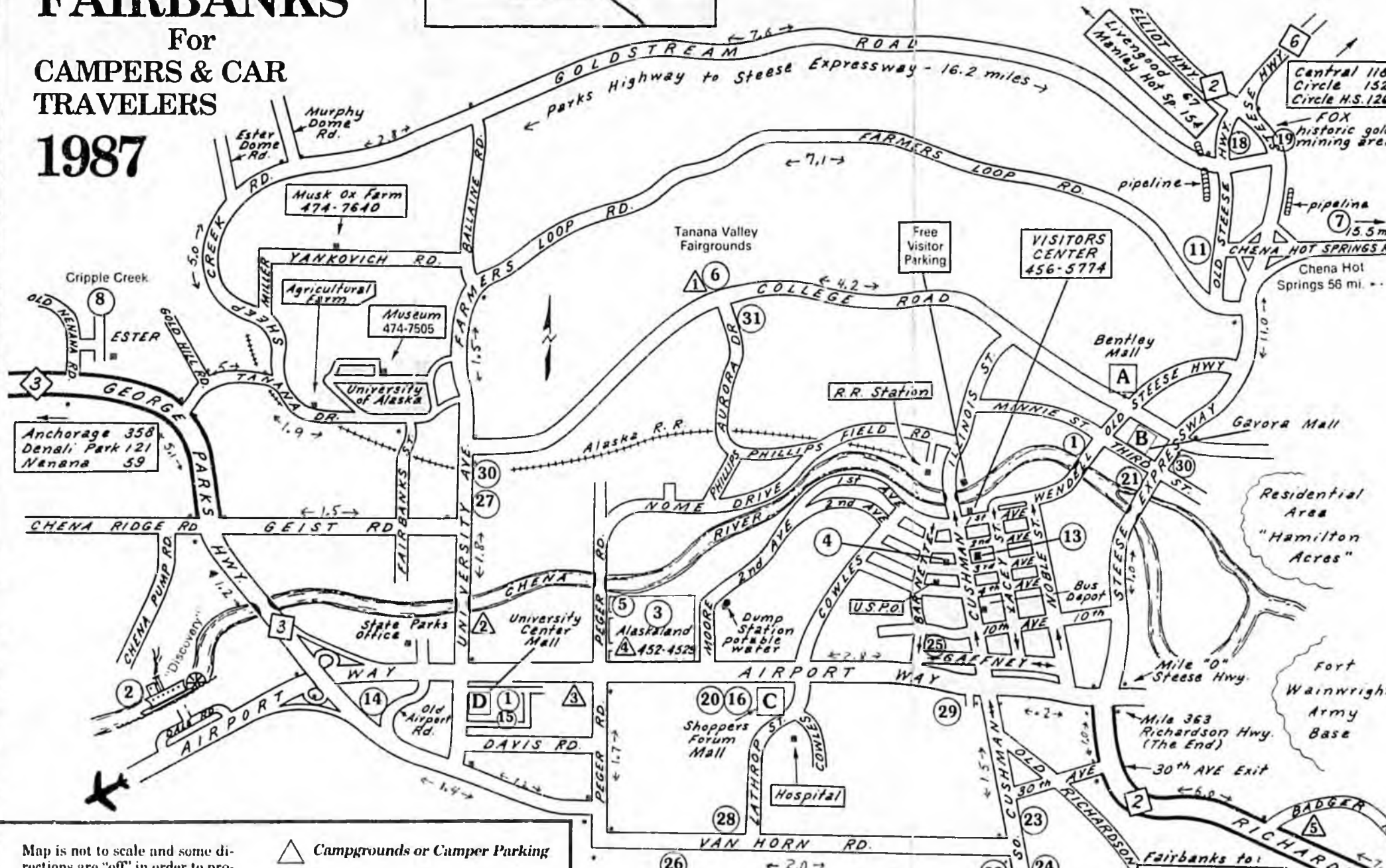
# FAIRBANKS

For  
CAMPERS & CAR  
TRAVELERS

## 1987

Compliments of:

**SUPER 8 MOTEL OF FAIRBANKS**  
1909 Airport Road  
Fairbanks, AK 99701



Map is not to scale and some directions are "off" in order to provide a simple overview and orientation aid. COMMENTS APPRECIATED. Box 1992, Fairbanks 99707.

- ▲ Campgrounds or Camper Parking
- Shopping Malls (details reverse side)
- Points of Interest & Sponsors
- Match to numbers on reverse side.

SHADED AREAS: Downtown Fairbanks, North Pole, University of Alaska.

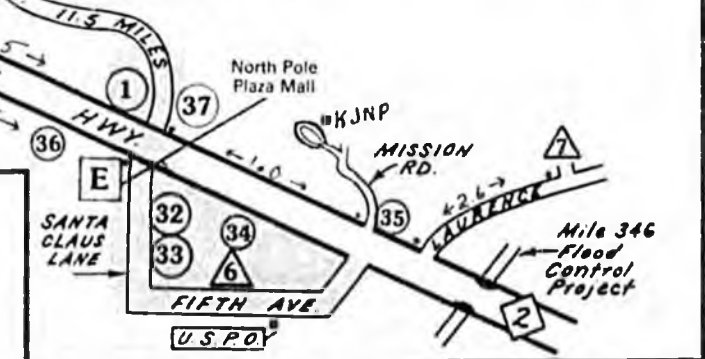
Entire Text, Map & Artwork  
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POB 1992, Fairbanks, AK 99707

Fairbanks to:  
North Pole 13  
Delta Jct. 98  
Tok 205  
Anchorage 440

All material below, including map refers to:  
**NORTH POLE, AK**  
Mile 349 Richardson Hwy. (#2)  
Just 13 miles SE of Fairbanks.

- 32 **NORTH COUNTRY INN** 488-4040; Santa Claus Lane downtown, next to Santa's Suds. A family restaurant. Breakfast, sandwiches, lunch & dinner specials. Mexican specialties.
- 33 **SANTA'S SUDS** 488-9405; Santa Claus Lane next to North Country Inn. Modern coin-operated laundry. 8am-10pm daily.
- 34 **SANTA CLAUS HOUSE** 488-2200; Richardson Hwy. between both North Pole exits. Alaskan gifts, souvenirs, toys, Christmas items. Summers 8am-7pm.
- 1 **SUNSHINE TRAVEL** 488-4502; Colonial Plaza, Badger Rd. Full service, specializing in Alaska local & arctic tours. M-F 8:30-5:30; Sat 9-4. See also two Fairbanks locations.
- 35 **NORTH POLE VISITOR CENTER** 488-2242; Richardson Hwy. at Mission Rd. 9am-6pm. M-Sat.
- 36 **CORK'S PITSTOP** 488-2800; Tesoro Gas, diesel, unleaded supreme, propane & service.
- 37 **Lund's Frozen Yogurt, Church's Chicken, American Tire Warehouse, Beaver Brook Mall, Badger Rd.** near Richardson Hwy.
- E **NORTH POLE PLAZA MALL** — Richardson Hwy. at Santa Claus Ln. Market Basket Supermarket with pharmacy. 11 shops including North Pole Foto. Texaco Gas, super unleaded, propane, Dump Station, water.

**KJNP 488-2216** — Drive in Mission Rd. for 1/2 mi. A Christian & family station. Visitors welcome. 100.3 FM, 1170 AM, Ch 4 TV.



**RV DUMP STATIONS**

|                      |                                  |
|----------------------|----------------------------------|
| Cripple Creek Resort | Ester                            |
| City Dump Station    | 2nd Ave. near Alaskaland         |
| Russell's Texaco     | Third St. at Old Steese          |
| Russell's Tesaro     | 12th Ave. and Noble              |
| Mike's Chevron       | College Rd. near University Ave. |
| Alaska Chevron       | Illinois at Minnie St.           |
| Texaco Minute Man    | Noble at Gaffney                 |

1 **TANANA VALLEY CG 456-7956**; 2 mi. College Rd. on bus rt. #10. Restrooms, showers, laundry, water, **dump station**, tables, fireplaces, wood for sale. Tenters welcome. \$9. No hookups.

2 **CHENA RIVER STATE CG**; University Ave. 51 sites. Tables, fireplaces, water, restrooms, **dump station**, picnic sites, boat ramp. 5 day limit. No hookups.

3 **NORLITE CG 452-4206**; Private. Peger Rd. off Airport Rd. Restrooms, showers, laundry, **dump station**, full hookups, grocery.

4 **ALASKALAND 452-4529**. Parking only for self-contained vehicles. No toilets. No hookups. 5 day limit. \$5 a night. Increase expected.

5 **ROADS END RV PARK 488-0295**; Mi. 356 Richardson Hwy. Restrooms, showers, full hookups. Parking \$7. Hookups & showers extra.

6 **NORTH POLE PARK**; 5th Ave. North Pole. Nine spaces for tents only. Restrooms, water.

**OUT-OF-TOWN STATE CAMPGROUNDS.** Toilet facilities, water, picnic tables, no hookups. More information; Alaska Div. Parks, Sportsman's Way off Airport Way. Ph. 479-4114.

|                               |                              |          |
|-------------------------------|------------------------------|----------|
| Lower Chatanika CG (no water) | 11 mi. Elliot Hwy.           | 10 units |
| Upper Chatanika CG            | 39 mi. Steese Hwy.           | 25 units |
| 27 Mile CG                    | 27 mi. Chena Hot Springs Rd. | 38 units |
| 39 Mile CG                    | 39 mi. Chena Hot Springs Rd. | 18 units |

7 **CHENA LAKES RECREATION AREA** 488-1655; Laurence Rd. at Mi. 347 Richardson Hwy. Drive in 2.6 miles to entrance. 78 campsites, 92 picnic sites on 2,000 acres. Toilets, water, **dump station**, no hookups. Large lake for swimming and non-motorized boats, (river for motorized). Boat rentals, concessions. \$6 overnight. \$3 day use.

WELCOME TO FAIRBANKS! We hope this little map has helped you anticipate your visit here and/or contributed to the enjoyment of your stay. *Please scrutinize both the map and the back side of it.* You will find it contains much information you are looking for plus other interesting tidbits. If you have found it useful please mention it to various Fairbanksans, including sponsors. This will help maintain continued support of its publication. Comments appreciated.

N.L. Baker — P.O. Box 1992 — Fairbanks, AK 99707

\*Numbers 9, 10 and 17 do not have locations on the map.

## ENHANCE YOUR ALASKAN EXPERIENCE

- ① **SUNSHINE TRAVEL 479-2238/4206;** Airport Way frontage Rd. near University Mall. ALSO corner Minnie & Old Steese Hwy. (452-8992) in white colonial building next to Burger King. Full service agency specializing in Alaska Adventure, local & arctic tours, ferry reservations. M-F 8:30am-6pm; Sat 9am-4pm (Minnie & Steese only).
- ② **RIVERBOAT DISCOVERY 479-6673;** Dale Rd. off Airport Way. Scenic four-hour river cruise aboard authentic sternwheelers. Live narration with dog sled demonstration and stop ashore at Indian river village. \$25 adults. \$17 children. Reservations advised. 8:45am & 2pm departures.
- ③ **ALASKALAND 452-4529;** Airport Way. Gold Rush Town, Big Stampede Show, Pioneer Museum, Mining Village, Square Dance Hall (456-5350), concessions, picnic area, bike & boat rental, entertainment. Shops open 11am-9pm. Free Tram Train picks up at most hotels 10 times daily.
- ④ **ALASKA PUBLIC LANDS INFORMATION CENTER 451-7352;** Courthouse Sq., Third & Cushman, lower level. Exhibits, books, movies.
- ⑤ **CHENA RIVER FLOATS & BIKE RENTALS;** Alaskaland boat dock. Enter from Peger Rd. or Alaskaland. Enjoy bike trails on 3-speeds or the Chena in inflatable canoes. 11am-8pm daily.
- ⑥ **TANANA VALLEY STATE FAIR GROUNDS 452-3750;** College Rd. FAIR, Aug. 8-16, 1987; open 11am-10pm. Commercial & competitive exhibits, midway, rodeo, entertainment, food. Adults \$4. Children \$2. Seniors \$3. Family *Sun-Fest Solstice* celebration June 13-21.
- ⑦ **CHENA HOT SPRINGS RESORT 452-7867;** 56 paved miles Chena Hot Springs Rd. Indoor pool, whirlpool bathes, rustic cabins or modern hotel rooms, lodge, camping, lots of outdoor activities. Enjoy a real Alaskan experience.

- ⑦ **PLEASANT VALLEY ANIMAL PARK 488-3967;** 22½ mi. Chena Hot Sp. Rd. Moose, bison, Canada geese & more. Roam and photograph on foot or on horse drawn wagon. Farm setting for kids. RV overnight parking, no hook-ups. Water available.
- ⑧ **CRIPPLE CREEK RESORT 479-2500.** Ester, off Parks Highway. Historic mining camp, *Malemute Saloon* where legendary "Shooting of Dan McGrew" come to life. *Bunkhouse Restaurant* features "all you can eat" crab dinner. See *Photosymphony* of Aurora Borealis, shops for browsing. *Hotel* doubles \$33. RV Parking, *Dump Station*, water. Transportation available.

- ⑨ **OUTBOUND RV RENTALS 474-0968;** Experience Alaska in the comfort of a motorhome exploring the breathtaking scenery of Alaska. We have a wide variety of motorhomes to put you within easy reach of Alaska's finest attractions.
- ⑩ **RED HAT TOURS 457-3000/479-3561;** Fairbanks sightseeing tours. The only way to really see Fairbanks. Your guides live here!!

## ALASKANA ARTS, CRAFTS, JEWELRY

- ⑪ **THE LAST RUSH TRADING POST 457-4535;** Mi. 4 Old Steese Hwy. at beginning of Chena Hot Springs Rd. Alaskan gold jewelry made on premises. Raw nuggets. Wide variety of Alaskan gifts, mining & trapping artifacts. Open 9am-7pm. Photograph picturesque log cabins!!
- ⑫ **ESKIMO MUSEUM & GIFT SHOP 488-6868;** Mi. 356 Richardson Hwy., 6 mi. S. of Fairbanks. Beautiful log structure houses large Alaskan wildlife specimens. Gift shop features ivory, a variety of Alaskana items and souvenirs.
- ④ **PERDUE'S JEWELRY 456-5105;** Courthouse Sq. downtown. Also *Shopper's Forum Mall* Master Goldsmith over 25 years.
- ⑬ **ARCTIC TRAVELERS GIFT SHOP 456-7080;** Corner Second Ave. & Cushman, downtown. Native crafts are the specialty, with demonstrations 7 days a week. Also Alaskan jewelry, giftware & souvenirs. 8am-10pm.

## LODGING

- ⑭ **GOLDEN NORTH MOTEL 479-6201;** Take Sportsman's Way off Airport Way to *Old Airport Rd.*, or exit from Parks Hwy. westbound. Cable TV., in-room coffee, shower/tub. Continental breakfast. Airport courtesy car. Park at each unit.

- ⑮ **KLONDIKE INN, LOUNGE & DINING HALL 479-6241;** Airport Way near University Ave. Enter from frontage rd. by *Sunshine Travel* or from University Ave. Large rooms with TV, phone, shower & tub, kitchens. Family units, coin laundry, ample parking each unit. Reasonable prices.
- ⑯ **SUPER 8 MOTEL 451-8888;** 1909 Airport Way, next to *Denny's* Restaurant. Color TV, shower & tub, phone, laundry facilities. Airport courtesy car. Non-smoking rooms available. Near Alaskaland, restaurants, and theater.
- ⑰ **FAIRBANKS BED AND BREAKFAST 452-4967;** POB 74573. Fairbanks, AK 99707. Single \$36. Double \$48 plus tax.

## DINING

Cocktails Available — Comfortable Casual Dress  
Always Acceptable

- ⑦ **TWO RIVERS LODGE 488-6815;** Mi. 16 Chena Hot Springs Rd. Providing finest in gourmet dining & true Alaskan hospitality since Territorial days. Featuring *Fresh Seafood* flown in daily. *Prime Rib*, tender aged *Steak*, tantalizing Appetizers, world renowned *Desserts by Stasha*. Rave reviews have appeared in world-wide publications. Wed-Sat 5-10pm; Sun 3-9pm. Reservations recommended. Open year round.
- ⑱ **TURTLE CLUB 457-3883;** Mi. 10 Steese Hwy. in historic Fox. A fine dinner house. Prime rib in 3 appetite sizes, giant prawns, lobster, BBQ ribs (Wed, Th, Sun). Salad Bar. Dinner 6-10pm Wed-Sat; 5-9 Sun. Reservations recommended. Extended Lounge hours.
- ⑲ **NORTH COUNTRY INN 457-8289;** Mi. 10½ Steese Expressway in Fox. Full dinner menu, steaks, prime rib, seafood. Music for good listening and dancing in lounge. Frivolous Foxie Follies nightly in summer. RV parking o.k. See permafrost ice cliff in back of building.

## OTHER GOOD EATING

- ⑳ **DENNY'S** — Farthest north Denny's in the world! Airport Rd. next to Super 8 Motel.
- ㉑ **CLAUDIO'S 451-8500;** Second St. next to Steese Expressway. Can enter from Old Steese or across from Gavora Mall. Wholesome Italian dishes, fine pastries. Lunch 11am-3pm, dinner 5-9pm. "Lower 48" prices. Closed Sunday. Delightful decor.

## AUTO & PEOPLE NEEDS

- ㉒ **FAIRBANKS MUFFLER & AUTO REPAIR 452-2511;** S. Cushman at Van Horn Rd. Complete exhaust systems, brakes, shocks, wheel alignment, trailer hitches. Large stalls and outside area for all RVs. Usually service while you wait.

- ㉓ **AUTO SERVICE COMPANY. TOYOTA-VOLVO-GOODYEAR. 456-6217;** 3285 S. Cushman. Full line *Goodyear* tires for cars, RVs, & trucks. Complete automotive service center. M-F 8am-6pm; Sat 10am-5pm. (tires only).
- ㉔ **MOBAT TIRE & AUTOMOTIVE 452-7131;** 3601 So. Cushman at Van Horn Rd. *Michelin & Dunlop* tires. Brakes, front end alignment & shocks. Can accommodate largest RVs. Competitive prices.
- ㉕ **TOTEM CHEVRON 456-4606;** Corner Gaffney & Barnette St. Atlas tires, batteries & accessories. Mechanic on duty. Good old-fashioned service or self-serve. 7am-10pm. (Sunday 8am-8pm).
- ㉖ **FAIRBANKS SMALL ENGINE 456-6202.** Van Horn between Lathrop & Peger. We service most small gas generators and sell Toro Products.
- ㉗ **UNIVERSITY AVE. CAR & TRUCK WASH;** University Ave. near College Rd., next to C&J's drive-in. Coin-operated, 24 hours a day, large paved area and bays for largest RVs.
- ㉘ **LKJ COMMUNICATIONS 452-7990;** Corner Van Horn Rd. & International Way. For all of your C.B. & radio accessory needs.
- ㉙ **ARCTIC RENT-A-CAR 451-0111;** Airport frontage Rd. between Gillam & Cushman. *Free* pickup airport, "B&B", hotels, train. Credit card or cash deposit. Active military, AARP, AAA discounts. Cars/Vans. Reasonable rates incl. map.
- ㉚ **B&C LAUNDROMAT, SHOWERS & DRY CLEANING;** *Campus Corner*, College Rd. & University Ave. Also *Eagle Plaza*, Third St. & Steese Expressway. Summers: 8am-midnight.
- ㉛ **AURORA ANIMAL CLINIC 452-6055;** College Rd. near Aurora Dr. Mon-Fri 8am-11am and 2pm-5pm; Sat 10am-2pm.

## MAJOR SHOPPING MALLS

- A **BENTLEY MALL** — College Rd. & Old Steese Hwy. *Safeway*, *Pay & Save* with pharmacy (456-2151). 30 other shops, including *A Touch of Gold*, gold nugget jewelry.
- B **GAVORA MALL** — 3rd St. between Old Steese and Steese Expwy. *Market Basket*, *Pay & Save Home Center* and 7 other shops including *Fairbanks Fast Foto*.
- C **SHOPPER'S FORUM** — Airport Way & Cowles. *Market Basket Supermarket* plus 15 other shops, including *Fairbanks Fast Foto*, *Perdue's Jewelry* (also in Courthouse Sq. downtown).
- D **UNIVERSITY CENTER MALL** — Airport Way at University Ave. *Safeway*, *Pay & Save* with pharmacy (479-4289). 21 other shops.

SENATE COMMITTEE REPORT

FURTHER

FINANCE

4/22/88

DATE TURNED INTO OFFICE 5/7/88

Mr. President:

STATE AFFAIRS

Committee considered HB 437

naming the Robert J. Mitchell Expressway

(with House Letter of Intent)

and recommended

[ ] replace with \_\_\_\_\_ CS \_\_\_\_\_ ) [ ] same title  
[ ] or adopt \_\_\_\_\_ CS \_\_\_\_\_ ) [ ] new title

[ ] attached amendment(s) and

do pass

[ ] do not pass

[ ] no recommendation

[ ] individual recommendations

[ ] further referral to \_\_\_\_\_

[ ] letter of intent adopted \_\_\_\_\_

Committee  attached or [ ] adopted fiscal note(s)

[ ] new [ ] updated or  previous

[ ] zero  fiscal impact

MEMBERS SIGNING DO PASS

OTHER RECOMMENDATIONS

*K. Garrison*  
*Joe Josephson*

\_\_\_\_\_  
\_\_\_\_\_  
*W. Henry*  
\_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Don Milet Hood* *As Rec*  
Chairman signature and recommendation

[ ] Committee Backup attached

# Alaska State Legislature

SENATOR KEN FANNING  
PO. BOX 80929  
COLLEGE, ALASKA 99708



PO. BOX V—STATE CAPITOL  
JUNEAU, ALASKA 99811  
(907) 465-3880

## M E M O R A N D U M

### Senate

DATE: MAY 5, 1988

TO: SENATOR MITCH ABOOD  
CHAIRMAN - STATE AFFAIRS COMMITTEE

FROM: SENATOR KEN FANNING 

RE: HB 437

---

I would like to clarify my position regarding HB 437, relating to the Robert J. Mitchell expressway. Since my testimony was recorded at the Fairbanks North Star Borough Library in March, 1986 I have reviewed a substantial amount of testimony relative to this issue.

I have a great deal of respect for Robert J. Mitchell, his family, and their contributions to the Fairbanks community as well as to the state of Alaska. I must agree however, that at this time, changing the name of the Highway for such a short stretch may create confusion for the travelling public as well as mapmakers dependent on some sort of continuity with the highway name system.

It is my understanding that many people have raised valid concerns with this matter, the Fairbanks North Star Borough has taken no positive action after two extensive public hearings in which the majority of testimony was in opposition to renaming the 4 miles of highway. Therefore, with this in mind, and all that I have viewed over the past few years regarding this issue, I do not support the passage of HB 437.

LETTER OF INTENT

By-

Boyer

HB 437

It is the intent of the Legislature that signs identifying the Robert J. Mitchell Expressway should also contain in parentheses the name 'Parks Highway' below the name 'Mitchell'.

Mark Boyer

Adopted  
8-7-13

STATE OF ALASKA 1988 LEGISLATIVE SESSION  
FISCAL NOTE

No. 1

Bill Version: HB 437  
Publish Date: HOUSE 2/19/88

**REQUEST**  
Revision Date: 2/23/88  
Title: Replace Parks Highway Signs  
with Mitchell Expressway Signs  
Sponsor: Trans. Committee  
Requestor: Cato

Agency Affected: DOT&PF  
BRU: Northern Region  
Components:

**EXPENDITURES/REVENUES:** (Thousands of Dollars)

| OPERATING         | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES |       |       |       |       |       |       |
| TRAVEL            |       |       |       |       |       |       |
| CONTRACTUAL       |       |       |       |       |       |       |
| SUPPLIES          |       |       |       |       |       |       |
| EQUIPMENT         |       |       |       |       |       |       |
| LAND & STRUCTURES |       |       |       |       |       |       |
| GRANTS, CLAIMS    |       |       |       |       |       |       |
| MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING   |       |       |       |       |       |       |
| CAPITAL           |       | 10.0  |       |       |       |       |
| REVENUE           |       |       |       |       |       |       |

**FUNDING:** (Thousands of Dollars)

|               |  |      |  |  |  |  |
|---------------|--|------|--|--|--|--|
| GENERAL FUND  |  | 10.0 |  |  |  |  |
| FEDERAL FUNDS |  |      |  |  |  |  |
| OTHER         |  |      |  |  |  |  |
| TOTAL         |  | 10.0 |  |  |  |  |

**POSITIONS:**

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

**ANALYSIS:** See attached analysis

Prepared by: Ron Tanner Phone: 451-2276  
Division: DOT&PF Date: 2/23/88  
Approved by Commissioner: Mark S. Hickey Date: 2/23/88  
Agency: DOT&PF

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)  
Senate Secretary

FISCAL NOTE ATTACHMENT

(Replace Parks Highway Signs with Mitchell Expressway Signs)

ANALYSIS:

The name change of this section of highway from Parks Highway to Mitchell Expressway will require replacing the old signs with 271 square feet of new signs. The contract price for the new signs will range between \$40 to \$50 per square foot, placing the cost of the change between \$8,688 to \$10,880.

It may be necessary to replace some of the support structures, as the new signs are larger than the old, due to the increase in the number of letters in the legend.

Several of the signs are located on signal mast arms and the increased size of the sign will necessitate checking the structural adequacy of the signal poles and mast arms with new signs. If the signal poles are not adequate for the new sign legend, it may become necessary to decrease the size of the legend below what is considered acceptable in the Federal Manual on Uniform Traffic Control Devices.

DID YOU MISS THIS LETTER ✓

Highway Name ~~1-13-88~~ Daily NEWS

Jan. 7, 1988  
P.O. Box 80805  
Fairbanks, AK 99708

To the editor:

Regarding naming of a portion of the Parks Highway that passes through Fairbanks enroute to a hookup with the Richardson Highway:

A group is pushing to name it the Mitchell Expressway. Bob Mitchell was a friend and a good person. There is already a racetrack named for him in the same area. There are many worthy people in the Fairbanks area for whom nothing has been named. Please think about this.

Personally, I think just calling it Parks Avenue or Parks Expressway, as it passes through town, would distinguish it from the highway, but still indicate some relationship, so that strangers, tourists, etc. would have some continuity when they are driving from Valdez, or Anchorage, or the lower 48.

I strongly favor Parks Avenue, or Parks Expressway but if you must name it for a person, why not choose someone who has done something for roads—there are lots of them who have worked for D.O.T., designers, engineers, administrators, etc. The Steese Highway was named after a Road Commission man, as was the Elliott Highway. How about using the name of Woody Johannsen for a new highway somewhere in the Interior. He is a Cordova-born Alaskan, who was graduated from UAF in civil engineering, taught at the U, before becoming head of the Fairbanks D.O.T., and staying with it until his retirement. He still lives in Fairbanks. He is a worthy person.

I don't think that little segment passing through Fairbanks needs a change of name and still am pushing for Parks Avenue, or Expressway, but in the future, do think of naming some Interior road after Woody Johannsen.

Sincerely,  
Helen L. Atkinson

LETTER FROM  
A CIVIL ENGINEER  
(ALSO AN EX-CITY ENGINEER)

HB 437

TELECONVERENCE WITH TRANSPORTATION COMMITTEE OF HOUSE:

FEB 17 1988:

A tape of this teleconverence sent to you

THE RESULTS were overwhelmingly AGAINST naming of Mitchell Expressway.

BY THE "VOTE": Seven were against  
Six were for.

Those who testified in favor included: A relative of Representative Steve Frank, who is son of Con Frank, partner in Ghemm Co. of which Mr. Mitchell was also a partner; Gary Wilkin, lobbyist for HB 437 for Steve Frank; Two ex-employees of Ghemm Co. who remember Mr. Mitchell as "like a second father".

IN ADDITION OUR LEGISLATORS occupied about the first fifteen minutes testifying in favor of the naming, which make it appear that the overall testimony was in favor. It was my impression that our legislators were there to LISTEN.

THOSE WHO TESTIFIED AGAINST INCLUDED: Two avowed friends of Mr. Mitchell, who nevertheless felt it was wrong to change the name of the Parks Hwy. as proposed. (These were both women. I know of at least three men who feel that way but are not able to separate loyalty to the man from the public interest concern in this case---say they "can't come out an publicly say it"); a map-maker who was quick to spot the potential problem when the name changing issue first came up in 1986; a civic-minded employee of MUS; an owner of a large building supply company in Fairbanks; an ex-legislator.

NONE OF THESE PEOPLE TESTIFYING AGAINST KNEW THE OTHERS WERE COMING. SOME DID NOT EVEN KNOW EACH OTHER. They were all concerned about the larger public interest issue of changing the name of a section of an established highway as proposed. They were concerned enough, upon reading Gary Wilkin's ad inviting those in favor to appear at the legislative office, to phone and find out when the testimony could be given, and to alter their day's plans in order to get there and give testimony.

THERE IS JUDGEMENT NEEDED IN THIS DECISION, rather than just responding to the pressures or "votes" of either side. The opposition not only speaks louder but better.

# Opinion

Monday, February 1, 1988

## Let's call the extension the Parks Highway

By NANCY LEE BAKER

The four-mile extension of the George Parks Highway will end by joining the Richardson Highway near the old 30th Street exit. The work is scheduled for completion in September 1988.

A move to call this four-mile section the Robert J. Mitchell Expressway began in February 1986, when Sen. Jack Coghill and Rep. Steve Frank initiated Senate Bill 461 and an identical House bill. They got through most committees but not to both floors due to pressures of the closing days.

The same legislators are in the process of introducing the bills again this year. Since there was some opposition from individuals two years ago (which did not keep them from trying to hustle the bills through in 1986), the approach this year appears to be to go directly to large bodies such as the city council, borough assembly, Chamber of Commerce and its transportation committee for their public endorsement. These endorsements are intended to convey the broad approval of Fairbanksans for this move.

In "talking around," however, I find almost no individual support for the resolutions these bodies endorsed, except from some personal friends of the late Robert Mitchell. The consensus was to maintain the same name.

It is understandable that at "first thought" it might seem like a good idea to name a new piece of road after a friend, but the result of suddenly changing the name of a highway that thousands of people will have been traveling on for 358 miles

### Guest Opinion

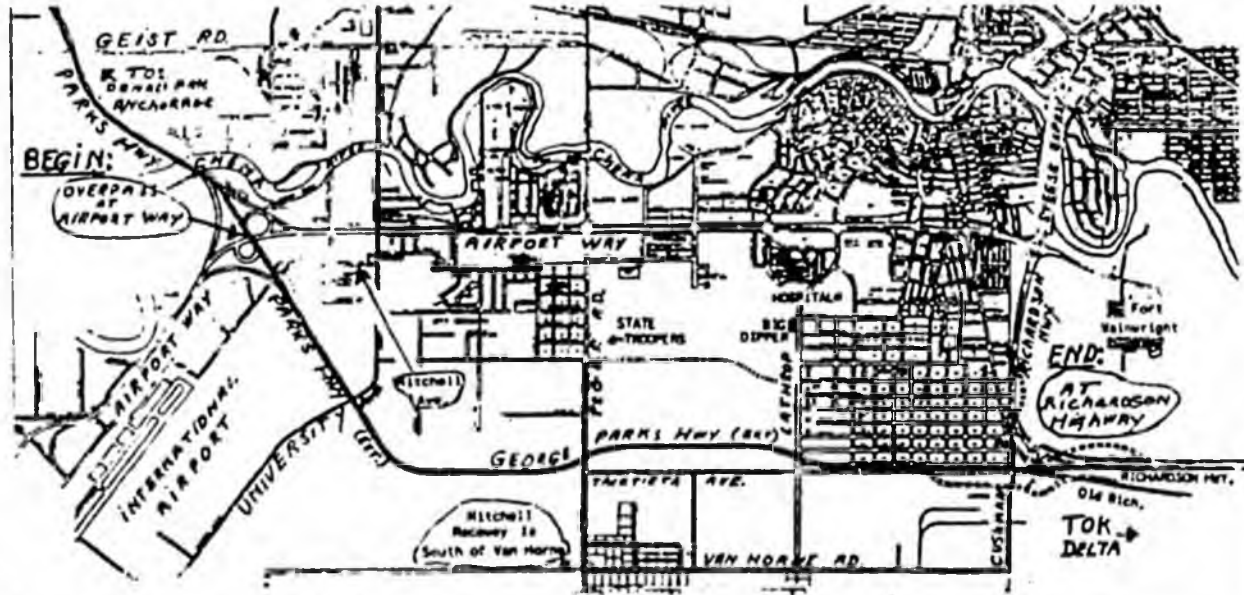
at speeds in excess of 50 mph is not an inconsequential thing to be taken lightly. It deserves serious "second thoughts." Some of them follow:

**Confusion:** The bottom line is, calling the last four miles anything but the Parks Highway would be confusing. It is one continuous highway, doesn't turn, get wider, narrower, or change in any way. A sign proclaiming you are all of a sudden on a different highway spells instant confusion to a visitor to our area. This could precipitate slowing down, changing lanes, conversations with the "co-pilot" about how we got "off course." Any one of these reactions are a basis for possible accidents.

We are a tourist dependent economy. We spend hundreds of thousands of dollars attracting visitors. Shouldn't we be more considerate of them? Many of them are older citizens, with slower reactions in some cases, and driving less maneuverable vehicles with the poor visibility that RV's often offer.

A different name could offer problems and expense to mapmakers, as well as map readers who see a different name (if there is room to print it) on what appears to be obviously the same highway.

Where would the highway signs be placed to tell drivers they are now on a different highway? Driving to the airport from town a



Map shows the route of the Parks Highway extension through South Fairbanks.

Map courtesy of Nancy Lee Baker

motorists would see a sign announcing the exit to "Highway 3, Parks Highway." A few hundred feet later on a sign would say "Highway 3," with a different name.

Think seriously (until it becomes funny and you start laughing) of various possible confusions in giving directions about how to get "from here to there" when it requires getting on or off the new portion of road should it have a different name.

It is worth noting that the engineer who designed the highway is also "seriously concerned about the confusion that would result if the name of the new portion were to be anything other than the Parks Highway."

Cost: It will cost at least \$10,000 to

remove the dozen or more signs that are already up at University, Peger, and Lathrop intersections and replace them with another name. If the new name has many more letters they will have to be made smaller in order to fit the signs. The \$10,000 could probably be better used for maintenance! Signs at University Avenue have been there for two years. It would be nice if they had squatter's rights!

In answer to my "confusion concerns," some legislators said the public would get used to it. The visitors will not get used to it, and why should the local people have to go through the process? There are better ways to commemorate people than to confuse the public.

Another consideration, in view of the recent attempt to avoid duplicate street names in town. There is a Mitchell Avenue, named after the same Mitchell. It runs off University Avenue, next to Erickson Avenue, also named after a partner in the Ghemm Co. of which Mitchell was a partner.

The new portion of the highway can only be named by legislative action. This has not happened yet, but it is in the brewing stage. Let's hope some legislator, with grassroots encouragement, will speak up and propose a bill to name it the Parks Highway.

Nancy Lee Baker is a 37-year resident with an interest in mapmaking.

## Name confusion

March 29, 1986  
P.O. Box 1992  
Fairbanks, AK 99707

To the Editor:

Your article on March 29 regarding the hearing at Noel Wien Library on naming the new highway connecting the Parks Highway with the Richardson did not mention there were other views expressed than naming it after the late Robert J. Mitchell.

One citizen strongly suggested that it be called the "Parks Highway Extension," or simply retain the name of the Parks Highway. Since the current Parks Highway ends at Airport Road with Mile 358, milepost numbering could simply continue on for the next four miles or so till the highway intersected with the Richardson near the present 30th Avenue intersection. It was suggested that this would be the least confusing to everyone.

Other reasons expressed were: "Parks Highway" is what all Fairbanksans will think of it as, and will call it, because that is what it actually is.

**Jane  
Pender**

Did you know the Fairbanks area has acquired two new municipalities? One is "College," located on the Parks Highway just west of Fairbanks, with a population of 3,000. The other is "Aurora," located, as near as I can tell, between Fairbanks and the Chena Hot Springs Road. Its population is 1,100.

These interesting "facts" come from a Rand McNally road map of Alaska currently available at \$1.75 at your friendly neighborhood gas station.

"Deadhorse," is marked as a town on the same map, with a population of 163. "Prudhoe Bay" and "Beechey Point" also are marked with the traditional little circles that indicate they are towns, though the index doesn't supply population figures.

I found out all these things as a result of Nancy Baker's letter to the editor last week objecting to the proposed new name for the end of the Parks Highway, "The Robert J. Mitchell Expressway." She thought a new name for the final stretch of the Parks Highway could be confusing. It is true that we're loaded with names for pieces of roads.

It would cause confusion to both map-makers and map-readers to change the name of this new section. It would be one tenth of an inch long on a state map. It would be 2 1/2 inches in length, for instance, in the "Fairbanks and Vicinity" map in Milepost. It would require one inch or so to write the name "Robert J. Mitchell Expressway," and just an inch or so to the left of that would appear the words "George Parks Hwy." It is obviously one continuous stretch of highway. Why two names? Very confusing to visitors and even "locals."

Verbal instructions could also be very confusing. For instance in directing someone from North Pole to Ester one might say, "Turn left on the Robert J. Mitchell Expressway and drive about 11 miles." "But I was told Ester is on the Parks Highway. How do I get to that?" "Just keep going—they change the name four miles down the way."

Would there be signs midway across the Airport overpass indicating where the Parks Highway begins and Robert J. Mitchell Expressway ends?

Perhaps there is food for thought in the suggestion that the new section of the highway retain the name of George Parks Highway. Mr. Mitchell's fine contributions to our community might be better remembered elsewhere lest his name risk being remembered unkindly, and with frequency, as the source of unnecessary but legislated confusion.

The matter is before the Senate Transportation Committee as Senate Bill 461. Apparently input and a hearing is necessary before new federally funded highways are named.

The notice in the paper prior to the hearing might have drawn more input if it had been accompanied by a map.

Sincerely,

Nancy Lee Baker

## What's in a name? Just ask Rand McNally

For example, there's the Alaska Highway, Route 2, from the border to Delta. At that point, the Richardson Highway, on its way north from Valdez is Route 4. At Delta, some

kind of magic causes Route 4 to be transformed into Route 2 to Fairbanks. It almost seems as if Route 4, the Richardson Highway, ought to stay that way until the end of the road, at Fairbanks but that isn't how they did it.

In Fairbanks, meanwhile, the same road changes into the Steese Highway, though it is still Route 2 as far as Fox. Then it becomes Route 6 to Circle City. At that point, too, Route 2 is transformed again, this time into the Elliott Highway all the way to the Manley Hot Springs area where it ends.

Someplace out there in the Livenood area is where the Dalton Highway begins, formerly known as "The Taps Road," or "The Haul Road." Before that it was the "Hickel Highway" when it was an ice road headed for the North Slope via Anaktuvuk Pass. The Dalton

Highway on this map has neither number nor name, though it is labeled both "restricted" and "under construction." It also has a town called "Big Lake" up around the North Fork not too far from Wiseman.

This map says it is "regularly updated and revised" and will keep people from getting lost. Even so, it seems to me if this is the best they can do, we ought to quit renaming pieces of already-named roads and go another way.

How about honoring our famous people by naming pulloffs for them—"The Walter J. Hickel Turnaround," or "The Bill Sheffield Rest Stop?" With a scenic sign and a picnic table, it'd be a whole lot better than causing tourists to cuss us out as they wonder whatever happened to the road they were driving on.

## Confusing idea

April 14, 1986  
607 Bentley Drive  
Fairbanks, AK 99701

To the Editor:

Naming the Parks Highway extension "The Robert J. Mitchell Expressway" would be too confusing. Let's name the southeast lane the "Egan, Bartlett, Begich, Gruening Memorial Expressway"; the northwest lane, the "Alfred E. Newman Bypass"; and the intersection at Peger, "Horner's Corner." This would help in making directions more specific. Or we could call that section of the Parks Highway, the Parks Highway, which it is.

Margot Washburn

## Yield sign needed

April 14, 1986  
P.O. Box 80901  
Fairbanks, AK 99701

To the Editor:

I am writing to bring public attention to a highly dangerous highway situation which has been brought to the attention of the Department of Transportation but about which they do not seem to be particularly concerned. I am referring to the lack of a yield sign on the northbound on-ramp on the Parks Highway at the new overpass where westbound traffic leaving Airport Way enters the northbound lane of the Parks.

This is a particularly dangerous point to merge traffic. The Parks Highway is a two-lane road and the on-ramp is designed as a high speed entrance ramp, joining the Parks Highway at a sharp angle which makes it difficult for the entering driver to see the Parks traffic he merges with at high speed. A hundred yards beyond the on-ramp entrance the Parks crosses a narrow two-lane bridge. The situation is further complicated by the fact that trees partly obstruct the view of traffic on the Parks and the only way for the merging driver to see the northbound traffic on the Parks at the on-ramp entrance is to physically turn around and look back over his left shoulder, a rather dangerous maneuver while accelerating to enter traffic.

*THIS IS THE SAME PLACE  
WHERE THE NAME CHANGE  
FROM PARKS HWY TO  
ROBERT E. MITCHELL EX.  
PRESSWAY WOULD OCCUR,  
AND A SIGN SHOULD  
PROBABLY BE ERRECTED  
TO ANNOUNCE SAME*

*RESULT: MORE Confusion!!*

*Confused Motorists CAN CAUSE ACCIDENTS.*

*AT THIS POINT PEOPLE (ESPECIALLY NON-LOCAL  
RESIDENTS) WOULD WONDER HOW THEY GOT ON A  
NEW HIGHWAY, WHEN THEY THOUGHT THEY WERE  
ON THE PARKS HIGHWAY.*

Several weeks ago my wife was driving northbound on the overpass as a .other vehicle merged from her right off this on-ramp. Both vehicles were traveling at approximately the same speed. The merging vehicle did not yield and she found herself forced between this vehicle and oncoming traffic on the bridge. She had to rapidly brake to fall behind the merging vehicle to avoid a three-car accident on the bridge. I work as a volunteer medic with a local ambulance service and recently found myself in the same situation. I was driving an ambulance northbound on the Parks and a vehicle came onto the Parks from this on-ramp. Due to the restricted visibility to my right from the body of the ambulance I could not see the merging traffic coming off this on-ramp and found myself and another vehicle squeezed together in a single lane as we approached the Parks bridge with oncoming traffic.

Upon calling the Department of Transportation to request that a yield sign be placed on this on-ramp we were told that it was designed as a high speed on-ramp and that entering traffic on the Parks was not required to yield to traffic already on the highway. This is absurd. It might work on multiple lane California freeways where the right-hand lane is the slow lane for entering traffic but at this particular location it's only a matter of time before it results in an accident with resulting injuries or loss of life. A yield sign seems to me to be a small expense when measured against a potential lawsuit and I would think the Highway Department would be a little more concerned.

Sincerely,  
Robert C. Betts  
Paramedic Intern

## Move on to name Mitchell Expresssway

A move that met opposition two years ago is back on track to have the Alaska Legislature name the new South Fairbanks Expressway in memory of Robert J. Mitchell.

The Fairbanks City Council Monday night by unanimous consent adopted a resolution to that effect, and apparently a similar resolution is in the works for the Fairbanks North Star Borough Assembly's consideration Jan. 14.

What remains is legislators' commitment to introduce bills to officially change the name of the roadway under construction. Two years ago, Sen. Jack Coghill, R-Nenana, and Rep. Steve Frank, R-Fairbanks, introduced bills, but there was opposition. The bills we-

ren't reintroduced this year, but Gary Wilken told the council Monday he's hopeful they will be introduced in 1988.

Wilken said the Fairbanks Chamber of Commerce board and transportation committee both endorse naming the expressway after Mitchell.

"For the benefit of those who didn't know Bob, he touted Fairbanks as much as anybody has. It's been said he gave (former mayor) Bill Wood lessons. He did it before there was oil, before there was state grants, before there was revenue sharing. He did it on his own. He had a can-do attitude," Wilken said.

Mitchell moved Ghemm Construction Co. to Van Horn when it was still a dirt road, Wilken said. Metro Field was a vision of Mitchell's, and in the early '70s, Mitchell was a prime force in backing a railroad spur to what has become the industrial area, he added.

There was one speaker Monday who took issue with naming the expressway after Mitchell. Shirley Demientieff said she didn't know Mitchell, but there's already a raceway named for him. Her complaint is that so many public facilities are named after people, but few after Native people or for Alaska events or features. Demientieff then gave a suggested list of names.

Council member Jerry Norum told Demientieff that her point was well-taken, but people need to come forward with suggested names in a timely manner. The borough has the responsibility for naming streets and its own public facilities, he said.

As for the expressway, it's a state highway, and naming it requires legislative action. Construction began this summer and will continue next season on building overpasses crossing South Cushman Street, and a new road parallel to 30th Avenue. This section eventually will link the Richardson Highway and South Cushman area via the new road with the Peger-Airport Way-Parks Highway expressway. Traffic will be able to go from the Richardson to the Parks Highway without traveling on Airport Way.

3-26<sup>86</sup> **Hearing set on**

NEWS MINER  
MARCH 26-1986

**new highway name**

A public hearing will be held at the Noel Wien Library Thursday from noon till 2 p.m. on a bill to name the new stretch of highway from Airport Road to the Richardson Highway the "Robert J. Mitchell Expressway."

The bill was introduced in the Senate by the Transportation Committee and in the House by Reps. Steve Frank, Mike Davis, Mike Miller, John Ringstad and Dick Schultz.

Mitchell was born in Fairbanks in 1918 and was an employee of the Alaska Road Commission and a founder of Mitchell Truck and Tractor, an early Interior Transportation company.

Through his efforts, a major rail spur was built through the south Fairbanks industrial area to the east side of the international airport. The new South Fairbanks Expressway is routed immediately adjacent to the area.

THIS WAS INADEQUATE NOTICE BURIED ON INSIDE PAGE BEFORE PUBLIC WAS AWARE OF WHAT HIGHWAY WAS IN QUESTION. SHOULD HAVE BEEN ACCOMPANIED BY A MAP, TO SHOW THAT IT WAS IN ESSENCE AN EXTENSION OF THE PARKS HWY.

A NEW PUBLIC HEARING IS IN ORDER NOW THAT PUBLIC IS AWARE, AND A MAP SHOULD ACCOMPANY THE ANNOUNCEMENT OF PUBLIC HEARING.

3-27<sup>86</sup> Page 8  
8-Daily News-Miner, Fairbanks, Alaska

**86 Naming of Mitchell**

**highway urged**

Several area residents spoke Thursday in favor of naming the new South Fairbanks Expressway after the late Robert J. Mitchell.

Mitchell, who helped develop the south Fairbanks industrial area, was remembered by Joe Balch of Salsna as a man who got most of his

learning in the "school of hard knocks."

Joe Tremarello, who long has been active in sports and teaching, said the proposal was "very appropriate" because Mitchell did a lot for local schools and young people.

Mitchell died in 1980 at the age of

61. He had been an employee of the Alaska Road Commission and later founded Mitchell Truck and Tractor, an early transportation company.

Mitchell also was one of the founders of GHEMM Inc., a construction company, and he built many roads in this area. Mitchell played a large role in getting a railroad spur built to the airport.

Nenana Sen. Jack Coghill, who conducted the hearing, said he recalled that after World War II Mitchell put many former servicemen to work "greasing Cats" or doing other work at his place in Garden Island.

If the legislative proposal is adopted, the road from the Parks Highway to the Richardson Highway would be named the Robert J. Mitchell Expressway.

Only the western part of the expressway, from the Parks Highway to Peger Road, has been built so far.

THIS IS POOR REPORTING! THERE WERE SEVERAL PEOPLE (AT LEAST 3) WHO SPOKE IN OPPOSITION TO THIS, AND PRESENTED SOME VERY GOOD REASONS FOR THEIR OPPOSITION.

THE TAPE MADE BY SENATOR COGILL SHOULD BE REVIEWED BY THOSE MAKING DECISIONS.

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What remains is legislators' commitment to introduce bills to officially change the name of the roadway under construction two years ago, Sen. Jack Coghill, R-Nenana, and Rep. Steve Frank, R-Fairbanks, introduced bills, but there was opposition. The bills weren't reintroduced this year, but Gary Wilken told the council Monday he's hopeful they will be introduced in 1988.

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APR 13 1988

*Stamp*

*M*

UPDATE: JANUARY 1988

Senate Bill 461 & House Bill 664, introduced by Senator Coghill and Representative Steve Frank in Feb. 1986, would have named the last four miles of the PARKS HIGHWAY, the "Robert J. Mitchell Expressway". The bills almost passed both houses in April, 1986.

Now, after two years, there is preparation to introduce them again. Since this is a new session of the Legislature the bills will have new numbers. The strategy of the legislators this time is to go after the large bodies, like the City Council, Borough Assembly, Chamber of Commerce, in order to make it appear that there is broad public approval. Things you read or hear may lead you to assume that the highway has already been named.

THIS IS NOT TRUE.

The highway can only be named by Legislative action, and that has not yet taken place. Your legislators are voted into office by you; your input to them on this subject at the earliest possible date can help the GEORGE PARKS HWY. keep the same name from its beginning at the Glenn Highway to its end at the Richardson Highway.

Write to them, Pouch V, Juneau 99811. See Phone numbers upper right hand corner of map to send free Legislative Opinion Messages. Talk on Legislative Teleconferences. Let local officials hear your views.

Prepared Jan. 1988  
N.L. Baker P.O. Box 1092  
Fairbanks, 99707

April 9, 1986

There be signs midway Airport overpass in the Parks Highway where the Robert J. Mitchell Expressway extends?

There is food for thought suggestion that the new section of the highway retain the name George Parks Highway. Mr. Mitchell's fine contributions to our community might be better remembered elsewhere lest his name risk being remembered unkindly, and with frequency, as the source of unnecessary but legislated confusion.

The matter is before the Senate Transportation Committee as Senate Bill 461. Apparently input and a hearing is necessary before new federally funded highways are named.

The notice in the paper prior to the hearing might have drawn more input if it had been accompanied by a map.

Sincerely,  
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## What's in a name? Just ask Rand McNally

Jane Pender

APRIL 14 1986

Did you know the Fairbanks area has acquired two new municipalities? One is "College," located on the Parks Highway just west of Fairbanks, with a population of 3,000. The other is "Aurora," located as near as I can tell, between Fairbanks and the Chena Hot Springs Road. Its population is 1,100.

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For example, there's the Alaska Highway, Route 2, from the border to Delta. At that point, the Richardson Highway, on its way north from Valdez is Route 4. At Delta, some

kind of magic causes Route 4 to be transformed into Route 2 to Fairbanks. It almost seems as if Route 4, the Richardson Highway, ought to stay that way until the end of the road, at Fairbanks but that isn't how they did it.

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Highway on this map has neither number nor name, though it is labeled both "restricted" and "under construction." It also has a town called "Big Lake" up around the North Fork not too far from Wiseman.

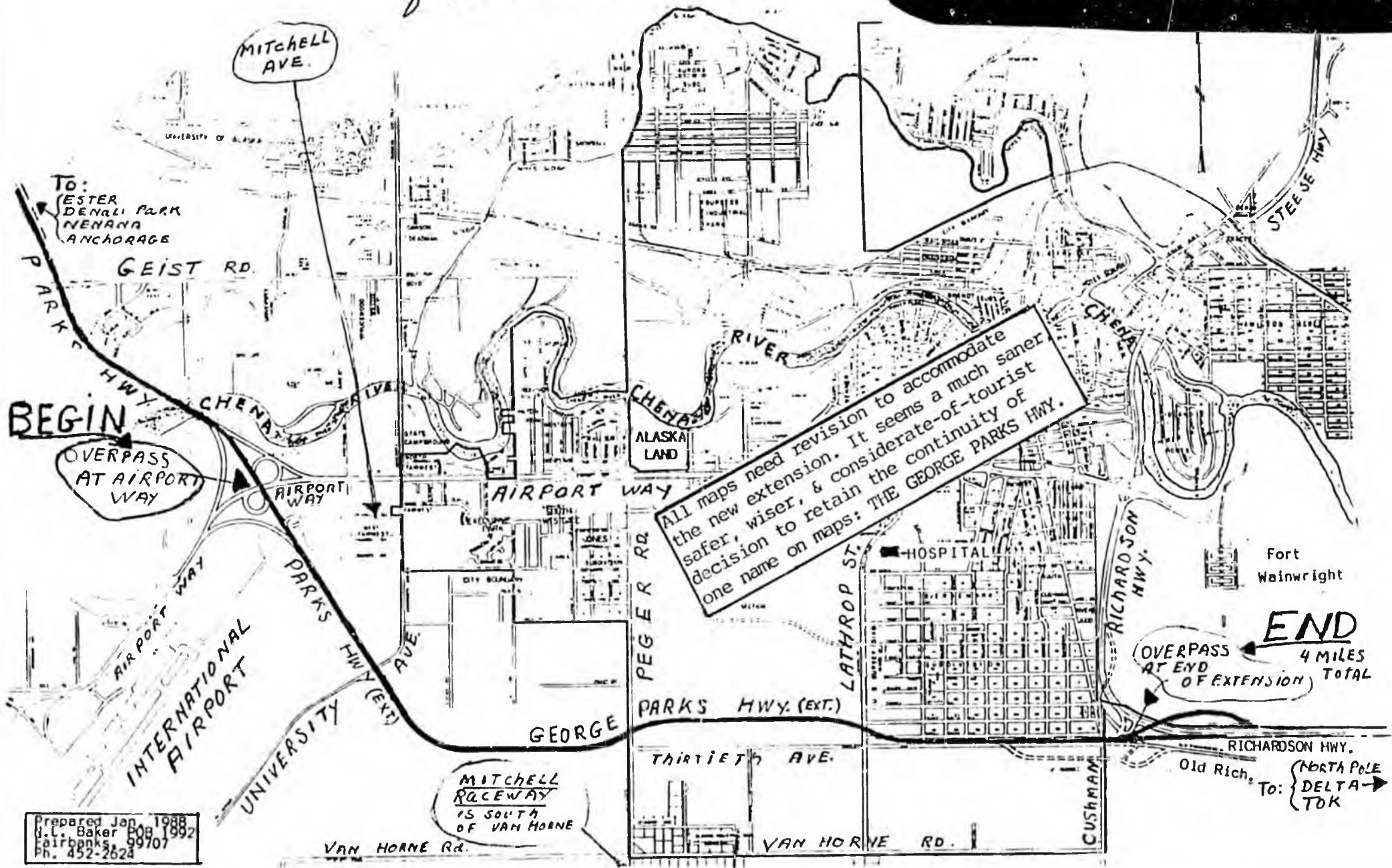
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Map shows new extension of GEORGE PARKS HWY., beginning at overpass on Airport Way, to end at Richardson Hwy. A strong movement in the 1988 Legislature would call it: Robert J. Mitchell Expressway.

(See Reverse Side)

*Should we change  
The Name of the  
- Last 4 miles  
of the Parks Hwy?*



Prepared Jan 1988  
J.L. Baker POB 1992  
Fairbanks 99707  
Ph. 452-2624

THE RESULTS OF THIS AD brought thirteen live bodies to the hearing. Six people testified in favor (one of them read a letter from her husband, a brother of Rep. Steve Frank, a sponsor of the bill). Seven persons testified against.

The seven testifying against went to considerable effort to determine the time and place of the hearing because, as their testimony conveyed they strongly had the public interest in mind and presented well documented reasons why the name of the road should not be changed for the last four miles to the point where it joins the Richardson Hwy.

Reasons centered around obvious confusion and utter senselessness of any sign changes at the point in question, and most especially because we have so many touring our highways. Confusion can lead to unsafe driving!

A change in name would add confusion and expense to map making and map reading. It is a totally illogical move from every standpoint to change the name from the Parks Hwy to any other name. That has been the only issue presented by all of the opponents, and they have presented many sound reasons for this stance.

## The Mitchell Touch

One doesn't have to look far to see the marks Robert J. Mitchell left on Fairbanks, and we'll all miss his brand of full speed-ahead promotion for a long time.

Bob Mitchell was born here in 1918 and devoted his whole life to his belief that Fairbanks has a big place in Alaska's future. He had a contagious enthusiasm for the future of the Interior, and he never avoided the hard work necessary to make his efforts pay off.

This 4"x9" ad in Fairbanks Daily News Miner Feb. 15 & 16, was only notice of this since called "public hearing".

It does not give time of day.

It does not give address of Legislative office, which had moved without notice 7 days prior to this ad.

It does not give phone number of Legislative office to inquire about time and place.

(Note: Four paragraphs of ad were omitted here in order to save space.)

An editorial in The Daily News-Miner  
February 29, 1980

If you support the naming in honor of Bob Mitchell of the new highway from the Airport Road Interchange to the Richardson Highway Interchange, public testimony will be taken on this issue on Wednesday, February 17. The location will be at the Legislative Information Office, Denali Bank Building. If you are unable to attend, written testimony or public opinion messages are encouraged to be sent to Ms. Betty Cato, Chairperson, House Transportation Committee, Juneau, Alaska. 452-4448

Ad paid for by Gary Wilkin and Friends of Bob Mitchell,  
1851 Fox Avenue, Fairbanks, Alaska

## HB 437:MITCHELL EXPRESSWAY FAIRBANKS ACTIVITY

### Outline of Organizational Activity:

#### NORTH STAR BOROUGH ASSEMBLY.

Jan. 14, 1987. Introduced. Meeting recessed.  
Jan. 21, 1987. Reservations expressed. Tabled 9-1.  
Jan. 28, 1987. Much discussion. Postponed to call chair, one objection.  
March 10, 1987. Vote to postpone fails 6-3. Motion to adopt fails 4-5. One vote to reconsider next meeting.  
March 24, 1987. Vote to reconsider fails. 3-6

#### FAIRBANKS CITY COUNCIL

Dec. 8, 1986. Voted unanimously to request legislature that name of new portion retain name of "Parks". (Resolution 2031.)  
Dec. 21, 1987. Voted unanimously to approve name of Robert J. Mitchell for new portion. (Resolution 2918)

#### FAIRBANKS CHAMBER OF COMMERCE.

Dec. 17, 1987. Five transportation committee members present (of 21 member committee) voted unanimously to approve Robert J. Mitchell name.  
Dec. 21, 1987. 15 Board members present (of 22 total) gave approval to Transportation Committee recommendation, as is the custom.

#### SOUTH FAIRBANKS BUSINESS ASSOCIATION.

Dec. 18, 1987. Seven Board Members present at General Membership meeting voted unanimously to approve Robert J. Mitchell name.

#### UNIFIED FAIRBANKS

This subject was not brought up before this group, and it is inappropriate subject matter for them to consider according to president Chuck Reese.

#### THE APPEARANCE OF WIDE FAIRBANKS APPROVAL

was obtained by a mere five votes from the Chamber of Commerce, and seven votes from South Fairbanks Business Association, plus unanimous votes from City Council who rattled off a lot of resolutions that session without input. Where input and consideration of the ramifications of this resolution were considered there was no chance of this resolution passing (Borough assembly).

\*City Council had previously voted to retain Parks Hwy. name till approached by Gary Wilkin at Dec. 21, 1987 meeting to rename it after Mitchell.

Detail of Organizational Activity...Page 2-3  
Information on Public Testimony... Page 4

Public testimony at the at the above teleconference an at Borough Assembly Jan. 14 were both overwhelmingly negative with regard to HB 427. It would seem that one mandate of the Transportation Committees of both legislative bodies should be to keep our highway system logical, "clean", reasonable and uncluttered with confusing signage, as has been implored by those who have gone to considerable effort to present testimony and material to you. Please base your decision on this factor rather than how many "votes" the interior delegates can muster up from friends, relatives and business partners in order to pull off this political maneuver.

HISTORY OF FAIRBANKS NORTH STAR BOROUGH ASSEMBLY  
RESOLUTION 88-033 (same as HB 437) MITCHELL EXPRESSWAY

January 14, 1988: Introduced, shown as sponsored by most members of assembly Gary Wilkin spoke in favor. Three people testified against.  
ACTION TAKEN: Meeting recessed till Jan. 28.

Jan. 21, 1988: All members expressed reservations after public testimony of Jan. 1. Some members expressed embarrassment that they had allowed their name to appear as sponsor. One asked to have name removed ----one member said it appeared they had "hopped on a bandwagon". Considerable discussion ensued.  
ACTION TAKEN: Tabled 9-1. (Dead if not removed next session)

Jan. 28, 1988: Vote to remove from table failed. One member changed vote so that it came up from the table. One member said it looks like "we're beating a dead horse"----signs up have been calling it the Parks Hwy. for as long as two years in some cases, and there is already a street named after the same man just .7 of a mile before you arrive at the proposed Mitchell Exp." Cost of changing signs mentioned. It was made known that Betty Cato was willing to have a public hearing, as a teleconference. One member said we have already had a public hearing (Jan. 14) and the testimony was overwhelmingly negative. There were inferences of wasting too much time on this.  
ACTION TAKEN: Postponed (till after a possible public hearing) to the call of the chair. One objection.

March 10, 1988: Gary Wilkin testified in favor. One person testified against. Gary said it passed unanimously in the House this date, but it was brought to attention of assembly that there had been a vote to reconsider.  
ACTION TAKEN: Vote to postpone fails 6-3. Motion to adopt fails 4-5. One vote to reconsider at next meeting.

March 24, 1988: No discussion.  
ACTION TAKEN: Vote to reconsider fails, 3-6.

*impute cassette tape over  
add on request*

LEGISLATORS PLEASE CONSIDER THE ACTIONS OF THIS ASSEMBLY which is closer to the highway in question, and which has listened to and considered the testimony and facts from people in this area. Note that at no time was this body remotely near approving this resolution and the closer they looked the further they were from considering it.

A HISTORY OF THE FAIRBANKS CITY COUNCIL  
WITH REGARD TO MITCHELL EXPRESSWAY

Dec. 8, 1986: It was brought to attention of City Council that there was a move in previous legislature to change name of last four miles of Parks Hwy. as it joined with the Richardson, and that this could cause confusion, especially to visitors. Council Members agreed.  
ACTION TAKEN: Unanimous vote, to add a section to resolution 2931 (urging hasty completion of the extension) stating that the name should remain the Parks.

Dec. 21, 1987: Resolution 2918 was introduced to City Council (essentially same as HB 437). Gary Wilkin gave testimony.  
ACTION TAKEN: Unanimously approved by City Council.

FAIRBANKS CHAMBER OF COMMERCE

Dec. 17, 1987: Gary Wilkin presented a resolution to Transportation Committee to name last portion of Parks the Robert J. Mitchell Exp. Six members present of 21 member committee. One refrained from voting because he was an employee of Borough.  
ACTION TAKEN: Passed unanimously with five votes.

Dec. 21, Gary Wilkin presented the resolution to the Board of Directors and he made a motion to accept.  
ACTION TAKEN: As is custom of committee recommendations, the Board passed the resolution unanimously.

SOUTH FAIRBANKS BUSINESS ASSOCIATION

Dec. 18, 1987: Seven board members were present at a membership meeting where a resolution was presented regarding naming of Mitchell expressway.  
ACTION TAKEN: Adopted unanimously.

UNIFIED FAIRBANKS

The subject of the Robert Mitchell Expressway was not brought up before this group, and it is an inappropriate subject for them to consider, according to president Chuck Reese.

THEREFOR THERE HAS BEEN NO APPROVAL FROM THIS GROUP.

Nancy Henderhall  
1907 Yankevich Rd.  
Fairbanks, AK. 99709

March 20, 1983

Senator Birch Wood  
P.O. Box 5  
Juneau, AK 99811

Dear Birch:

There are many important items facing the Legislature and the State right now. Budget problems, revenue problems, etc. The \$15 remaining part of the Parks Highway is special interest legislation and is certainly not doing the Republican Party any favors. Honestly, we only want to vote against a bill like this even though it is not popular. Can't you just bury it in a couple of committee?

The effort, as you know, is being pushed by Steve Lewis, some former business associates of Bob's, and a few of his close friends and relatives. It is special interest legislation. I am not sure some of the special interest support and some committee push and I think Nancy never who has done a good job of running this town and the local legislation and she has no personal special interest for or against.

The request for financing has been taken before the Assembly recently four times and has still not passed. That should tell you something about how people here feel. Besides all that there is already a Mitchell Street named after Bob which Bob and his father once upon a time named. The support seems to come from those who just think, "How can I live a better life?"

Please bury this legislation.

Thanks

Sincerely,

Nancy Henderhall

## Second father

Feb. 15, 1988

P.O. Box 81109

Fairbanks, AK 99708

To the editor:

I am very much in favor of re-naming the portion of the Parks Highway between Airport Road and the Richardson Highway for Robert Mitchell.

This man was like a second father to me. He was a visionary teacher, and his dreams for the South Fairbanks area are coming true.

Robert Mitchell will long be remembered as an ardent promoter of the potential of the South Fairbanks area, even without a highway named after him. However, I think he should be properly honored for his efforts to make Fairbanks a better place to live.

Sincerely,

Randall C. Frank

*7/24/88*

*Steve's brother*

HB-437

2-15-88

This ad appeared in the Fairbanks Daily News Miner Feb. 15 and 16 1988, for a meeting that was to be held on the 17th.

Note:

There is no telephone number given for the Legislative office. It is difficult to find it in the telephone book.

It does not give the time of day at which the hearing will take place.

It does not give the address of the Legislative office, which moved to a different location just one week prior to the ad.

It is not a public notice, but rather an ad directed at those supporting the issue.

In spite of the above, seven individuals appeared to give testimony against renaming that portion of the highway. Except for two of them who came together, none of the others knew the others were coming. Two people were totally unknown to me, and they did not know any of the other people there. These seven individuals saw the ad in the paper and were concerned enough to look up the number of the Legislative office to find out the time and place of the testimony and appear to testify.

The six persons who testified in favor all received personal advanced notice from Gary Wilken, who said he personally paid for the ad.

## The Mitchell Touch

One doesn't have to look far to see the marks Robert J. Mitchell left on Fairbanks, and we'll all miss his brand of full-speed-ahead promotion for a long time.

Bob Mitchell was born here in 1918 and devoted his whole life to his belief that Fairbanks has a big place in Alaska's future. He had a contagious enthusiasm for the future of the Interior, and he never avoided the hard work necessary to make his efforts pay off.

All of Mr. Mitchell's work was important to him, but perhaps his biggest dream was the development of industrial property south of Fairbanks. He's the man who convinced other businessmen to finance and donate the materials and labor necessary to build the rail spur to Fairbanks International Airport. It might have been done eventually, but his efforts got it in time to serve through the trans-Alaska pipeline years and provide low-cost jet fuel shipping from the North Pole Refinery now.

He and his partners also invested their own labor and encouragement in Metro Field and some of the industries that have grown up around it after this industrial air park opened. This was Mr. Mitchell's way — he never waited for things to happen, he made them happen.

That's the way things were ever since he came back from his World War II hitch to get married and form Mitchell Truck and Tractor, a pioneer name in Richardson Highway transportation. He was also president of Tip-Top Chevrolet, one of the founders of Ghemm Co., a partner in Metro Company and Tria Company and president of New State Lands Inc. Both his family and his businesses are still here, and still thriving.

But perhaps Mr. Mitchell's greatest contribution was the lasting spirit he left here through his work and inspiration for young people in Fairbanks. He was as devoted to our community as he was to the business world, and because of that we'll never forget Bob Mitchell and the special touch he had in making our town a better place to live.

*An editorial in The Daily News-Miner  
February 29, 1980*

If you support the naming in honor of Bob Mitchell of the new highway from the Airport Road Interchange to the Richardson Highway Interchange, public testimony will be taken on this issue on Wednesday, February 17. The location will be at the Legislative Information Office, Denali Bank Building. If you are unable to attend, written testimony or public opinion messages are encouraged to be sent to Ms. Betty Cato, Chairperson, House Transportation Committee, Juneau, Alaska.

452-4448  
Ad paid for by Gary Wilken and Friends of Bob Mitchell,  
1851 Fox Avenue, Fairbanks, Alaska.

Daily News Miner, Fairbanks, Alaska, Wednesday, April 9, 1986

## Name confusion

March 29, 1986  
P.O. Box 1992  
Fairbanks, AK 99707

To the Editor:

Your article on March 29 regarding the hearing at Noel Wien Library on naming the new highway connecting the Parks Highway with the Richardson did not mention there were other views expressed than naming it after the late Robert J. Mitchell.

One citizen strongly suggested that it be called the "Parks Highway Extension," or simply retain the name of the Parks Highway. Since the current Parks Highway ends at Airport Road with Mile 158, milepost numbering could simply continue on for the next four miles or so till the highway intersected with the Richardson near the present 30th Avenue intersection. It was suggested that this would be the least confusing to everyone.

Other reasons expressed were "Parks Highway" is what all Fairbanksians will think of it as, and will all it, because that is what it actually is.

It would cause confusion to both map makers and map readers to change the name of this new section. It would be one tenth of an inch long on a state map. It would be 2 1/2 inches in length, for instance, in the "Fairbanks and Vicinity" map in Milepost. It would require one inch or so to write the name "Robert J. Mitchell Expressway," and just an inch or so to the left of that would appear the words "George Parks Hwy." It is obviously one continuous stretch of highway. Why two names? Very confusing to visitors and even "locals."

Verbal instructions could also be very confusing. For instance in directing someone from North Pole to Ester one might say, "Turn left on the Robert J. Mitchell Expressway and drive about 11 miles." "But I was told Ester is on the Parks Highway. How do I get to that?" "Just keep going—they change the name four miles down the way."

Would there be signs midway across the Airport overpass indicating where the Parks Highway begins and Robert J. Mitchell Expressway ends?

Perhaps there is food for thought in the suggestion that the new section of the highway retain the name of George Parks Highway. Mr. Mitchell's fine contributions to our community might be better remembered elsewhere lest his name risk being remembered unkindly, and with frequency, as the source of unnecessary but legislated confusion.

The matter is before the Senate Transportation Committee as Senate Bill 461. Apparently input and a hearing is necessary before new federally funded highways are named.

The notice in the paper prior to the hearing might have drawn more input if it had been accompanied by a map.  
Sincerely,  
Nancy Lee Baker

## Move on to name Mitchell Expressway

A move that met opposition two years ago is back on track to have the Alaska Legislature name the new South Fairbanks Expressway in memory of Robert J. Mitchell.

The Fairbanks City Council Monday night by unanimous consent adopted a resolution to that effect, and apparently a similar resolution is in the works for the Fairbanks North Star Borough Assembly's consideration Jan. 14.

What remains is legislators' commitment to introduce bills to officially change the name of the roadway under construction. Two years ago, Sen. Jack Coghill, R-Nenana, and Rep. Steve Frank, R-Fairbanks, introduced bills, but there was opposition. The bills weren't reintroduced this year, but Gary Wilken told the council Monday he's hopeful they will be introduced in 1988.

Wilken said the Fairbanks Chamber of Commerce board and transportation committee both endorse naming the expressway after Mitchell.

"For the benefit of those who didn't know Bob, he touted Fairbanks as much as anybody has. It's been said he gave (former mayor) Bill Wood lessons. He did it before there was oil, before there was state grants, before there was revenue sharing. He did it on his own. He had a can-do attitude," Wilken said.

Mitchell moved Ghemm Construction Co. to Van Horn when it was still a dirt road, Wilken said. Metro Field was a vision of Mitchell's, and in the early '70s, Mitchell was a prime force in backing a railroad spur to what has become the industrial area, he added.

There was one speaker Monday who took issue with naming the expressway after Mitchell. Shirley Demientieff said she didn't know Mitchell, but there's already a raceway named for him. Her complaint is that so many public facilities are named after people, but few after Native people or for Alaska events or features. Demientieff then gave a suggested list of names.

Council member Jerry Norum told Demientieff that her point was well-taken, but people need to come forward with suggested names in a timely manner. The borough has the responsibility for naming streets and its own public facilities, he said.

As for the expressway, it's a state highway, and naming it requires legislative action. Construction began this summer and will continue next season on building overpasses crossing South Cushman Street, and a new road parallel to 30th Avenue. This section eventually will link the Richardson Highway and South Cushman area via the new road with the Peger-Airport Way-Parks Highway expressway. Traffic will be able to go from the Richardson to the Parks Highway without traveling on Airport Way.

UPDATE: JANUARY 1988

Senate Bill 461 & House Bill 664, introduced by Senator Coghill and Representative Steve Frank in Feb. 1986, would have named the last four miles of the PARKS HIGHWAY, the "Robert J. Mitchell Expressway". The bills almost passed both houses in April, 1986.

Now, after two years, there is preparation to introduce them again. Since this is a new session of the Legislature the bills will have new numbers. The strategy of the legislators this time is to go after the large bodies, like the City Council, Borough Assembly, Chamber of Commerce, in order to make it appear that there is broad public approval. Things you read or hear may lead you to assume that the highway has already been named.

THIS IS NOT TRUE.

The highway can only be named by Legislative action, and that has not yet taken place. Your legislators are voted into office by you; your input to them on this subject at the earliest possible date can help the GEORGE PARKS HWY. keep the same name from its beginning at the Glenn Highway to its end at the Richardson Highway.

Write to them, Pouch V, Juneau 99811. See Phone numbers upper right hand corner of map to send free Legislative Opinion Messages. Talk on Legislative Teleconferences. Let local officials hear your views.

## What's in a name? Just ask Rand McNally

Jane Pender APRIL 14 1986

Did you know the Fairbanks area has acquired two new municipalities? One is "College," located on the Parks Highway just west of Fairbanks, with a population of 3,000. The other is "Aurora," located, as near as I can tell, between Fairbanks and the Chena Hot Springs Road. Its population is 1,000.

These interesting "facts" come from a Rand McNally road map of Alaska currently available at \$1.75 at your friendly neighborhood gas station.

"Deadhorse," is marked as a town on the same map, with a population of 163. "Prudhoe Bay" and "Beechey Point" also are marked with the traditional little circles that indicate they are towns, though the index doesn't supply population figures.

I found out all these things as a result of Nancy Baker's letter to the editor last week objecting to the proposed new name for the end of the Parks Highway, "The Robert J. Mitchell Expressway." She thought a new name for the final stretch of the Parks Highway could be confusing. It is true that we're loaded with names for pieces of roads.

For example, there's the Alaska Highway, Route 2, from the border to Delta. At that point, the Richardson Highway, on its way north from Valdez is Route 4. At Delta, some

kind of magic causes Route 4 to be transformed into Route 2 to Fairbanks. It almost seems as if Route 4, the Richardson Highway, ought to stay that way until the end of the road, at Fairbanks but that isn't how they did it.

In Fairbanks, meanwhile, the same road changes into the Steese Highway, though it is still Route 2 as far as Fox. Then it becomes Route 6 to Circle City. At that point, too, Route 2 is transformed again, this time into the Elliott Highway all the way to the Manley Hot Springs area where it ends.

Someplace out there in the Lay-n-good area is where the Dalton Highway begins, formerly known as "The Taps Road," or "The Head Road." Before that it was the "Hickel Highway" when it was an ice road headed for the North Slope via Anaktuvuk Pass. The Dalton

Highway on this map has neither number nor name, though it is labeled both "restricted" and "under construction." It also has a town called "Big Lake" up around the North Fork not too far from Wiseman.

This map says it is "regularly updated and revised" and will keep people from getting lost. Even so, it seems to me if this is the best they can do, we ought to quit renaming pieces of already named roads and go another way.

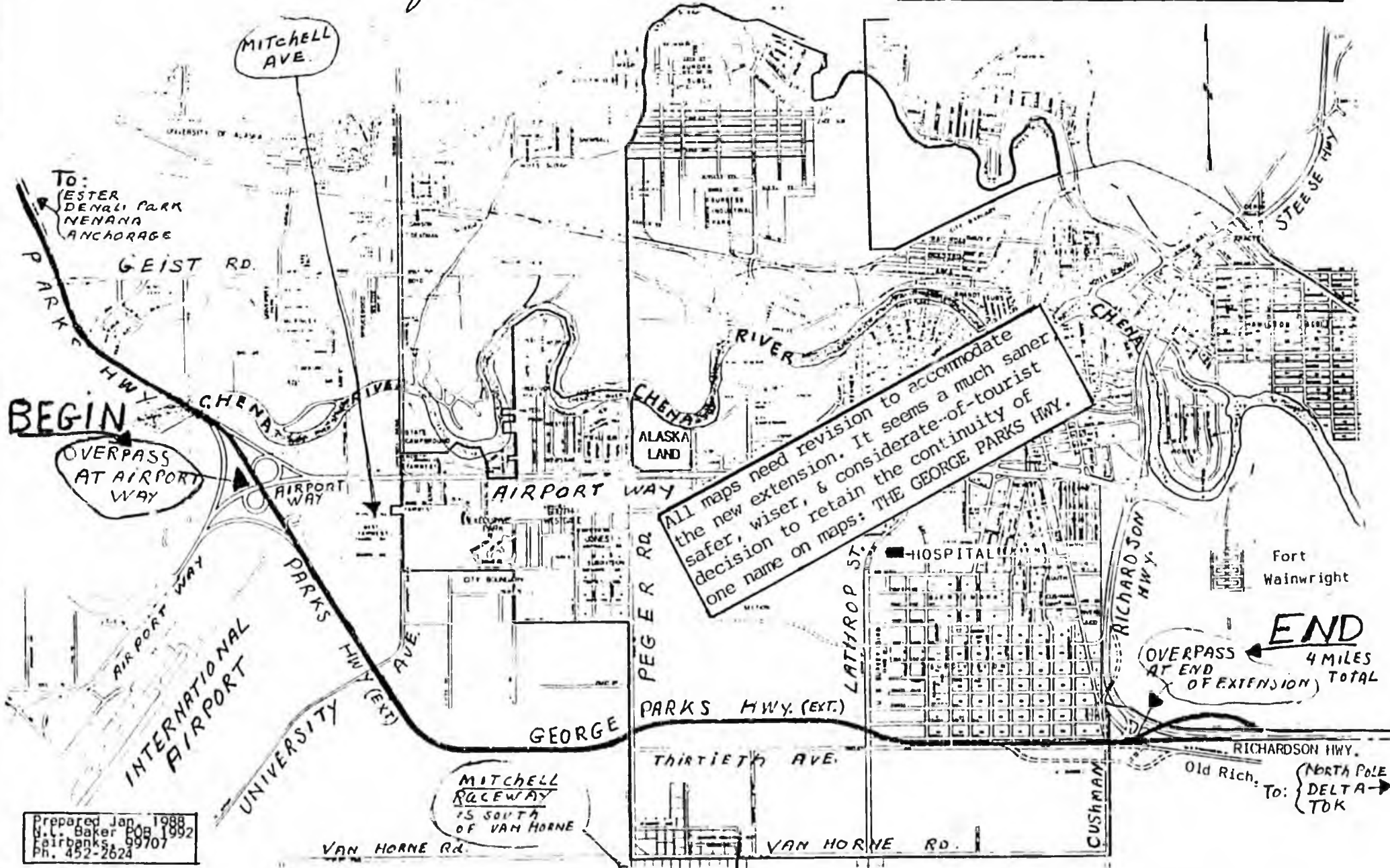
How about honoring our famous people by naming pulloffs for them—"The Walter J. Hickel Turnaround," or "The Bill Sheffield Rest Stop." With a scenic sign and a picnic table, it'd be a whole lot better than causing tourists to cuss us out as they wonder whatever happened to the road they were driving on.

Map shows new extension of GEORGE PARKS HWY., beginning at overpass on Airport Way to end at Richardson Hwy. A strong movement in the 1988 Legislature would call it: Robert J. Mitchell Expressway.

(See Reverse Side)

*Should we change  
The Name of the  
- Last 4 miles  
of the PARKS HWY.?*

Sponsors of Bill: Jack Cochill & Steve Frank. To send FREE OPINION MESSAGE (50 word) phone 452-4448, or write Legis. Affairs office, 315 Barnette, Fairbanks 99701. Address messages to INTERIOR DELEGATION and both TRANSPORTATION Committees. (Suggest contact City Council and N.S. Borough people.)



Prepared Jan 1988  
G.C. Baker 608 1992  
Fairbanks, 99707  
Ph. 452-2624

RECEIVED  
MAR 17 1988

RHO  
transp  
D

HB 437 MITCHELL EXPRESSWAY

PROPOSES to change name of last 4 miles of the PARKS HIGHWAY.

If there were no signs at the point where this bill intends to change its name to Mitchell, the west-bound traveler will assume, and has every right to, that he is on the Parks Highway. The highway is identical in width, direction, type etc. to the portion on which he has just been traveling. There is no intersection and no change of any kind to warrant calling it a different name.

TO BE SUDDENLY accosted with a sign stating you are on a different highway would be confusing to anyone for the first time. A large portion of the highway travelers will always be approaching it for the first time because they are visitors we have lured here with tax dollars to spend their tourist dollars. We owe them more consideration than to deliberately introduce a new source of confusion (confusion on a fast highway can lead to accidents, especially in large poor visibility rigs) where enough confusion already exists from past, sometimes unavoidable poor decisions or happenstance.

In 1985 DOT enlisted help of MILEPOST traveling editors (of which I was one) to help eliminate confusing signage situations on Alaska Highways. Now there is a chance to avoid creating a new bad situation.

PLEASE VOTE NO PASS ON HB 437

N. L. BAKER, BOX  
1992 FAIRBANKS,  
ALASKA 99707

FAIRBANKS ACTIVITY RE:

HB 437 MITCHELL EXPRESSWAY

HISTORY-----FACTS

FIRST INTRODUCED as SB 461 and HB 664 in 14th Legislature by Transportation (Rep. Frank in House).

March 26, 1986. Small notice in local newspaper re: public hearing re: naming Mitchell Expressway

March 27 or 28, 1986. Hearing held, conducted by Sen. Coghill. Testimony in favor from friends and some testimony in favor of other names, and some against changing the name from the Parks to any other name in order to avoid confusion to the public, to map makers, to map readers etc.

MARCH 29, 1986. Article in local paper with heading "Naming of Mitchell Highway urged".

December 8, 1986. FAIRBANKS CITY COUNCIL voted unanimously that the PARKS HIGHWAY would retain that same name till it connected with the Richardson Highway. It was brought to their attention that a name change had been proposed by the legislature.

They agreed that any name change would be confusing.

DEC. 21, 1987. After persuasive presentation by Gary Wilkins FAIRBANKS CITY COUNCIL unanimously endorsed resolution to endorse naming the new portion of the Parks, the Mitchell Expressway (Res. 2918)

Dec 21, 1987. With only 5 members present (of a 21 member committee) the Fairbanks Chamber of Commerce endorsed resolution to support Mitchell Name for highway. After he obtained a unanimous vote from

that committee he presented it to the board and introduced a motion to adopt it. Since it is the custom of the board to automatically pass what committees approve, it passed the board unanimously.

Jan. 14, 1988. Borough Resolution 88003 was to endorse Mitchell name. Three citizens presented opposing testimony. Due to length of agenda meeting adjourned till Jan 21.

RESOLUTION  
2831, AS  
AMENDED  
12-8-86

Senator  
ABOOD -  
I hope  
the  
Transportation  
Committee  
can consider  
the facts  
+ vote  
NO  
= PASS  
on this -

OUR INTEN-  
for  
Delegation  
is pushing  
this despite  
OVERWHELMING  
CONSTITUENT  
OPPOSITION

Jan. 21, 1988. BOROUGH ASSEMBLY tabled resolution by vote of 9-1 in view of previous public testimony and other unfavorable input various members had received.

Jan. 28, 1988. BOROUGH ASSEMBLY voted 5 yeas and 5 nos on removing resolution from the table. One member changed his vote to yes to bring it back up for discussion. Presiding officer said Betty Cato interested in having public testimony through teleconference, and offered an amendment to the effect "Said legislation to be enacted following a favorable public hearing with citizens of the North Star Borough". It was expressed that we had already had overwhelming public testimony in the form of public hearing, and how was a determination to be made ---by votes?? Motion failed but motion to postpone to call of the chair passed with one objection. (Postponement anticipated a possible teleconference).

Feb 1 1988 Guest column appeared in Daily News Miner with reference to renaming of Parks extension.

Feb 15 and 16.1988. Paid advertisement (by Gary Wilkin) appeared in Daily News Miner (see attachment) inviting those who supported naming of Mitchell Expressway to give public testimony Feb 17. It did not state the time, or even say it was a teleconference. It did not give phone number of legislative office.

Feb 17, 1988. Teleconference at 1:30 p.m with House Transportation Committee. This received no public announcement. However seven independent individuals saw the advertisement, inquired as to the time, appeared to give testimony in favor of keeping name Parks on the highway. Included in the opposers to the name change were avowed friends of Mr. Mitchell who did not think it appropriate to name

that portion of the highway after him. Overall the hearing was distinctly not favorable to passage of HB 437. Reasons were distinctly in the public interest and extremely well expressed. There six people testifying in favor of the Mitchell name. These included a sister-in-law of Steve Frank, sponsor of the original bill, who also testified in behalf of her husband, and several exemployees of the Ghemm Company, including Gary Wilkins who remembered Robert Mitchell as like "a second father."

IF JUDGMENT AS TO WHICH SIDE "WON" the hearing were to be by the method of "counting votes", there were seven against and six in favor of naming for Mitchell. However it is the reasoning behind the objections that should carry the weight.

By either the "reasoning" method or the "tally" method those opposing the renaming of Parks Hwy. appear to have come out ahead.

March 10, 1988. Resolution to name Mitchell expressway comes before Fairbanks North Star Borough Assembly for fourth time. After brief discussion it is defeated by 5-5 vote. One member reconsiders, the issue will come up again March 24.

AND SO IT RESTS AS OF MARCH 15, 1988

OBSERVATIONS:

1. The vote of a mere five persons present at the Transportation Committee of the Chamber of Commerce was responsible for a "unanimous" approval by the Chamber.
2. After considering the issue at four meetings North Star Borough Assembly is far from approval.
3. There is no approval from "Unified Fairbanks" according to president Chuck Reese of that group.
4. All public hearings have predominantly opposed the bill.

# Opinion

Monday, February 1, 1988

## Let's call the extension the Parks Highway

By NANCY LEE BAKER

The four-mile extension of the George Parks Highway will end by joining the Richardson Highway near the old 30th Street exit. The work is scheduled for completion in September 1988.

A move to call this four-mile section the Robert J. Mitchell Expressway began in February 1986, when Sen. Jack Coghill and Rep. Steve Frank initiated Senate Bill 461 and an identical House bill. They got through most committees but not to both floors due to pressures of the closing day.

The same legislators are in the process of introducing the bills again this year. Since there was some opposition from individuals two years ago (which did not keep them from trying to hustle the bills through in 1986), the approach this year appears to be to go directly to large bodies such as the city council, borough assembly, Chamber of Commerce and its transportation committee for their public endorsement. These endorsements are intended to convey the broad approval of Fairbanksans for this move.

In "talking around," however, I find almost no individual support for the resolutions these bodies endorsed, except from some personal friends of the late Robert Mitchell. The consensus was to maintain the same name.

It is understandable that at "first thought" it might seem like a good idea to name a new piece of road after a friend, but the result of suddenly changing the name of a highway that thousands of people will have been traveling on for 358 miles

### Guest Opinion

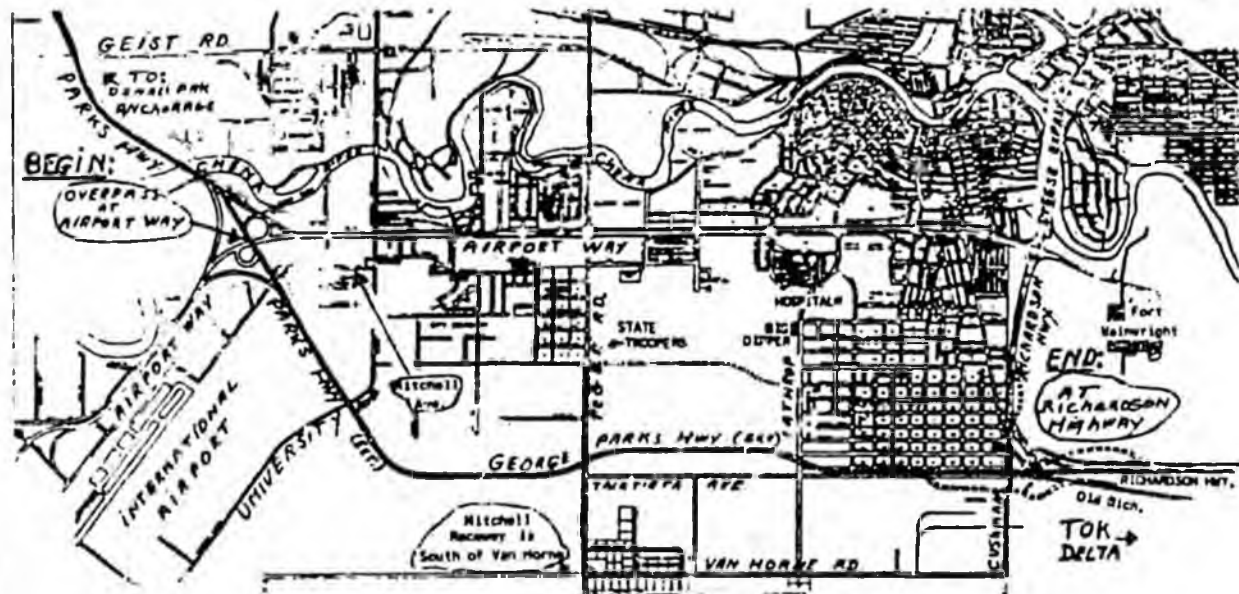
at speeds in excess of 50 mph is not an inconsequential thing to be taken lightly. It deserves serious "second thoughts." Some of them follow:

**Confusion:** The bottom line is, calling the last four miles anything but the Parks Highway would be confusing. It is one continuous highway, doesn't turn, get wider, narrower, or change in any way. A sign proclaiming you are all of a sudden on a different highway spells instant confusion to a visitor to our area. This could precipitate slowing down, changing lanes, conversations with the "co-pilot" about how we got "off course." Any one of these reactions are a basis for possible accidents.

We are a tourist dependent economy. We spend hundreds of thousands of dollars attracting visitors. Shouldn't we be more considerate of them? Many of them are older citizens, with slower reactions in some cases, and driving less maneuverable vehicles with the poor visibility that RV's often offer.

A different name could offer problems and expense to mapmakers, as well as map readers who see a different name (if there is room to print it) on what appears to be obviously the same highway.

Where would the highway signs be placed to tell drivers they are now on a different highway? Driving to the airport from town a



Map shows the route of the Parks Highway extension through South Fairbanks.

Map courtesy of Nancy Lee Baker

motorists would see a sign announcing the exit to "Highway 3, Parks Highway." A few hundred feet later on a sign would say "Highway 3," with a different name.

Think seriously (until it becomes funny and you start laughing) of various possible confusions in giving directions about how to get "from here to there" when it requires getting on or off the new portion of road should it have a different name.

It is worth noting that the engineer who designed the highway is also "seriously concerned about the confusion that would result if the name of the new portion were to be anything other than the Parks Highway."

Cost: It will cost at least \$10,000 to

remove the dozen or more signs that are already up at University, Peger, and Lathrop intersections and replace them with another name. If the new name has many more letters they will have to be made smaller in order to fit the signs. The \$10,000 could probably be better used for maintenance! Signs at University Avenue have been there for two years. It would be nice if they had squatter's rights!

In answer to my "confusion concerns," some legislators said the public would get used to it. The visitors will not get used to it, and why should the local people have to go through the process? There are better ways to commemorate people than to confuse the public.

Another consideration, in view of the recent attempt to avoid duplicate street names in town. There is a Mitchell Avenue, named after the same Mitchell. It runs off University Avenue, next to Erickson Avenue, also named after a partner in the Gherm Co. of which Mitchell was a partner.

The new portion of the highway can only be named by legislative action. This has not happened yet, but it is in the brewing stage. Let's hope some legislator, with grassroots encouragement, will speak up and propose a bill to name it the Parks Highway.

Nancy Lee Baker is a 37-year resident with an interest in mapmaking.

HB 437

MITCHELL EXPRESSWAY; FAIRBANKS

2-15-88

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February 29, 1980*

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Ad paid for by Gary Wilken and Friends of Bob Mitchell,  
1851 Fox Avenue, Fairbanks, Alaska.

452-4448

HB

439

STATE OF ALASKA  
1988 LEGISLATIVE SESSION

BILL VERSION: CSHB 439 (FIN)  
PUBLISH DATE: HOUSE 4/14/88

FISCAL NOTE

REQUEST:

Revision Date: 4/13/88  
Title: Act relating to entitlements for municipalities & unincorporated comm.;ed  
Sponsor: Rep. Adams et al  
Requestor: House Finance Committee

Agency Affected: Community & Regional Affairs  
BRU: Municipal Revenue Sharing

Components: State Revenue Sharing

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING         | FY 88 | FY 89  | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|--------|-------|-------|-------|-------|
| PERSONAL SERVICES |       |        |       |       |       |       |
| TRAVEL            |       |        |       |       |       |       |
| CONTRACTUAL       |       |        |       |       |       |       |
| SUPPLIES          |       |        |       |       |       |       |
| EQUIPMENT         |       |        |       |       |       |       |
| LAND & STRUCTURES |       |        |       |       |       |       |
| GRANTS, CLAIMS    | 0     | 3510.0 | 0     | 0     | 0     | 0     |
| MISCELLANEOUS     |       |        |       |       |       |       |
| TOTAL OPERATING   | 0     | 3510.0 | 0     | 0     | 0     | 0     |
| CAPITAL           | 0     | 0      | 0     | 0     | 0     | 0     |
| REVENUE           | 0     | 0      | 0     | 0     | 0     | 0     |

FUNDING: (Thousands of Dollars)

|               |   |        |   |   |   |   |
|---------------|---|--------|---|---|---|---|
| GENERAL FUND  | 0 | 3510.0 | 0 | 0 | 0 | 0 |
| FEDERAL FUNDS |   |        |   |   |   |   |
| OTHER         |   |        |   |   |   |   |
| TOTAL         | 0 | 3510.0 | 0 | 0 | 0 | 0 |

POSITIONS:

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

ANALYSIS : (Attach a separate page if necessary)

See attachment

Prepared by: Al Adams, Chair  
Division: House Finance Committee

Phone: 465-3706  
Date: 4/13/88

Approved by Commissioner: \_\_\_\_\_  
Agency: \_\_\_\_\_

Date: \_\_\_\_\_

Distribution (by preparer):  
Legislative Finance  
Legislative Sponsor  
Requestor  
Office of Management and Budget  
Impacted Agency(ies)

Fiscal Note Attachment  
CS HB 439 (Fin)

In order to "hold harmless" communities that receive more than the minimum entitlement an additional \$3,510,000 will be necessary for FY 89. These funds would be split between the revenue sharing accounts as follows: tax equalization \$2,482,875, and miscellaneous services \$1,027,125.

It is assumed that this \$3,510,000 will become part of the base budget for the revenue sharing program for FY 90 and beyond. Therefore this bill would not result in any additional expenditures for those years.

HB

463



# Alaska State Legislature

## House of Representatives

COMMITTEE ON HEALTH, EDUCATION  
AND SOCIAL SERVICES

OFFICIAL BUSINESS

POUCH  
JUNEAU AK 998  
465 375

### HOUSE HESS LETTER OF INTENT

TO HB 463

It is the intent of the House Health, Education and Social Services Committee that the appropriation designated in HB 463, relating to asbestos management plans for schools, be included in HB 375, the budget bill.

Handwritten signature of Niilo Koponen in cursive script.

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Niilo Koponen, Co-Chair  
House HESS Committee

Handwritten signature of Johnny Ellis in cursive script.

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Johnny Ellis, Co-Chair  
House HESS Committee

DATED: February 29, 1988

HB

481

SENATE COMMITTEE REPORT

FURTHER Transportation

DATE TURNED INTO OFFICE 4/6/88

3/1/88  
Mr. President:

State Affairs Committee considered HB 481

naming the Woodrow Johansen Expressway

and recommended

[ ] replace with \_\_\_\_\_ CS \_\_\_\_\_ ) [ ] same title  
[ ] or adopt \_\_\_\_\_ CS \_\_\_\_\_ ) [ ] new title

[ ] attached amendment(s) and

do pass

[ ] do not pass

[ ] no recommendation

[ ] individual recommendations

[ ] further referral to \_\_\_\_\_

[ ] letter of intent adopted \_\_\_\_\_

Committee  attached or [ ] adopted fiscal note(s)

[ ] new [ ] updated or  previous

zero [ ] fiscal impact

MEMBERS SIGNING DO PASS

*Rich Kelly*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

OTHER RECOMMENDATIONS

*Ken Tennyson NO REC.*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*Don Aldrich*  
Chairman signature and recommendation

[ ] Committee Backup attached

SCHMATIC :

PROPOSED

"WOODROW JOHANSEN EXPRESS WAY"  
approximat location ; final location to be determined



STATE OF ALASKA 1988 LEGISLATIVE SESSION  
FISCAL NOTE

REQUEST 2-18-88

Bill Version: HB 481  
Publish Date: HOUSE 2/26/88

Revision Date: \_\_\_\_\_  
Title: Act act relating to naming the  
Woodrow Johansen Expressway  
Sponsor: Cato  
Requestor: Cato

Agency Affected: DOT&PF  
BRU: \_\_\_\_\_  
Components: \_\_\_\_\_

EXPENDITURES/REVENUES: (Thousands of Dollars)

| OPERATING         | FY 88 | FY 89 | FY 90 | FY 91 | FY 92 | FY 93 |
|-------------------|-------|-------|-------|-------|-------|-------|
| PERSONAL SERVICES |       |       |       |       |       |       |
| TRAVEL            |       |       |       |       |       |       |
| CONTRACTUAL       |       |       |       |       |       |       |
| SUPPLIES          |       |       |       |       |       |       |
| EQUIPMENT         |       |       |       |       |       |       |
| LAND & STRUCTURES |       |       |       |       |       |       |
| GRANTS, CLAIMS    |       |       |       |       |       |       |
| MISCELLANEOUS     |       |       |       |       |       |       |
| TOTAL OPERATING   |       | 0     |       |       |       |       |
| CAPITAL           |       | 0     |       |       |       |       |
| REVENUE           |       | 0     |       |       |       |       |

FUNDING: (Thousands of Dollars)

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

POSITIONS:

|           |  |  |  |  |  |  |
|-----------|--|--|--|--|--|--|
| FULL-TIME |  |  |  |  |  |  |
| PART-TIME |  |  |  |  |  |  |
| TEMPORARY |  |  |  |  |  |  |

ANALYSIS: See attached analysis

Prepared by: W. Keith Gerken Phone: 465-3900  
Division: Deputy Commissioner, Operations Date: 2/23/88

Approved by Commissioner: Mark S. Hickey Date: 2-23-88  
Agency: DOT&PF

Distribution (by preparer):

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

Fiscal Note (Attachment)  
HB 481

The Geist Road Extension will be built under five projects between 1987 and 1995. The first project is now under contract and the second and third projects will be ready for construction in approximately one year. The first project (now under contract) does not include any "Geist Rd" signs.

All signs are eligible for federal highway funding, however, the department is concerned that road signs do not become too large. Letter sizes are set by standards for the type of facility and for this project 8 to 13 inch letters will be common. If all signs must read "Woodrow Johansen Expy," some signs will be very large, require special structures to support, and may be difficult to place at some locations. A compromise of "Johansen Expy" would be appreciated where sign sizes become a problem.

There may also be some community concerns with the discontinuity between the existing Geist Road west of University Avenue and the proposed renaming to the east.