

ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672

8387 SENATE LABOR & COMMERCE

at the option of the small employer, except for nonpayment of the required premiums; fraud or misrepresentation of the small employer or, with respect to coverage of individual insureds, the insureds or their representatives; noncompliance with the minimum participation or employer contribution requirements; repeated misuse of a provider network provision.

The director may find that the continuation of the coverage would not be in the best interests of the policyholders or certificate holders; or impair the insurer's ability to meet its contractual obligations than it may not be renewed.

(b) A small employer insurer that elects not to renew a health benefit plan for any reason and pulls out of the market may not write new business in the small employer market in this state for a period of five years from the date of notice to the director.

(c) If a small employer insurer is doing business in only one established geographic service area of the state, the provisions in this section apply only to the insurer's operation in that established service area.

Sec. 21.56.140. REQUIRED OFFER OF COVERAGE.

(a) A small employer insurer shall, as a condition of transacting business in this state with small employers, offer to small employers at least two health benefit plans.

(b) A small employer insurer shall file basic health benefit plans and the standard health benefit plans to be used by the insurer.

(c) The director at any time may disapprove the continued use by the small employer insurer of a basic or standard health benefit plan if the plan does not meet the requirements of this chapter.

Sec. 21.56.150. REQUIRED HEALTH BENEFIT PROVISION.

This section establishes mandatory benefits if a plan is to be considered under this chapter. It also establishes guidelines for preexisting condition clauses to be used in plan coverage.

Sec. 21.56.160. EXEMPTION FROM REQUIRED OFFER OF COVERAGE.

This section establishes exemptions for small employer insurers which include but are not limited to geographical area, authorization of certificate of authority, and financial conditions.

Sec. 21.56.170. CONDITIONS FOR CEASING TO DO BUSINESS.

A small employer insurer, welfare arrangement may cease doing business in the state but must notify policy/contract holder and cannot participate in the small employer market for five years.

Sec. 21.56.180. FAIR MARKETING STANDARDS.

Establishing standards of how the standard and basic health plan is to be marketed. Puts limitations on compensation to agents, brokers, MGA, TPA involved in marketing the plan.

Sec. 21.56.250. DEFINITIONS.

Defines various terms used in the legislation.

Sec. 6, 21.86.260(a).

This title does not apply to health maintenance organization unless stipulated in this chapter.

Sec. 7, 21.86.260(a).

Same as above but add medical service corporation or hospital corporation licensed under 21.87 or 21.09.

Sec. 8, 21.87.340.

List other provisions applicable to this chapter.

Sec. 9, 21.87.340.

Same as above.

Sec. 10. PREMIUM RATE RESTRICTION

This establishes guidelines for premium calculation/administration if a plan is written by an insurer prior to July 1, 1993.

Sec. 11. TRANSITION.

Establishes guidelines for implementation and effective dates for the plan and

the association.

Sec. 12. REPEAL AS 21.36.025 AND 21.56.

Sec. 13.

Sections 4, 7, 9, 12 take effect July 1, 1997.

Sec. 14.

Except as provided in section 13 of this Act, this Act takes effect July 1, 1993.

DIVISION OF LEGAL SERVICES

LEGISLATIVE AFFAIRS AGENCY STATE OF ALASKA

(907) 465-3867 or 465-2450
FAX (907) 465-2029
Mail Stop 3101

130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

March 29, 1993

SUBJECT: Small employer health insurance (SB 173)
TO: Senator Steve Rieger
FROM: Michael F. Ford
Legislative Counsel *M.F.*

The following is a section by section analysis of SB 173: ✓

Section 1 - Purpose.

Section 2 - Makes a violation of insurance marketing practices under AS 21.56.180 an unfair trade practice.

Section 3 - Establishes the provisions of AS 21.56 as an exception to the requirement that an insurer may not discriminate between health care providers.

Section 4 - Sunset section that repeals changes in sec. 3.

Section 5 -

Sec. 21.56.010 - Establishes the Small Employer Health Reinsurance Association and requires certain insurers to be members.

Sec. 21.56.020 - Establishes the board of directors of the association and provides for specific board representation and organization.

Sec. 21.56.030 - Establishes the general powers of the association.

Sec. 21.56.040 - Requires the association to submit a plan of operation to the director of the division of insurance. Requires members to comply with the plan and establishes specific components of the plan.

Sec. 21.56.050 - Establishes specific provisions that apply to reinsurance provided by a member to employees or dependents of employees of a small employer. Imposes

SECTIONAL ANALYSIS

certain restrictions on reinsurance of group plans other than small employer health benefit plans and establishes limits for premiums charged for reinsured coverage and for coverage provided by a health maintenance organization. Provides for member assessments, by the administering insurer.

Sec. 21.56.060 - Establishes the health benefit plan committee. Requires the committee to design a basic and a standard health benefit plan.

Sec. 21.56.070 - Requires the board to report on the effectiveness of the chapter.

Sec. 21.56.080 - Exempts the association from the Administrative Procedure Act.

Sec. 21.56.090 - Exempts the association from payment of taxes, except for real or personal property taxes.

Sec. 21.56.100 - Provides immunity from civil actions filed against a member of the association for a negligent act on behalf of the association.

Sec. 21.56.110 - Establishes when an individual or group health benefit plan is subject to AS 21.56 and provides that other laws requiring coverage, reimbursement, utilization, or consideration of a specific health care provider do not apply to a health benefit plan provided to a small employer. Exempts a health benefit plan offered to a small employer from certain restrictions contained in other laws.

Sec. 21.56.120 - Establishes underwriting and rating requirements applicable to health benefits plans covering small employers.

Sec. 21.56.130 - Establishes when a health benefit plan is required to be renewed.

Sec. 21.56.140 - Requires a guaranteed issue insurer to offer at least two small employer health benefit plans and that the plans provide certain coverage. Allows a guaranteed issue insurer to reinsure, make special premium arrangements, or appeal unfair administrative or credit risk.

Sec. 21.56.150 - Establishes certain provisions that must be included in a health benefit plan.

Sec. 21.56.160 - Exempts certain small employer insurers from being required to offer health insurance coverage.

Sec. 21.56.170 - Establishes certain conditions that must be met before an insurer or welfare arrangement may cease doing business in the small employer market.

Sec. 21.56.180 - Establishes fair marketing requirements for health benefit plans.

Senator Steve Rieger

March 29, 1993

Page 3

Sec. 21.56.190 - Allows the director of the Division of Insurance to require small employer insurers to reissue a health benefit plan to certain small employers.

Sec. 21.56.250 - Definitions.

Section 6 - Provides that a health maintenance organization is subject to the small employer health insurance provisions contained in AS 21.56.

Section 7 - Sunset provision that repeals changes in sec. 6.

Section 8 - Provides that a hospital or medical service corporation is subject to the small employer health insurance provisions contained in AS 21.56.

Section 9 - Sunset provision that repeals changes in sec. 8.

Section 10 - Provision that allows premium rates to exceed the limits under 21.56.120(a) for a period of three years. Establishes limits on the percentage increase in premium rates.

Section 11 - Transition section. Requires the small employer Health Reinsurance Association to submit a health insurance plan to the Director of the Division of Insurance.

Section 12 - Sunset repeal provisions.

Sections 13 & 14 - Effective dates.

MFF:pl

93-244.plm

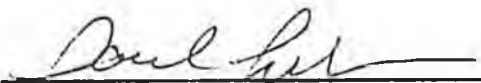
SB 173: "An Act relating to health insurance for small employers and providing for an effective date."

The department is neutral on this legislation.

One of the more challenging issues facing this country and Alaska is the ever-increasing number of small employers unable to afford health care insurance. This bill would address small employers who have been unable to purchase health care.

The bill sets up a reinsurance pool for insurers writing small employers health insurance in the state. In order for the bill to be effective, certain provisions have to be met. The authority of the director should be for approval of members only. The pool and coverages they provide should be exempt from the mandatory coverages in Title 21. The pool shall be subject to the marketing and financial sections of Title 21. The pool should not be subject to a subsidy from the legislature or exempt from taxation. The bill adequately addresses these items as written.

Health is not a term defined in Title 21; the appropriate term is disability. Additionally, 21.56.010 should clarify if hospital and medical service corporations and health maintenance organizations, as defined in 21.87 and 21.86, respectively, are included in membership. They are included on the board.



Paul Fuhs, Commissioner
3-29-93

Date

dgl175pp.ins

FISCAL NOTE

BILL NO. SB 173

STATE OF ALASKA
1993 LEGISLATIVE SESSION

Revision Date: _____

Department Affected: Commerce and Economic Development

Title: Group Health Ins. for Small Employers

BRU: Insurance

Component: Operations

Sponsor: Senators Rieger, Pearce, Salo, Kelly, Phillips

Requestor: _____

COMPONENT SERIAL NO. 354

EXPENDITURES/REVENUES:

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
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
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REVENUE FUND SOURCE:	0	0	0	0	0	0
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FUNDING:

1002 Federal Receipts	0	0	0	0	0	0
1003 GF Match	0	0	0	0	0	0
1004 GF	0	0	0	0	0	0
1005 GF/Program Receipts	0	0	0	0	0	0
1006 GF/MHTIA	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

Estimate of current year (FY 93) impact: 0

ANALYSIS: (Attach a separate page if necessary.)

No fiscal impact.

Prepared by: Joan Brown, Administrative Officer

Phone: 465-2597

Division: Insurance

Date: 3/26/93

Approved by Commissioner: Paul Fuhs

Agency: Commerce and Economic Development

Date: _____

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SENATE COMMITTEE REPORT
FIRST COMMITTEE OF REFERRAL

DATE: 3/25/93

FURTHER: FINANCE

Date of 5-Day Notice: 3/25/93
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 3-30-93

L&C Committee considered SB 173

"An Act relating to health insurance for small employers; and providing for an effective date."

and recommends:

replace with _____ CS _____ (_____)

attaches amendment(s)

adopts _____ Letter of Intent

further referral to the _____

- same title
- new title
- technical title change (HB only)

do pass

do not pass

no recommendation

individual recommendations

FISCAL NOTE INFORMATION

Department	Date	Zero	Fiscal
DLED	3/26	<input checked="" type="checkbox"/>	

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

Governor's Bill with Previous Fiscal Notes (enter information above)

DO PASS:

Ray Sharp

Steve Rosen

Tim Kelly

J. E. Sato

OTHER RECOMMENDATIONS:

Emergency Fiscal Amend.

Chair: Signature and Recommendation

217 Second Street, Suite 201
Juneau, Alaska 99801
(907) 586-2323
FAX (907) 463-5515



March 30, 1993

The Honorable Tim Kelly
Chairman, Senate Labor and
Commerce Committee
Alaska State Legislature
State Capitol
Juneau, AK 99801-1182

Dear Senator Kelly:

There is no problem as troublesome to the business community in Alaska and throughout the nation, as the concern for providing affordable health insurance for employees and employers. As is recognized in SB 173, the problem is particularly acute for the very small employer.

The Alaska State Chamber of Commerce continues to be on record in support of the intent of SB 173. We have reviewed the bill and it seems to be very straightforward and reasonable in terms of its content. While the technical issues in insurance are beyond our scope, we feel that the structure as proposed in SB 173 would solve the problem of availability of insurance and we are very supportive.

Thank you for your concern and your willingness to initiate a positive approach to solving a portion of the insurance problems facing the private sector, especially small business.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jamie Parsons".

Jamie Parsons
President

217 Second Street, Suite 201
Juneau, Alaska 99801
(907) 586-2323
FAX (907) 463-5515



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Chairman, Senate Labor and
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Thank you for your concern and your willingness to initiate a positive approach to solving a portion of the insurance problems facing the private sector, especially small business.

Sincerely,

A handwritten signature in cursive script, which appears to read "Jamie Parsons", is written over a horizontal line.

Jamie Parsons
President



Health Insurance Association of America

March 24, 1993

The Honorable Tim Kelly
Chairman, Senate Labor and Commerce Committee
Alaska State Senate
Juneau, Alaska 99811

Re: SB 40173

Dear Senator Kelly:

Thank you for prmitting me testify at length on the small employer health insurance reforms contained in SB 173. As I mentioned during the hearing, it is not possible to determine what the premium will be for the standard or basic plans in Alaska, until the Health Benefits Committee, as established by SB 40173, recommends the benefits to the Alaska Small Employer Reinsurance Association.

However, to give you a frame of reference as to what other states' standard and basic plans include, and what one insurance carrier charges in another state, I asked an HIAA member company to price a specific example: a five employee group, comprised of 3 males and two females all age 40 with employee coverage only (no dependents) for the average geographic rate in Florida. The premiums for this example were \$84/month/employee for the basic plan and \$145/month/employee for the standard plan.

These rates are not be reflective for Alaska as the rates will vary by: the type of benefits determined by the Alaska Health Benefits Committee and Alaska Reinsurance Association, by carrier, by age, gender, family composition, industry, the geographic region within the state and for the difference in health care provider costs. Each carrier will set its own premium rates for the benefits determined for the basic and standard plans, therefore, any given carrier may be above or below other carrier's rates for the same type of coverage.

Attached is a copy of the Florida basic and standard plans for both indemnity carriers and HMOs. If I can be of any additional assistance in answering your or the committee members' questions about the small employer health market reforms, please do not hesitate to contact me.

Sincerely,

Jan Andrea Meisels
Jan Andrea Meisels
Legislative Director

JAM/bhs

FLORIDA SMALL GROUP INDEMNITY DESIGNS

	<u>STANDARD PLAN</u>	<u>BASIC PLAN</u>
Maternity Services	Same as Any Other Illness, (80/20)	Same as Any Other Illness, (60/40)
Infertility and Sterilization Services	Not Covered	Not Covered
Prescription Drugs	80/20 Coinsurance	Not Covered
Maximum Copay Out-of-Pocket Limit	\$2,000 Per Person With a Two Person Limit	\$4,800 Per Person With a Two Person Limit
Annual Deductible	\$500 Per Person	\$250 Per Person
Maximum Annual Limit	3 Person Limit	3 Person Limit
Annual Calendar Year Maximum Benefit	N/A	\$50,000
Lifetime Policy Maximum	\$1,000,000	N/A

FLORIDA SMALL GROUP INDEMNITY DESIGNS

	<u>STANDARD PLAN</u>	<u>BASIC PLAN</u>
Physician Services		
-Primary Care Physician Office Visits	80/20 Coinsurance	60/40 Coinsurance - However, first \$150 in physician office services, (including lab tests) will be paid without coinsurance or deductible application.
-Specialist Consultation, Diagnosis, and Treatment		
-Other Outpatient Nonsurgical Physician Care		
-Periodic Physical Exams (Maximum 1/CY)		
-Surgical Care in Physician's Office (Carriers may limit non-surgical back treatments to ten visits)		
Hospital Services		
-Emergency Care through Primary Care Physician's Office	80/20 Coinsurance	60/40 Coinsurance
-Emergency Care Services through Emergency Room Hospital ER visit (waived if admitted or if other safe and adequate care is not available)	\$25 Copay Per Visit	\$25 Copay Per Visit
Ancillary Services		
-Home Health Care	80/20 Coinsurance	Not Covered
-Ambulance	80/20 Coinsurance	60/40 Coinsurance
-Skilled Nursing Facility (Maximum 100 days lifetime)	80/20 Coinsurance	Not Covered
-Durable Medical Equipment	80/20 Coinsurance	60/40 Coinsurance - (These services may be included in case management)
Mental and Nervous Disorders		
-Inpatient Annual Maximum Inpatient Benefit	80/20 Coinsurance \$5,000	60/40 Coinsurance \$500
-Outpatient Visit Maximum Number of Outpatient Visits	80/20 Coinsurance With a Maximum Allowable Charge of \$50 20 Visits/CY	60/40 Coinsurance With a Maximum Charge of \$50 5 Visits/CY
-Lifetime Maximum	\$20,000	
Alcoholism and Chemical Dependency		
-Inpatient Detoxification (as medically appropriate)	Not Covered	Not Covered
-Outpatient Visits	Not Covered	Not Covered

FLORIDA SMALL GROUP HMO PLAN DESIGNS

	<u>STANDARD PLAN</u>	<u>BASIC PLAN</u>
Maternity Services	Same as Any Other Illness	Same as Any Other Illness
Infertility and Sterilization Services	Not Covered	Not Covered
Prescription Drugs	\$ 7 Copay for Generic Drugs/ \$14 Copay for Brand Name Drugs	Not Covered
Maximum Copay Out-of-Pocket Limit	200% of the Total Annual Premium	200% of the Total Annual Premium

FLORIDA SMALL GROUP HMO PLAN DESIGNS

	<u>STANDARD PLAN</u>	<u>BASIC PLAN</u>
Physician Services (All must be provided by or authorized by Primary Care Physician)		
-Primary Care Physician Office Visits	\$ 10 Copay Per Visit	\$ 10 Copay Per Visit
-Specialist Consultation, Diagnosis, and Treatment	\$ 10 Copay Per Visit	\$ 20 Copay Per Visit
-Other Outpatient Nonsurgical Physician Care	\$ 10 Copay Per Visit	\$ 20 Copay Per Visit
-Periodic Physical Exams (Maximum 1/CY)	No Charge	No Charge
-Surgical Care in Physician's Office (Carriers may limit non-surgical back treatments to ten visits)	\$ 25 Copay Per Procedure	\$ 50 Copay Per Procedure
Hospital Services		
-Inpatient Care at Participating Hospitals (including all general services and semi-private room)	\$100 Per Day, days 1-5 Balance Paid at 100%	\$250 Per Day, days 1-5 Balance Paid at 100%
-Outpatient Surgical Care	\$ 50 Copay Per Procedure Covered in Full	\$100 Copay Per Procedure Covered in Full
-Outpatient Non-Surgical Care (including x-ray and lab)	Covered in Full	Covered in Full
-Preadmission Testing		
Emergency Services		
-Emergency Care through Primary Care Physician's Office	\$ 10 Copay Per Visit	\$ 10 Copay Per Visit
-Emergency Care Services through Emergency Room In Service Area Hospital ER Visit (waived if admitted)	\$ 25 Copay Per Visit	\$ 50 Copay Per Visit
Out of Service Area Hospital ER Visit	\$ 50 Copay Per Visit	\$100 Copay Per Visit
Ancillary Services		
-Home Health Care	\$ 10 Copay Per Visit	Not Covered
-Ambulance	\$ 25 Copay	\$ 25 Copay
-Skilled Nursing Facility (Maximum 100 days lifetime)	\$ 20 Copay Per Day	Not Covered
-Durable Medical Equipment	No Charge	No Charge
Mental and Nervous Disorders		
-Inpatient (Maximum 10 days/CY) Maximum Inpatient Days Covered	\$100 Per Day 10 Days/CY	\$250 Per Day 3 Days/CY
-Outpatient Visit Maximum Number of Outpatient Visits	\$ 10 Copay Per Visit 20 Visits/CY	\$ 20 Copay Per Visit 5 Visits/CY
Alcoholism and Chemical Dependency		
-Inpatient Detoxification (as medically appropriate)	Not Covered	Not Covered
-Outpatient Visits	Not Covered	Not Covered

SB

174

EXERPTS FROM SENATE LABOR AND COMMERCE
COMMITTEE MEETING
March 30, 1993
3:40 p.m.
TAPE 1, SIDE B

SENATOR KELLY

My understanding is we're here today because somebody from the Department of Labor wrote a letter and said you folks were now going to be covered under workmen's comp laws, unemployment law, etc., etc. Is that person in the room today?

ARBE WILLIAMS

We have Jim Coate here from Unemployment insurance.

SENATOR KELLY

O.K. Can you explain to us today why the Department has taken this particular position.

JIM COATE, PROGRAM MANAGER
UNEMPLOYMENT INSURANCE PROGRAM MANAGER
EMPLOYMENT SECURITY DIVISION
DEPARTMENT OF LABOR

I can only speak to parts of the bill that reflect unemployment insurance today. In terms of the Department's position on the bill, the language that was referred to by SENATOR LINCOLN only refers to the section 5 language.

....

SENATOR KELLY

Nonetheless, there has been no change in statute in the last several years and all of a sudden the DOL is asking them to change the way they make their computation. What's changed?

MR. COATE

It's not because of a law change or any particular change, but an issue was raised to the department from a company that caused an audit to occur on a taxicab in the state and part of the argument they used on appeal was that the Anchorage people are doing it this way, why can't I. In terms of fairness that brought the Department to the place where we have started an audit process for taxicab companies across the state in order to make sure we are dealing with folks fairly.

...

MR. COATE

The only other comment I wanted to add was the Employment Security Act itself is there to protect the employees of this state and so when considering an exception, the consideration must be in the light of protection of all employees. There are already exceptions in the law. This would add an additional one. Most of the exceptions that are in there are for various kinds of federal and governmental kinds of relationships and the other one that sticks out a lot are the professional real estate and insurance kinds of people. The only thought I can leave there is most of the time those people are aware when they take those kinds of jobs that they don't have rights to these particular benefits. Personally, when someone is being hired as a cab driver, I'm not sure that they understand all those rights. That's only for your consideration. That's all I've got to say.

SENATOR LINCOLN

Are you speaking, then, for DOL?

MR. COATE

I'm speaking for the Employment Security Division.

...

Number 404

ARBE WILLIAMS, SPECIAL ASSISTANT
DEPARTMENT OF LABOR

My name is Arbe Williams. I'm Special Assistant to the Commissioner of Labor. Our position paper reflects our concern that that is not clarified. Part of the problem we understand here is that the Department of Labor has come into audits and investigations in response to the laws that are on the books at this point. If this body does not want us to investigate certain types of employees, want's to make clear to the Department that certain types of employees are exempted from the provisions of the employment laws, then we need clear direction to that effect. This is just so there is no confusion at a later date. Providing clear direction to us would be making it clear that there is a written contractual relationship. If that is not in there, someone will come, and whether the law says the people are eligible for minimum wage or for unemployment insurance, or for worker's comp coverage, they will file a complaint with us, in any case. They don't go to the statutes first. They come to the Department of Labor. We have to look at the law. If the law is unclear,

we will have to go in and try to determine if there is a contractual arrangement. If it is oral, or if it is in writing, and we do not have the staff or the expertise to do that. So we will find ourselves back in the same situation we are in right now. That's why just to clarify and provide direction to the Department, we've asked for that amendment to be made. If that is the wish of the body...

SENATOR KELLY

I'm getting the feeling that we might be able to reach an agreement on this bill. If we can work with staff and Mr. Coate and Arbe and the Commissioner, Mr. Brennan and Joe Hayes, the taxi folk's representative, I think we might be able to come back with a committee substitute that will be acceptable to the Department and would take care of the problem...

...

SENATOR LINCOLN

As I understood from you're earlier statement... maybe I misunderstood, Department of Labor did not force going onto a payroll. Isn't that correct? Wasn't Department of Labor... Didn't I hear you all say that this is proposed that you haven't forced anybody to go on a payroll yet.

JIM COATE

All this actually occurs... We have determined that employee/employer relationship to exist in certain instances, and I'm not up to speed on exactly what companies - what details. We have made a determination in a few instances at this point and we're in the process of looking at others to determine if that employer/employee relationship exists, and if it does, determining what the wages would be and what the taxes do.

SENATOR KELLY

So you're taking the companies one by one?

MR. COATE

Correct.

SENATOR KELLY

...and how do you determine the order in which you take 'em?

MR. COATE

We have field tax offices in, except for S.E. Alaska, Kenai, Anchorage, and Fairbanks. Each of those field tax offices is working the companies of their particular areas. So there are several that are going on at the same time.

SENATOR KELLY

So there might be companies that you've already approached and here are your choices and other that haven't heard from you yet but expect to. They don't give you a choice. What do they say?

MR. COATE

We can't determine how they do their particular arrangements for payment. But if we determine, under the law, if that relationship exists, under the ABC test that we've been talking about, then they're liable for employment security taxes. That's all that...

REGINA DOYLE

I can only speak to the Anchorage district. We are currently under investigation. That is our assumption. Twenty-two or more drivers were subpoenaed... just one day some subpoenas came out to these drivers asking them to produce records for the prior year, etc. That is still ongoing. Then came subpoenas to the dispatch companies for "check-in sheets" as we commonly refer to them. You know daily logs as to who is working and how many days they worked. That is where we're at right now. We've heard no more from them at this point.

SENATOR KELLY

Who is spending the money to do this? Department of Labor?

MR. COATE

Yes.

SENATOR LINCOLN

If this bill should pass, you would cease and desist with what you are doing right now with the employer/employee relationship?

MR. COATE

This bill, as I understand it, if the relationship between the dispatch services and the lessees and/or drivers meets the criteria that's set out in the bill, they would be exempt from our definition of wages which is the particular statute we are

dealing with. If there are no wages, there is no relationship, there would be no taxes due.

SENATOR KELLY

What you're saying is if that were to come out in the bill, that they still might have problems with the IRS. They're saying we don't have a problem with the IRS.

MR. COATE

I'm not speaking to whether there is or is not a problem with the IRS. I don't know their rules all that well. I made up copies of how they make their determinations. I raise it only as a potential issue. It happens in every other case where a state passes a law that's more lenient or restrictive. It depends on which side you're looking at it from, but where we would exempt something from wages that they, in fact, call wages, then the situation I described occurs.

...

MS. PUTNAM, Manager, Taku Taxi, Juneau

We are under audit by this Department and we are awaiting the outcome of it which from what I know they are going back over the last two years and they're going to present us with this neat little bill. In my opinion, we couldn't afford to run on an employer/employee relationship.

SENATOR LINCOLN

I don't want to see our state government become such a bureaucracy that the mom and pop operations go out of business. That is not what the state of Alaska, or some of us anyway, intend. When they talk about economic development for our state and to promote that is the big theme of the last couple of years...I don't hear that coming from what's been going on here. I'm not necessarily saying I'm for or against the bill, but it just seems to me that if this bill should pass, Mr. Chairman, DOL is going to look at it a little differently. Certainly, we should have DOL cease and desist until we get this bill resolved which will be done shortly, I'm sure.

SENATOR KELLY

I think what we ought to say is "lighten up."

SENATOR LINCOLN

I'm worried that those individuals, like you said, one

individual in Ketchikan had to fold because of us being like a gestapo, I guess, that go out there to investigate. It just doesn't make sense to me, Mr. Chairman. I would hope DOL does not..we are cutting budgets and it doesn't make good sense to me to have the state out there spending all this money unnecessarily.

MR. COATE

I would just say the efforts we have undertaken, while they seem like, and the taxicabs, in general, are relatively small companies. The fact that we have tried to make the playing ground equal..if we make this kind of determination on one company, is it fair, really, to stop at that point and not take a look at some of the others. Particularly when one company, in testimony before our appeals, named another company and said they are doing it that way. Our decision was to start on this process. Once we can work on and figure out, because I don't have good knowledge and I will need our Department of Law person on the retroactivity portion of this bill..which I'm not sure anybody totally understands at this point..I could give you an answer on when we would stop, but it might be that this definition doesn't go into effect until the bill becomes effective and so there might be payments due up until that point. And that's what we need to work on, I guess.

3 def. of employee

unemploy. contributions

23.20.
A, B, C test

one Dept. of Labor has
gone after Fink, Keldor,
Lith, Seward, Kerai
recently subpoena drivers
records in Anchorage
Alshire says they're acting on a
complaint

1) perform a service

if u, are an employee
unless meet all A, B, C

A.) virtually control free

B.) diff. place of bus. from
alleged employer

C.) engaged in diff. occupation
or trade than employer

def. as employees to receive un-
employ. contributions from wages.
But permit holders don't pay wages to
drivers.

~~lease~~ driver
permit owner

permit owner's lease permit out
to drivers for a flat fee

operator - obtains permit right
& owns & maintains vehicle. Then
leases that out to drivers.

dispatch company

bill only applies to flat fee,
if receipts are placed this bill
denit over them.

pre 1975 Teamsters represent
cab drivers. 1975 Jose Cor
unilaterally stopped representing
cab drivers He no money
in it.

FISCAL NOTE

STATE OF ALASKA
1993 LEGISLATIVE SESSION

BILL NO : CSSB 174(L&C)

Revision Date: _____
 Title: Exempting Cab Drivers from
Employment Law
 Sponsor: Senators Kelly, Taylor
 Requestor: Senate Rules

Department Affected: Labor
 BRU: Empl Sec, Work Comp, Labor Stnd & Saf
 Component: Unemployment Insurance,
Workers' Compensation, Wage & Hour
 COMPONENT SERIAL NO. 329, 344, 345

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

REVENUE						
FUND SOURCE:						

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipt						
1006 GF/MHTIA						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY93) impact: \$ None

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Arbe Williams, Special Assistant Phone: 465-2700
 Division: Commissioner's Office Date: 4/2/93

Approved by Commissioner: Charles W. Mahlen
 Agency: Department of Labor Date: 4/2/93

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SENATE COMMITTEE REPORT

FIRST COMMITTEE OF REFERRAL

DATE: 3/25/93

FURTHER:

Date of 5-Day Notice: 3/25/93
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 4/1/93

L&C Committee considered SB 174

"An Act exempting certain taxicab operators from coverage under the Alaska Wage and Hour Act, the Alaska Employment Security Act, and the Alaska Workers' Compensation Act."

and recommends:

replace with _____ CS SB 174 (L&C)

- same title
- new title
- technical title change (HB only)

attaches amendment(s)

adopts _____ Letter of Intent

CS Fairly

further referral to the _____

do pass

do not pass

no recommendation

individual recommendations

FISCAL NOTE INFORMATION

SB 174

Department	Date	Zero	Fiscal
DOL	3/26	<input checked="" type="checkbox"/>	

Department	Date	Zero	Fiscal

Appropriation No Fiscal Note

Governor's Bill with Previous Fiscal Notes (enter information above)

DO PASS:

OTHER RECOMMENDATIONS:

Bob Sharp
Tom Regis
Tim Kelly

J. E. Salo (No Rec)

Chair: Signature and Recommendation

Bullets for CS SB 174 (L&C)

This bill gets State bureaucrats off the backs of taxicab drivers. It ensures that those that want to continue to operate as independent contractors can, setting their own hours and areas of service.

Without this bill, the Department of Labor would have forced independent business men and women to become employees of radio dispatch services against their will. Many would have either been put out of work or lost considerable income and freedom. This bill ensures that those that want to run their own businesses as taxicab drivers can continue to do so without interference from the State.



FAX :



IRS Revenue Ruling 71-572

The purposes of this Revenue Ruling are to update and restate, under the current statute and regulations the positions set forth in Min. 6652, CB. 1951-2 162 (see Situation 2 below) and Revenue Ruling 66-267, C>B> 1966-2, 443 (see Situation 1 below).

The issue presented is whether taxi-cab owners or operators, carrying on

(go to page 2)

Section 3121

their transportation services pursuant to "lease" agreements with a taxicab company under the circumstance described below are employees of the taxicab company for purposes of the Federal Insurance Contributions Act, the Federal Unemployment Tax Act, and the Collection of Income Tax at Source (chapters 21, 23, and 24, respectively, Internal Revenue Code of 1954).

Individuals are employees for Federal employment tax purposes if they have the status of employees under the usual common law rules applicable in determining the employer-employee relationship. Guides for determining that status are found in three substantially similar sections of the Employment Tax Regulations, namely, sections 31.3121(d)-1, 31.3306(i)-1, and 31.3401(c)-1.

Generally, the relationship of employer and employee exists when the person for whom the services are performed has the right to control and direct the individual who performs the services, not only as to the result to be accomplished by the work but also as to the details and means by which the result is accomplished. That is, the employee is subject to the will and control of the employer not only as to what shall be done but how it shall be done. In this connection, it is not necessary that the employer actually direct and control the manner in which the services are performed; it is sufficient if he has the right to do so.

In the cases of "leases" of taxicabs, the first question to be asked is whether a valid lessor-lessee relationship exists since, if it does, an employer-employee relationship cannot exist at the same time between the same parties with respect to the same subject matter. However, some of the "control" factors usually considered relevant in determining whether or not an employer-employee relationship exists are equally relevant in determining the existence of a valid lessor-lessee relationship. Thus, the use of two-way radio communication, dispatchers, and advertis-

ing media, although usually considered important factors in establishing an employer-employee relationship in taxicab cases, is not repugnant to the interests of both lessor and lessee in a true lessor-lessee relationship since it will enhance the lessee's profits by making more "trips" available to him at the same time that it increases the lessor's ability to rent his taxicabs to the optimum extent, thereby increasing his profits.

On the other hand, "controls" which are not economically beneficial to the lessee's interests (or are even detrimental), tend to suggest both that a lessor-lessee relationship does not actually exist and that an employer-employee relationship does. None of the "control" factors mentioned above are of this latter type.

In each of the situations described below, the company operating the taxicab system provides the services mentioned above that are generally provided in the operation of a taxicab business, namely, two-way radio communication, the use of a dispatcher, and the use of advertising media. However, the following differences exist:

Situation 1. The taxicab company owns the taxicabs and "leases" them to taxicab operators who pay as a regular fee a set percentage of the fares they collect. In order to insure that it receives the proper amount, the company requires the submission of financial reports by the operators showing the amounts of the fares they have received for providing taxicab services.

It is concluded, upon the basis of the stated facts in the instant situation, that the taxicab company exercises, or has the right to exercise, such direction and control over the taxicab operators in the performance of their services as is necessary to establish the relationship of employer-employee under the usual common law rules. The receipt-sharing arrangement diminishes the likelihood of a true lessor-lessee relationship since the company necessarily retains the right to direct and control

the drivers in the performance of their services, including requiring an accounting from them with respect to the fares that they have collected, in order to protect its investment and to insure the receipt of the maximum amount of income possible in return for its financial risks. Accordingly, it is held that the taxicab operators who use the taxicabs furnished by the company under the circumstances described above are employees of the company for purposes of the Federal Insurance Contributions Act, the Federal Unemployment Tax Act, and the Collection of Income Tax at Source on Wages.

Situation 2. The taxicab company has (a) a contractual relationship with taxicab owners who operate their own cabs and pay the company only fixed fees at regular intervals for its services in connection with the operation of their cabs, or (b) a "lessor-lessee" relationship with taxicab operators who pay only fixed fees at regular intervals for the use of both the company's taxicabs and services. The company does not require an accounting by the owner or operator of the fees received, its interest being limited to the receipt of fixed fees at regular intervals.

It is concluded, upon the basis of the stated facts in the instant situation, that the taxicab company does not exercise, nor does it have the right to exercise, such direction and control over the taxicab owners or the taxicab operators in the performance of their services as is necessary to establish the relationship of employer-employee under the usual common law rules. The company has only the right to receive the specified regular payment. It has no right to obtain, for its own benefit, an accounting with respect to the fares collected for operation of the taxicabs by either the owners or the "lessees". In the case of the "lessees," it possesses no other "control" factors that would be detrimental to their interests and negate a true lessor-lessee relationship. Accordingly, it is held that the taxicab owners who utilize the services of the company and the taxicab operators

pc - 3

who use the taxicabs and services provided by the company under the circumstances described above are not employees of the company for Federal employment tax purposes. However, their income from the operation of the taxicabs must be taken into account in computing net earnings from self-employment for purposes of the Tax on Self-Employment Income (chapter 2 of subtitle A of the Code) and in determining whether they are required to file declarations of estimated income tax and self-employment tax returns under sections 6015 and 6017 of the Code.

Compare Revenue Ruling 71-571, page 347, this Bulletin, concerning the status of drivers who purchase their taxicabs from a taxi association under conditional sales agreements.

Mim. 6652, C.B. 1951-2, 162, and Revenue Ruling 66-267, C.B. 1966-2, 443, are superseded, since the positions set forth therein are restated under current law in this Revenue Ruling.

CAPITAL CAB



106 PEOPLES WHARF
586-2772

P O BOX 240854 - Douglas, Alaska 99824

April 22, 1993

Dear Josh,

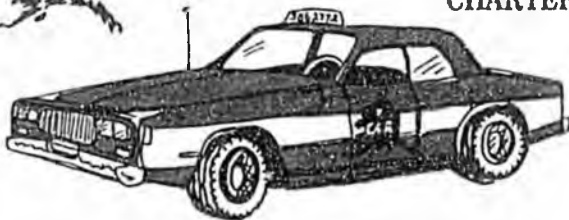
This is a heartfelt thank you for everything you did for us on the taxicab bill. We know how much work you did on it and we appreciate it more than we could ever tell you. The cabbies will remember it when you run for governor.

Deanna & Bill Walton
Capital Cab



Capital Cab
106 People's Wharf
Juneau

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Alaska State Legislature

SENATOR TIM KELLY

State Capitol
Juneau, AK 99801-1182

SPONSOR STATEMENT FOR SB 174:

EXEMPTING CERTAIN TAXICAB OPERATORS FROM COVERAGE UNDER THE WAGE & HOUR ACT, THE EMPLOYMENT SECURITY ACT, & THE WORKERS' COMPENSATION ACT

This legislation, introduced at the request of taxi cab permit owners, dispatchers, drivers and cab riders, would clarify the law to maintain the independent working conditions of taxi cab drivers who currently operate as independent contractors. (In fact, more than 177 drivers from Anchorage signed a petition requesting this legislation, as well as 291 drivers and cab riders from Juneau, and 20 drivers from Nome.)

Specifically, Senate Bill 174 (SB 174) would amend existing law to clarify that taxicab drivers who receive compensation only from customers and whose relationship with permit owners, operators, or dispatch companies is based solely on a contractual flat fee payment by the driver, are exempt from the Alaska Wage and Hour Act, the Alaska Employment Security Act, and the Alaska Workers' Compensation Act. While taxicab drivers operating as "independent businesspeople" have traditionally not been considered employees, this situation is threatened by recent findings and rulings from the Department of Labor. This bill would not affect those taxicab drivers who are compensated with a percentage of the drivers' receipts.

My office has received overwhelming support from drivers, customers, dispatchers, and permit owners statewide for this legislation. SB 174 will ensure independent taxicab drivers remain independent, prevent the lowering of compensation for all those involved in the taxicab industry, and maintain the availability of taxi service as an important mode of transportation.

*Karen Chase
Regina Doyle*

DEAR EDITOR

MANY OF YOU IN FAIRBANKS AND JUNEAU KNOW ME FROM ALL MY YEARS OF DRIVING CAB AND SOME OF YOU WHO ARE IN BUSINESS FOR YOURSELVES MAY HAVE ONLY MET ME SINCE I WAS ABLE TO FULFILL A DREAM WHICH I CARRIED WITH ME DURING THE 35 YEARS OF DRIVING MY CAB.

IN 1989 I WAS ABLE TO PURCHASE MY OWN CAB COMPANY. TAKU GLACIER CAB. WHICH MOST OF YOU REFER TO AS TAKU TAXI. IN THIS BUSINESS, I HAVE A DISPATCHING SERVICE FOR OTHER CAB DRIVERS WHO LIKE MYSELF FOR MANY YEARS, OWN THEIR OWN CABS AND ARE IN BUSINESS FOR THEMSELVES, THIS DISPATCH SERVICE IS USED BY CAB DRIVERS WHO ARE ALSO IN BUSINESS FOR THEMSELVES BUT HAVE NOT YET REALIZED THEIR DREAM OF OWNING THEIR OWN CAB. THEIR DISPATCH SERVICE FOR A HIGHER FEE INCLUDES THE LEASING OF A VEHICLE WHICH THEY USE AS EQUIPMENT TO RUN THEIR BUSINESS.

THEY, LIKE MYSELF FOR THIRTY FIVE YEARS DEPEND ENTIRELY UPON YOU OUR CUSTOMERS FOR THEIR TOTAL INCOME, OUT OF WHICH THEY, LIKE ANY OTHER BUSINESS, PAY THEIR EXPENSES. SUCH AS; INSURANCE, PERMITS, DISPATCH FEES, GAS, OIL, TIRES, TAXES, AND MECHANICAL WORK DONE ON THEIR VEHICLE IF THEY OWN THEIR OWN CAB.

IF THEY DO NOT OWN THEIR OWN CAB, THEY HAVE THE SAME EXPENSES EXCEPT THE INSURANCE AND VEHICLE MAINTENANCE IS PAID FOR BY THE OWNER OF THE CAB WHO LEASES IT TO THEM. BE IT A DISPATCH AND LEASING CO., SUCH AS MY COMPANY, OR ANOTHER CAB DRIVER WHO LEASES THEIR CAB DURING THE TIME THAT HE DOES NOT DRIVE. WE ARE TOTALLY INDEPENDENT CONTRACTORS. EXERCISING OUR FREE WILL TO MAKE DECISIONS ACCORDING TO OUR LIFESTYLE AND HOW WE CHOOSE TO RUN OUR BUSINESS.

IF WE ONLY WANT TO WORK FOUR DAY'S A WEEK, WE ONLY WORK FOUR DAYS A WEEK, OR FIVE HOURS ON ONE DAY, AND MAYBE TEN THE NEXT, OR ONLY WORK ON TUESDAY, FRIDAY AND SATURDAY OF THIS WEEK. THIS IS THE BUSINESS WE CHOOSE TO BE IN BECAUSE OF THE FREEDOM IT GIVES US OF NOT HAVING TO GO TO AN HOURLY WAGE AT A NINE TO FIVE JOB WHERE ONE ONLY GETS PAID FOR THAT EXACT AMOUNT, EVERY HOUR. DAY IN AND DAY OUT. SOME DAYS IT'S NOT BUSY AND YOU DON'T DO AS WELL AS YOU WOULD LIKE TO, BUT ON DAYS WHEN IT IS, LIFE COULDN'T BE SWEETER. IT'S A CHANCE YOU TAKE AS IN ANY BUSINESS. THE GOOD WITH THE BAD. BUT LIVING YOUR LIFE INDEPENDENTLY THE WAY YOU WANT TO LIVE IT.

OUR INDEPENDENCE AND THE LIFESTYLE WE PREFER IS NOW IN DANGER OF BEING TAKEN AWAY FROM US. THE REASON BEING, THE DEPARTMENT OF LABOR EMPLOYMENT SECURITY DIVISION DOES NOT HAVE WITH IN THE LAW, A CLEAR DEFINITION OF CAB DRIVERS WHO ARE IN FACT INDEPENDENT CONTRACTORS AND IN BUSINESS FOR THEMSELVES, HAVING THEIR OWN BUSINESS LICENSE AND EXPENSES AS ANY BUSINESS DOES. S.B. 174 OR H.B. 233 WILL NOT EFFECT ANY DRIVER THAT IS IN FACT AN EMPLOYEE. THESE BILLS WILL ONLY EFFECT A CAB DRIVER THAT IS INDEPENDENT AND HAS IN FACT A CONTRACT BETWEEN THE TAXI CAB OPERATOR AND THE DISPATCH COMPANY.

THE REASON THE EMPLOYMENT SECURITY DIVISION NEEDS A CLEAR DEFINITION OF CAB DRIVERS AS INDEPENDENT CONTRACTORS IS BECAUSE OF A FEW PEOPLE ACROSS

THE STATE WHO DO NOT UNDERSTAND THE REASONS FOR WHICH CERTAIN LAWS COME IN TO BEING, LAWS WHICH ARE MADE FOR THE BETTERMENT OF MANKIND TO PROTECT AND HELP THOSE WHO NEED IT. THE UNEMPLOYMENT LAWS SEEM TO ATTRACT A CERTAIN AMOUNT AND TYPE OF PEOPLE THAT TAKE ADVANTAGE OF THE SYSTEM. ANY AND ALL INDUSTRIES HAVE THEM. THE FACT THAT YOU NEED TO PAY INTO UNEMPLOYMENT BEFORE YOU BECOME ELIGIBLE TO COLLECT ANY SEEMS TO ESCAPE THIS TYPE OF PERSON. FRAUD AND DECEIT ARE NOT NEW TO THIS TYPE OF PERSON.

IN AN ATTEMPT TO STOP THIS CONFUSION, THE DEPARTMENT OF LABOR HAS ORDERED AUDITS TO TRY AND CLARIFY THIS SITUATION WITHIN THEIR DEPARTMENT WHICH IN ITSELF HAS OPPOSITION TO THESE AUDITS. OUR TAX MONEY IS BEING SPENT FOR THESE AUDITS WHICH WILL SLOWLY FORCE THE TAXI CAB INDUSTRY IN ALASKA OUT OF BUSINESS. THIS HAS ALREADY HAPPENED TO SOME COMPANIES.

I KNOW THAT MY BUSINESS OF TAKU GLACIER CAB CO. COULD NOT SURVIVE IN AN EMPLOYER-EMPLOYEE RELATIONSHIP. THIS IS A BUSINESS THAT IS REQUIRED BY LAW TO BE A TWENTY FOUR HOUR OPERATION. ONE WOULD SPEND SO MUCH MONEY ON A PAYROLL SYSTEM THAT EVENTUALLY YOUR VEHICLES WOULD SUFFER BECAUSE YOU COULD NOT AFFORD A PAYROLL SYSTEM OF THAT SIZE AND ALSO AFFORD TO SPEND THE ENORMOUS AMOUNT OF MONEY NEEDED FOR MAINTENANCE. YOU COULD NOT AFFORD TO PURCHASE NEW VEHICLES WHEN NEEDED, BECAUSE ONE COULD NOT AFFORD THE PAYMENTS. PRETTY SOON YOUR VEHICLES WOULD NOT BE DEPENDABLE AND WOULD BE UNDESIRABLE. YOU WOULD THEN LOSE CUSTOMERS AND THEN THE INEVITABLE, YOU WOULD BE FORCED TO CLOSE.

MY COMPANY HAS BEEN IN THE GRIPS OF AN AUDIT BY EMPLOYMENT SECURITY SINCE 1992, NOT BECAUSE OF AN ERRONEOUS CLAIM FILED AGAINST MY COMPANY BUT BECAUSE EMPLOYMENT SECURITY IS GRASPING AT EMPTY AIR TRYING TO SOLVE THIS PROBLEM OF NON CLARIFICATION WITHIN THE STATUTE SAYING I HAVE CONTROL OVER THE DRIVERS WHO PAY ME A DISPATCH FEE FOR RECEIVING THE SERVICE THEY RECEIVE.

BECAUSE I FOLLOW THE LAW AND TELL THE CAB DRIVERS THEY MUST HAVE A DRIVERS LICENSE. AND THEY MUST HAVE SAFE VEHICLES PROVEN BY INSPECTIONS BY OUR POLICE DEPARTMENT, AND INSURANCE ON THEIR VEHICLES TO PROTECT THEM AND YOU THEIR CUSTOMERS, SUDDENLY MAKES THEM MY EMPLOYEES, CONTROLLED BY ME, THE DISPATCH COMPANY.

THANKFULLY, THE DEPARTMENT OF LABOR AND THE SENATE LABOR AND COMMERCE COMMITTEE CAME TO AN AGREEMENT TO CEASE THE AUDITS IN HOPES OF THIS BILL PASSING WHICH WOULD GIVE THE DEPARTMENT OF LABOR THE LEGAL CLARIFICATION IT NEEDS TO DISTINGUISH BETWEEN CAB DRIVERS WHO ARE EMPLOYEES AND CAB DRIVERS WHO ARE INDEPENDENT CONTRACTORS.

WITHOUT THE PASSAGE OF ONE OF THESE BILLS, THE AUDIT WILL CONTINUE AND THEN I WILL BE FORCED TO PAY ALL BACK TAXES FOR THE LAST TWO YEARS OUT OF EMPTY AIR THAT I HAVE SUPPOSEDLY BEEN PAYING THEM. ONE CAN NOT COLLECT ESC TAXES FROM SOMEONE THAT DOES NOT RECEIVE A PAYCHECK.

EACH AND EVERYONE OF MY EMPLOYEES ALL SIT AT A DESK, HAVE NO STEERING WHEEL IN FRONT OF THEM BECAUSE THEY ARE DISPATCHERS AND OFFICE PERSONNEL AND I HAVE PAID THE TAXES ON THESE EMPLOYEES FAITHFULLY. BUT NOW BECAUSE OF NON CLARIFICATION OF THIS STATUTE CONCERNING ONLY INDEPENDENT

CONTRACTORS I MAY HAVE TOMORROW THIRTY . . . MORE NEW EMPLOYEES. HOW LONG WILL IT BE BEFORE MY DREAM IS ONLY THIN AIR?

DURING THE 39 YEARS I HAVE BEEN IN THIS INDUSTRY, I HAVE DRIVEN MY CAB THROUGH A DISPATCH COMPANY WHICH HIRED DRIVERS AS EMPLOYEES, BUT MOSTLY COMPANIES WITH CONTRACT OPERATORS. WHO HAD CONTRACTS BETWEEN THE DISPATCH COMPANIES AND THE OPERATORS, ON PAPER, OR AS YEARS AGO ON A HANDSHAKE. BEFORE I COULD AFFORD MY OWN CAB, I WOULD LEASE A CAB FROM THE DISPATCH COMPANY OR FROM ANOTHER AVAILABLE SOURCE, I.E. ANOTHER INDEPENDENT OPERATOR WHICH WOULD LEASE HIS CAB.

THIS HAS BEEN INDUSTRY PRACTICED, NOT ONLY HERE IN ALASKA BUT IN OTHER STATES IN WHICH I HAVE OPERATED MY BUSINESS IN BEFORE COMING TO ALASKA YEARS AGO. IT HAS BEEN THIS WAY, AND STILL IS TODAY, BECAUSE IT IS THE ONLY COST EFFECTIVE WAY FOR THIS INDUSTRY TO OPERATE AND STILL CHARGE FARES THAT THE PUBLIC COULD AFFORD. OUR CUSTOMERS RIDE CABS BECAUSE THEY CHOOSE NOT TO PURCHASE A VEHICLE OR CAN NOT AFFORD ONE, BUT AT THE SAME TIME DO NOT WISH TO UTILIZE PUBLIC TRANSIT IN WHICH THEY WOULD HAVE TO FOLLOW THE PUBLIC TRANSITS SCHEDULE AND CHANGE THEIR LIFESTYLE. THE TAXI CAB INDUSTRY IS UTILIZED BY ALL WALKS OF LIFE AND NOT ONLY IS A NECESSITY IN SOCIETY BUT A CONVENIENCE TO THE PUBLIC AS WELL.

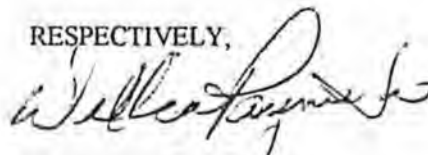
I URGE YOU TO SUPPORT S.B. 174 OR H.B. 233 TO KEEP THIS INDUSTRY THAT HAS BEEN MY LIFE FOR THE LAST FORTY YEARS AND TO PRESERVE IT, WITH INDEPENDENT CONTRACTORS, AS INDUSTRY PRACTICED. THE TAXI CAB INDUSTRY NEEDS TO BE OPERATED THIS WAY WHICH WOULD ALLOW IT TO CONTINUE SERVING THE PUBLIC IN THE MANNER IN WHICH IT HAS.

THANK YOU FOR YOUR TIME AND CONSIDERATION IN THIS IMPORTANT ISSUE, THE TAXI CAB INDUSTRY NEEDS YOUR SUPPORT TO PRESERVE NOT ONLY MY LIVELIHOOD AND ALL OTHER INDEPENDENT TAXI CAB DRIVERS BUT TO PRESERVE THE RIGHT TO FREE ENTERPRISE WHICH IS THE RIGHT OF ALL TAXI CAB OPERATORS AS IT IS FOR ANY OTHER CITIZEN OF THIS GREAT COUNTRY OF OURS.

EMPLOYEES HAVE LEGISLATION WHICH GIVES THEM THE PROTECTION THEY NEED. WE IN THE TAXI CAB INDUSTRY NEED THIS LEGISLATION TO PROTECT THIS INDUSTRY. I'M ASKING FOR YOUR HELP FOR AN INDUSTRY THAT IS VITAL AND MUCH NEEDED IN THE ECONOMY OF TODAY.

I AM IN SEATTLE AT THIS TIME AND WILL BE RETURNING TO JUNEAU ON 04/20/93. PLEASE FEEL FREE TO CALL ME AT 586-2127 AT TAKU GLACIER CAB.

RESPECTIVELY,



WILLIAM PAYNE JR.
TAKU GLACIER CAB CO.
102 NO. FRANKLIN STREET
JUNEAU, ALASKA 99801

Alaska State Legislature

Senate Majority Leader
Chair, Judiciary Committee
Vice Chair, Community &
Regional Affairs

Member, State Affairs Committee
Committee on Committees
Western States Legislative Forestry Task Force
Legislative Council



State Capitol
Juneau, Alaska 99801-1182
(907) 465-3873
Fax: (907) 465-3922

352 Front Street
Ketchikan, Alaska 99901
(907) 225-8008
Fax: (907) 225-0713

Senator Robin L. Taylor

MEMORANDUM

TO: Josh Fink

FROM: Joe Ambrose

DATE: 3/18/93

REF: Senate version of HB 233

Josh:

Senator Taylor would appreciate it if Senator Kelly would consider having the Labor and Commerce Committee introduce the senate version of HB233.

We have some backup material in our office and I'm sure Rep. Vezey will be willing to share what he has.

I believe you talked to Meredith Marshall, a Ketchikan cab company owner, on this issue.

Please advise.

District A:

Hyder • Ketchikan • Kupreanof • Meyers Chuck • Petersburg • Saxman • Sitka • Wrangell

HOUSE BILL NO. 233

IN THE LEGISLATURE OF THE STATE OF ALASKA

EIGHTEENTH LEGISLATURE - FIRST SESSION

BY REPRESENTATIVE VEZEY

Introduced: 3/16/93
Referred: Labor & Commerce

A BILL

FOR AN ACT ENTITLED

1 "An Act exempting certain taxicab operators from coverage under the Alaska
2 Wage and Hour Act, the Alaska Employment Security Act, and the Alaska
3 Workers' Compensation Act."

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

* Section 1. AS 23.10.055 is amended by adding a new paragraph to read:

(13) an individual who drives a taxicab, is compensated for taxicab services exclusively by customers of the service, and whose contractual arrangements, if any, with owners of taxicab vehicles, taxicab permits, or radio dispatch services are based upon flat contractual rates and not based on a percentage share of the individual's receipts from customers.

* Sec. 2. AS 23.20.526(a) is amended by adding a new paragraph to read:

(21) service performed by an individual who drives a taxicab whose compensation and contractual arrangements are as described in AS 23.10.055(13).

* Sec. 3. AS 23.30.230(a) is amended to read:

Exempts from Wage & Hour Act

Exempts from def of employment in Alaska Employment Security Act.

1 Persons not
2 covered by
3 workers
4 comp.
5
6
7
8

(a) The following persons are not covered by this chapter:

- (1) part-time baby-sitters;
- (2) cleaning persons;
- (3) harvest help and similar part-time or transient help;
- (4) persons employed as entertainers on a contractual basis: [AND]
- (5) commercial fishermen, as defined in AS 16.05.940; and
- (6) individuals who drive taxicabs whose compensation and

contractual arrangements are as described in AS 23.10.055(13).

* Sec. 4. AS 23.10.060(d)(7) is repealed.

Payments for overtime in AK Wage & Hour Act

* Sec. 5. The provisions of secs. 1 - 4 of this Act apply to determinations as to the employment status of taxicab drivers that are pending or not yet filed on the effective date of this Act.

FAX NO. 465-3756
Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Legislation to Clarify Status of Taxicab Drivers as
Independent Contractors

Dear Senator Kelly:

I am the owner of FAIRBANKS DISPATCH INC, a
taxicab dispatch service in FAIRBANKS, Alaska.
We supply dispatch service to approximately 50 drivers of
taxicabs. Neither our company nor the drivers have ever
considered the drivers to be our "employees". We do not pay
them any wage or other compensation. Their sole source of
taxicab income comes from their customers, which the drivers
do not turn over to us or share with us. Because we pay no
wages to drivers, we are not involved in employer functions
such as payroll withholding, worker's compensation, unemploy-
ment contribution withholding, etc.

I ask you to support SB 174 and HB 233 to preserve the
existing relationship between our company and taxicab drivers.
Clarification of the law in this area will end the confusion
and uncertainty by people in our industry and in government
agencies as to the status of taxicab drivers, who should be
viewed as independent contractors rather than employees. If
we have to become responsible for employer's withholding of
unemployment contributions, etc., we will be forced to require
that the drivers turn over all of their income to us, so that
we deduct the withheld amounts prior to paying them a "wage".
This would change the way in which we and the drivers do
business and significantly increase our administrative costs,
with the resulting higher cost to customers of taxicab
service.

I hope you will support this legislation.

Sincerely,

Robert M. Zimmerman
Name

FAIRBANKS TAXI
Name of Company

16 CRAIG AVE W.
Address

(907) 456-6197
Telephone

FAX 452-3375

FAX NO. 463-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

Re: Taxicab Drivers as Independent Contractors

Dear Senator Kelly:

We are taxicab drivers in NOME, Alaska. We strongly support passage of SB 174 and HB 233, which would clearly establish our status as independent contractors rather than employees, for purposes of unemployment contributions, wage and hour laws, and worker's compensation. We do not consider ourselves to be employees and do not want the government to force this status upon us. We receive no pay from dispatch companies, permit owners, or anyone else other than our own taxicab customers. We do not have to turn over our customer receipts to anyone else. We are responsible for covering our own costs, including costs of dispatch service, ownership or lease of vehicles, etc. We are responsible for payment of our own taxes.

If we are forced to be "employees", we know that the employer will have to collect all of our customer receipts and then withhold taxes, FICA, Social Security, and other deductions before paying us a wage. We do not want such a system. We have always thought of ourselves as independent contractors, and realize that we have not been covered by worker's compensation.

We ask you to support this legislation so that we can continue to be regarded as independent contractors and not employees.

Date Name (Print and Sign) Address/Telephone

- 1 JOHNNY WAYNE CARLISLE *John Wayne Carlisle*
- 2 Leslie Hubbard *Hubbard* Box 1658 Nome, 443-2768
- 3 ETHEL KOSHNEY *Ethel Koshney* Box 161 NOME
- 4 Frederic Tocktoo *Frederic Tocktoo* Gen Del Nome Ak
- 5 Raphael Schwena *Raphael Schwena* Gen Del Nome Ak
- 6 _____
- 7 _____
- 8 _____
- 9 _____ 27634024
- 10 _____
- 11 _____

LETTERS OF SUPPORT & PETITIONS FROM NOME

Hecker

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

Dear Senator Kelly:

We are taxicab drivers in NOME, Alaska. We strongly support passage of SB 174 and HB 233, which would clearly establish our status as independent contractors rather than employees, for purposes of unemployment contributions, wage and hour laws, and worker's compensation. We do not consider ourselves to be employees and do not want the government to force this status upon us. We receive no pay from dispatch companies, permit owners, or anyone else other than our own taxicab customers. We do not have to turn over our customer receipts to anyone else. We are responsible for covering our own costs, including costs of dispatch service, ownership or lease of vehicles, etc. We are responsible for payment of our own taxes.

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We ask you to support this legislation so that we can continue to be regarded as independent contractors and not employees.

- | <i>3-26</i> | Date | Name (Print and Sign) | Address/Telephone |
|-------------|----------------|--------------------------|-----------------------------------|
| 1 | <i>3-27-93</i> | <i>CSAMY HOUST</i> | <i>Box 229 Nome - 2432</i> |
| 2 | <i>3-27-93</i> | <i>John Analoak</i> | <i>Box 213 Nome, AK</i> |
| 3 | <i>3-27-93</i> | <i>Robert A. Johnson</i> | <i>Box 2082 Nome AK 99801</i> |
| 4 | <i>3-27-93</i> | <i>David Berglund</i> | <i>Box 1885 Nome 5596</i> |
| 5 | <i>3-27-93</i> | <i>Ronald Nichols</i> | <i>Box 447 Nome 3541</i> |
| 6 | <i>3-27-93</i> | <i>John Adams</i> | <i>Box 1614 Nome AK 443-2698</i> |
| 7 | <i>3-27-93</i> | <i>Kari Waltz</i> | <i>Box 1629 Nome 443-3554</i> |
| 8 | <i>3-27-93</i> | <i>Alfred O. Adams</i> | <i>Box 31 Nome 443-3801</i> |
| 9 | <i>3-27-93</i> | <i>Paul Thayer</i> | <i>Box 1557 Nome, AK</i> |
| 10 | <i>3-27-93</i> | <i>Lynn J. Powell</i> | <i>Box 1557 Nome, AK 477 7297</i> |
| 10 | <i>3-27-93</i> | | |

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

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- | Date | Name (Print and Sign) | Address/Telephone |
|-----------|------------------------|---|
| 1 3-26-93 | <i>Lake Washburn</i> | <i>Juneau Alaska W.A. 5-R. N. AK</i> |
| 2 3-26-93 | <i>Douglas Melkend</i> | <i>Douglas Melkend JR Box 201, Nome</i> |
| 3 | <i>Don O Roberts</i> | <i>Don O Roberts 99762-1101</i> |
| 4 | <i>Ed Sears</i> | <i>Ed Sears P.O. Box 1989 Nome AK 99762</i> |
| 5 | <i>Ramon Gandia</i> | <i>Ramon Gandia Box 970 Nome AK 99762 3-29-92</i> |
| 6 | | |
| 7 | | |
| 8 | | |
| 9 | 27531024 | |
| 10 | | |

- 93 FRI 16:23

F . 2 0

FAX NO. 465-3756
Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Legislation to Clarify Status of Taxicab Drivers as
Independent Contractors

Dear Senator Kelly:

I am the owner of NOME CHECKER CAB. INC., a
taxicab dispatch service in NOME, Alaska.
We supply dispatch service to approximately 14 drivers of
taxicabs. Neither our company nor the drivers have ever
considered the drivers to be our "employees". We do not pay
them any wage or other compensation. Their sole source of
taxicab income comes from their customers, which the drivers
do not turn over to us or share with us. Because we pay no
wages to drivers, we are not involved in employer functions
such as payroll withholding, worker's compensation, unemploy-
ment contribution withholding, etc.

I ask you to support SB 174 and HB 233 to preserve the
existing relationship between our company and taxicab drivers.
Clarification of the law in this area will end the confusion
and uncertainty by people in our industry and in government
agencies as to the status of taxicab drivers, who should be
viewed as independent contractors rather than employees. If
we have to become responsible for employer's withholding of
unemployment contributions, etc., we will be forced to require
that the drivers turn over all of their income to us, so that
we deduct the withheld amounts prior to paying them a "wage".
This would change the way in which we and the drivers do
business and significantly increase our administrative costs,
with the resulting higher cost to customers of taxicab
service.

I hope you will support this legislation.

Sincerely,

[Signature]
Name

NOME CHECKER CAB. INC.
Name of Company

Box 329 Nome
Address

443-5136

-93 FRI 16:23

P.08

FAX NO. 465-3756
Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Legislation to Clarify Status of Taxicab Drivers as
Independent Contractors

Dear Senator Kelly:

I am the owner of Nome Cab, a taxicab dispatch service in Nome, Alaska. We supply dispatch service to approximately 22 drivers of taxicabs. Neither our company nor the drivers have ever considered the drivers to be our "employees". We do not pay them any wage or other compensation. Their sole source of taxicab income comes from their customers, which the drivers do not turn over to us or share with us. Because we pay no wages to drivers, we are not involved in employer functions such as payroll withholding, worker's compensation, unemployment contribution withholding, etc.

I ask you to support SB 174 and HB 233 to preserve the existing relationship between our company and taxicab drivers. Clarification of the law in this area will end the confusion and uncertainty by people in our industry and in government agencies as to the status of taxicab drivers, who should be viewed as independent contractors rather than employees. If we have to become responsible for employer's withholding of unemployment contributions, etc., we will be forced to require that the drivers turn over all of their income to us, so that we deduct the withheld amounts prior to paying them a "wage". This would change the way in which we and the drivers do business and significantly increase our administrative costs, with the resulting higher cost to customers of taxicab service.

I hope you will support this legislation.

Sincerely,



Name

Nome Cab

Name of Company

PO Box 970 Nome, AK 99762

Address

443-3030

P. 03

FAX NO. 465-3756
Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Legislation to Clarify Status of Taxicab Drivers as Independent Contractors

Dear Senator Kelly:

I am the owner of Cold Rush Taxi, a taxicab dispatch service in Nome, Alaska. We supply dispatch service to approximately 5 drivers of taxicabs. Neither our company nor the drivers have ever considered the drivers to be our "employees". We do not pay them any wage or other compensation. Their sole source of taxicab income comes from their customers, which the drivers do not turn over to us or share with us. Because we pay no wages to drivers, we are not involved in employer functions such as payroll withholding, worker's compensation, unemployment contribution withholding, etc.

I ask you to support SB 174 and HB 233 to preserve the existing relationship between our company and taxicab drivers. Clarification of the law in this area will end the confusion and uncertainty by people in our industry and in government agencies as to the status of taxicab drivers, who should be viewed as independent contractors rather than employees. If we have to become responsible for employer's withholding of unemployment contributions, etc., we will be forced to require that the drivers turn over all of their income to us, so that we deduct the withheld amounts prior to paying them a "wage". This would change the way in which we and the drivers do business and significantly increase our administrative costs, with the resulting higher cost to customers of taxicab service.

I hope you will support this legislation.

Sincerely,

James W Blanning
Name

Cold Rush Taxi
Name of Company

Box 1161
Address

443 - 278

Jessie

We the undersigned, taxicab operators, support House Bill # 233 exempting us from coverage under the Alaska Wage and Hour Act, the Alaska Employment Security Act and the Alaska Worker's Compensation Act. We wish to remain independent operator's.

Signature	Printed Name	For Hire Plate #
<i>William A. Walton</i>	WILLIAM A. WALTON	22F703
<i>[Signature]</i>	Chms Shipler	22F-733
<i>George G. Davidson</i>	GEORGE G. DAVIDSON	22F 737
<i>Alex G. Canfield</i>	ALEX G. CANFIELD	22F 625
<i>Paul I. Clark</i>	Paul I. Clark	72F722
<i>Mary C. Sabon</i>	MARY C. SABON	22F727
<i>Arvid W. Ring</i>	Arvid W. Ring	22F-725
<i>Richard C. Chinn</i>	RICHARD CHINN	22F378
<i>Cliff Walden</i>	CLIFF WALDEN	22F 746
<i>Merrill L. Elkins</i>	MERRILL L. ELKINS	22F 639
<i>Mary Anne Walden</i>	MARY ANNE WALDEN	22F 691
<i>Ronny L. Dark</i>	Ronny L. Dark	22F 729
<i>John Rathgan</i>	John Rathgan	22F-745
<i>Trey Capers</i>	Trey Capers	22F-660
<i>Carolene T. Joane</i>	Carolene T. Joane	22F 740
<i>Troy S. Williams</i>	TROY S. WILLIAMS	22F 722
<i>Kim M. SchAAF</i>	KIM M. SCHAFF	22F 740
<i>Dale Bean</i>	Dale Bean	22F 712
<i>James h. Cawdrey</i>	James h. Cawdrey	22F-738

Ketchikan

WE THE UNDERSIGNED WISH TO EXPRESS OUR SUPPORT FOR SENATE
BILL 174 AND HOUSE BILL 233.

WE FULLY UNDERSTAND THE RAMIFACATIONS OF THIS LEGISLATION
CONCERNING OUR RIGHTS.

WE OPERATE UNDER OUR OWN BUSINESS LICENSES. BUILD OUR OWN
TRADE INDIVIDUALLY WITH THE PUBLIC, ARE PAID SOLEY BY THE
PUBLIC, AND CONSIDER OURSELVES TO BE OUR OWN BOSSES. PLEASE
HELP US RETAIN OUR INDEPENDANT CONTRACTOR STATUS.

Peter Kennedy Jr

John Smith

Hele S. Hull

Michael Moody

Gene A. Mullins

Denis S. DeChane

Enargo Wallace

R.C. Zeller

David Adams

Darney Olsen

Romay Olson

Daniel J. Trail

Randy M. Long

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

Dear Senator Kelly:

We are taxicab drivers in ANCHORAGE, Alaska. We strongly support passage of SB 174 and HB 233, which would clearly establish our status as independent contractors rather than employees, for purposes of unemployment contributions, wage and hour laws, and worker's compensation. We do not consider ourselves to be employees and do not want the government to force this status upon us. We receive no pay from dispatch companies, permit owners, or anyone else other than our own taxicab customers. We do not have to turn over our customer receipts to anyone else. We are responsible for covering our own costs, including costs of dispatch service, ownership or lease of vehicles, etc. We are responsible for payment of our own taxes.

If we are forced to be "employees", we know that the employer will have to collect all of our customer receipts and then withhold taxes, FICA, Social Security, and other deductions before paying us a wage. We do not want such a system. We have always thought of ourselves as independent contractors, and realize that we have not been covered by worker's compensation.

We ask you to support this legislation so that we can continue to be regarded as independent contractors and not employees.

3/30/93
Date Name (Print and Sign) Address/Telephone
Bernd WOLTER P.O. Box 90883 276-4413
ANCHORAGE, AK.
99509

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

Dear Senator Kelly:

We are taxicab drivers in DNCHORWYE, Alaska. We strongly support passage of SB 174 and HB 233, which would clearly establish our status as independent contractors rather than employees, for purposes of unemployment contributions, wage and hour laws, and worker's compensation. We do not consider ourselves to be employees and do not want the government to force this status upon us. We receive no pay from dispatch companies, permit owners, or anyone else other than our own taxicab customers. We do not have to turn over our customer receipts to anyone else. We are responsible for covering our own costs, including costs of dispatch service, ownership or lease of vehicles, etc. We are responsible for payment of our own taxes.

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Date	Name (Print and Sign)	Address/Telephone
30 MAR	Joe Whelpley Joe Whelpley	Po Box 716 ToK AK

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

Dear Senator Kelly:

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We ask you to support this legislation so that we can continue to be regarded as independent contractors and not employees.

Date Name (Print and Sign) Address/Telephone

MARC V. VAN DER BURG
6261 COLLINS WAY
ANCHORAGE AK 99502
William V. Whammy

1199752 phone
243-5691

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

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We ask you to support this legislation so that we can continue to be regarded as independent contractors and not employees.

Date	Name (Print and Sign)	Address/Telephone
3/30/93	HAROLD PEAKER	P.O. BOX 241234 ANCHORAGE ALASKA 99524 (907) 338-5826



FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

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Date Name (Print and Sign)

Address/Telephone

JUSTIN MARCH

1221 EASTON APT #1

JUSTIN MARCH

ANCHORAGE AK 99501

3/30/93

338 2186

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

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Date	Name (Print and Sign)	Address/Telephone
3-30-93	<i>[Signature]</i> Gus Last	403 W. 22. 2586352
3-30-93	Heinz Roehner <i>[Signature]</i>	1326 W 25th #2 272-9074
31 March 93	John T. Walsh <i>[Signature]</i>	335 Boniface Hwy #7 none
31 MARCH 93	William Cunningham <i>[Signature]</i>	1350 ALEUTIAN ST. PH# 272 6957

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

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Date Name (Print and Sign) Address/Telephone

3/31/92

Daniel L. Venzke
3308 Boniface Pkwy #112
Anchorage, AK 99504

338-5827

Daniel L. Venzke

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

Dear Senator Kelly:

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We ask you to support this legislation so that we can continue to be regarded as independent contractors and not employees.

Date	Name (Print and Sign)	Address/Telephone
5/31/93	RANDALL HOLMES	2601 W. 34TH AVE. #1 ANCHORAGE 99517-2142

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

Dear Senator Kelly:

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We ask you to support this legislation so that we can continue to be regarded as independent contractors and not employees.

Date	Name (Print and Sign)	Address/Telephone
3/31/93	MIKE MOBERG	2221 McAdams Rd # 580 333-5763

FAX NO. 465-3756

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

RE: Taxicab Drivers as Independent Contractors

Dear Senator Kelly:

We are taxicab drivers in DNCHORWNE, Alaska. We strongly support passage of SB 174 and HB 233, which would clearly establish our status as independent contractors rather than employees, for purposes of unemployment contributions, wage and hour laws, and worker's compensation. We do not consider ourselves to be employees and do not want the government to force this status upon us. We receive no pay from dispatch companies, permit owners, or anyone else other than our own taxicab customers. We do not have to turn over our customer receipts to anyone else. We are responsible for covering our own costs, including costs of dispatch service, ownership or lease of vehicles, etc. We are responsible for payment of our own taxes.

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We ask you to support this legislation so that we can continue to be regarded as independent contractors and not employees.

Date Name (Print and Sign) Address/Telephone

Michael F Belanger 278-8772

Cliff Walden
P.O. Box 34544
Juneau, Alaska 99803
(907) 789-7362
(907) 586-2772

March 10, 1993

Subject: The Department of Labors' attempt to establish an employer-employee relationship between the independent drivers and the radio dispatch service companies they choose to operate under.

To Whom It May Concern;

My name is Cliff Walden, my wife's name is Mary Anne Walden. As owner operators of two taxicabs, we have been in operation for approximately three years. We have chosen the taxi industry as a business for a number of reasons. These include;

1. We enjoy the opportunity to own our own business.
2. We have the flexibility to set our work schedules.
3. Our success is determined by our individual abilities and motivation.
4. Being independent operators instills pride in the appearance and condition of the equipment we own and operate.

Along with the other drivers in the Capital city, we want to remain independent operators and remain responsible for our individual businesses. Each of us has considerable amount of time and income invested. We are concerned for the future of our investments. If we became classified as employees, we are fearful that there would not be a radio dispatch service for our services. A necessary service to the community would be severely damaged. Therefore, we fully support legislation that would allow us to remain independent owners and operators. Your help and support would be greatly appreciated.

Sincerely,
Cliff Walden

We the undersigned, taxicab operators, support Senate Bill # 174 and House Bill # 233. As independent owners and operators we understand the purpose of this Act is to clarify existing law regarding the application of the Alaska Wage and Hour Act, the Alaska Employment Security Act, and the Alaska Workers' Compensation Act to taxicab drivers who receive compensation exclusively from customers and whose relationship with permit owners, operators, and dispatch companies is based solely on a contractual flat fee payment by the driver. We further understand that part-time baby-sitters, cleaning persons, entertainers on contract, and commercial fishermen are exempt from these acts, as they are independent contractors' as we have been, and would like to remain. We are asking for your help and support from you, our customers' and all Alaskans. Please help our industry by calling Senator Jim Duncan at 465-4766, Senator Dave Donley at 465-3892, Rep. Bill Hudson at 465-3744, Rep. Fran Ulmer at 465-4947, the Public Opinion Message line at 465-4648, or fax a message to 465-3756. We thank-you so much for your support.

Donn Eisenhower ZZF717, W. Allen Walton ZZF703, Gary Allen ZZF718, Chris Shipler ZZF733,
Mike McRea ZZF723, George Carpenter ZZF737, Freeman Lafferty Jr. ZZF693, Neal
Gabater ZZF675, Hank Mortell ZZF716, Paul J. Clark ZZF722, Dennis Brooks ZZF732, Mary C.
Sabon ZZF722, Steve Baker ZZF715, Alfred W. Rugg ZZF725, Ray Webber ZZF655, Richard Conn
ZZF738, Charles H. Brown ZZF693, Cliff Walden ZZF746, Allyn Moore ZZF698, Merrill L. Elkins
ZZF639, Tim Howard ZZF729, Mary Anne Walden ZZF691, Ella Paddock ZZF721, Kenneth L.
Jack ZZF728, David George ZZF721, John Ratigan ZZF745, Ernest P. Commodore ZZF630, Trey
Capers ZZF660, Raymond D. Baker ZZF747, Gardener Doane ZZF740, Steve Phillips ZZF747,
Troy S. Williams ZZF722, Bruce M. Hammond ZZF716, Kim M. Schaaf ZZF740, Emil Gary Buresh
ZZF702, Dale Bean ZZF712, William Payne Jr. ZZF697, James L. Caudry ZZF738, Betty Leslie
ZZF748, Darlene Carpenter ZZF748, Sarah Hottman ZZF748, Morgan Rasmussen ZZF740, AL
BAKER ZZF735, Frank Tiffer ZZF731, Ray Winters ZZF626, Lloyd Dedrick ZZF701, Ron Laiti
ZZF723, Glen Polzel ZZF721, Paul Leslie ZZF732

Rec'd 3/11/95
Joseph Casaw
From Deanna Walden
March 10, 1995

SUBJECT: THE DEPARTMENT OF LABORS' ATTEMPT TO ESTABLISH AN EMPLOYER-EMPLOYEE RELATIONSHIP BETWEEN THE INDEPENDENT DRIVERS AND THE RADIO DISPATCH SERVICE COMPANIES THEY CHOOSE TO OPERATE UNDER.

TO WHOM IT MAY CONCERN;

MY NAME IS CLIFF WALDEN. MY WIFE'S NAME IS MARY ANNE WALDEN. AS OWNER OPERATORS OF TWO TAXICABS WE HAVE BEEN IN OPERATION FOR APPROXIMATELY THREE YEARS. WE HAVE CHOSEN THE TAXI INDUSTRY AS A BUSINESS FOR A NUMBER OF REASONS. THESE INCLUDE:

1. WE ENJOY THE OPPORTUNITY TO OWN OUR OWN BUSINESS.
2. WE HAVE THE FLEXIBILITY TO SET OUR WORK SCHEDULES.
3. OUR SUCCESS IS DETERMINED BY OUR INDIVIDUAL ABILITIES AND MOTIVATION.
4. BEING INDEPENDENT OPERATORS INSTILLS PRIDE IN THE APPEARANCE AND CONDITION OF THE EQUIPMENT WE OWN AND OPERATE.

ALONG WITH THE OTHER DRIVERS IN THE CAPITAL CITY, WE WANT TO REMAIN INDEPENDENT OPERATORS AND REMAIN RESPONSIBLE FOR OUR INDIVIDUAL BUSINESSES. EACH OF US HAS A CONSIDERABLE AMOUNT OF TIME AND INCOME INVESTED. WE ARE CONCERNED FOR THE FUTURE OF OUR INVESTMENTS. IF WE BECAME CLASSIFIED AS EMPLOYEES, WE ARE FEARFUL THAT THERE WOULD NOT BE A RADIO DISPATCH SERVICE FOR OUR SERVICES. A NECESSARY SERVICE TO THE COMMUNITY WOULD BE SEVERELY DAMAGED. THEREFORE, WE FULLY SUPPORT LEGISLATION THAT WOULD ALLOW US TO REMAIN INDEPENDENT OWNERS AND OPERATORS. YOUR HELP AND SUPPORT WOULD BE GREATLY APPRECIATED.

CLIFF WALDEN
PO BOX 34544
JUNEAU, AK. 99803

SINCERELY,

Cliff Walden

(907) 789-7362 (HM)
(907) 586-2772 (WORK)

LETTERS OF SUPPORT & PETITIONS
FROM JUNEAU

CAPITAL CAB



Joseph Eason
Rec'd 3/11/93
From Deanna Walton

106 PEOPLES WHARF

586-2772

P O BOX 240854 - Douglas, Alaska 99824

10 March 1993

To: Whom It May Concern

Subject: Exemption of Taxicab Drivers from Statutory Definitions of Employees

My name is Deanna Walton and I am a new co-owner of Capital Cab, Inc. of Juneau. I hope to seek your assistance and support in dealing with a regulation made by the Alaska Department of Labor. But first, let me give you some background on myself and my husband, Bill Walton, who is the other owner of Capital Cab, Inc.

I have worked in the private sector since I was age 13, fifteen years as a Deli-Manager at Fred Meyer and the last nine as an employee of Foodland, working nights as their Computer File Maintenance person. My husband, Bill, is a Veteran of the Army, who is Medically Retired after 18½ years due to a combat injury sustained while serving in VietNam. He is a Vice Commander of Juneau's Disabled American Veterans Chapter 4; member of the Juneau American Legion; the Juneau Moose Lodge 700, and also the owner operator of his own cab.

On a personal note, I must say that we have saved for years to own a business and have put over \$50,000.00 into the down payment and initial operating expenses to buy Capital Cab. We did so with high hopes and expectations. Now we are simply scared!

Our American Dream is being turned into an American Nightmare! The State of Alaska Department of Labor has ruled that independent cab drivers who are driving under Capital Cab dispatch services are our employees. It is our firm opinion—and also the firm opinion of the drivers themselves—that they are all independent business people. They are issued their own business licenses by the State of Alaska and are responsible for their own expenses. Capital Cab provides dispatch services to these drivers. Perhaps some consideration should be given to the notion that they are employing us to provide an absolutely essential service that makes the system work.

Please let me emphasize that Taku Taxi is confronted with the same situation, and unless some practical recourse is found, our Capitol City and thriving tourist attraction will be adversely affected. As this issue evolves, I am prepared to submit additional accounting and financing facts that will clearly demonstrate the impact the Labor Department ruling will have on our business.

Simply Stated: If we are forced to pay current, and back unemployment taxes and Workmans Compensation on the 40 or more Independent Drivers who pay for our dispatch services, we are Out of Business!

If you can assist or support us in any way in this matter, you will have our heartfelt gratitude.

Sincerely,

Deanna M Walton

complete ground transportation in the Capital

We the undersigned, Alaska residents, support the attached House Bill # 233 exempting taxicab driver's from "employee" status and allowing them to remain as independent operator's.

Signature	Printed Name	Address
<i>[Signature]</i>	Pete Ambrose	Box 242 Juneau AK 99802
<i>[Signature]</i>	ALVIN F. KRUSE	4511 CHELSEA CT JUNEAU 99801
<i>[Signature]</i>	William T. Rivanamassa	12175 Glacier Hwy Juneau AK
<i>[Signature]</i>	JOE FERRELLA	1327 BETARDI
<i>[Signature]</i>	MIKE KELLY	3513 Autumn Ct Juneau 99801
<i>[Signature]</i>	Larry Sundberg	9146 Skunkwood Ln 99801
<i>[Signature]</i>	Jim Scholz	POB 210744, Anchorage, AK 99506
<i>[Signature]</i>	Tom Siangco	P.O. Box 21563 Juneau AK 99802
<i>[Signature]</i>	JAMES W. PAYNE	P.O. Box 2608 Juneau AK 99802
<i>[Signature]</i>	Linda Reid	4511 Wood Duck Ave Juneau, AK 99801
<i>[Signature]</i>	Stacy Cunningham	P.O. BOX 22083 JUNEAU, AK 99802
<i>[Signature]</i>	WILLIAM COLE	WILKINS AK
<i>[Signature]</i>	Green Cole	5881 Churchill way Juneau 99801
<i>[Signature]</i>	Martin Lilien	P.O. Box 22286 Juneau AK 99802
<i>[Signature]</i>	William F. Cory	P.O. Box 22834 Juneau 99802
<i>[Signature]</i>	Rebecca R. Ferguson	8825 MULLARD ST 99801
<i>[Signature]</i>	RECR BLODGETT	PO BOX 22175 JUNEAU 99802
<i>[Signature]</i>	ALISON BARNES	5007 Powers St.
<i>[Signature]</i>	FRID T BARKER	Box 210151 Anchorage AK 99501
<i>[Signature]</i>	JACK D. ASHLEY	Box 34723 Juneau 99802
<i>[Signature]</i>	John D. Fry	POB 32223 JUNEAU 99802
<i>[Signature]</i>	JUDY MILLER	POB 22223 JUNEAU 99803
<i>[Signature]</i>	JUDY GL MILLER	JUNEAU AK 99801 8422 DeGoy Blvd
<i>[Signature]</i>	JARL KROOK	PO Box 211615 ANCHORAGE 99821
<i>[Signature]</i>	AL WILSON	PO Box 200034 Anchorage AK 99504
<i>[Signature]</i>	Ed Fox	PO BOX 200003 - AK 99801
<i>[Signature]</i>	WAYNE M. CURTIS	3503 McILWAIN DR 99801
<i>[Signature]</i>	CARMEN FIAZAR	34.5 EGAN Drive 99801
<i>[Signature]</i>	ZENARDO C. BATEC	6590 GLENDALE AVE ST 290
<i>[Signature]</i>	ZENARDO C. BATEC	P.O. Box 21712
<i>[Signature]</i>	CAROL MURRIS	PO BOX 34731 JUNEAU 99803

We the undersigned, Alaska residents, support the attached House Bill # 233 exempting taxicab driver's from "employee" status and allowing them to remain as independent operator's.

Signature	Printed Name	Address
<i>Deanna M. Walton</i>	DEANNA M WALTON	2760 DOUGLAS Hwy #1
<i>William A. Walton</i>	WILLIAM A WALTON	2760 DOUGLAS Hwy #1 JUNEAU
<i>Chris Shupler</i>	CHRIS SHUPLER	7667 S. NAWAHO'S CUTOFF
<i>George Campbell</i>	GEORGE CAMPBELL	7661 DOUGLAS HWY
<i>Paul J. Clark</i>	PAUL J CLARK	7144 SUTTER C.C.
<i>M. A. Sabon</i>	MARY C SABON	#14 GLACIER AVE
<i>Mary C Sabon</i>	MARY C SABON	6590 GLACIER Hwy #61
<i>Rene Mercure</i>	RENE MERCURE	101680 MARION HWY
<i>David W. Green</i>	DAVID W GREEN	9167 GLACIERWOOD #2 99801
<i>Louis Stevens</i>	LOUIS STEVENS	PO Box 1234 JUNEAU AK 99802
<i>Ted Falconer</i>	TED FALCNER	BOX 923 S. FEA AK 99805
<i>Pamela A. Moore</i>	PAMELA A. MOORE	40 Box 20538 JUNEAU AK 99802
<i>Walter L. Reamy</i>	WALTER L. REAMY	4258 TAKU BLVD JUNEAU AK 99801
<i>Daniel W. Bates</i>	DANIEL W. BATES	5971 North St. JUNEAU AK 99801
<i>Eva L. Clavhan</i>	EVA L. CLAVHAN	6731 Marguerite JUNEAU AK 99801
<i>John D. Flinardo</i>	JOHN D. FLINARDO	#5, DANA #1, JUNEAU AK 99801
<i>Robert B. Cooney</i>	ROBERT B COONEY	9327 STEVEN Rm 1016
<i>Jill Arniez</i>	JILL ARNIEZ	800 ST B.F. 1 JUNEAU
<i>Daniel Eldamar</i>	DANIEL ELDMAR	615 W 10 JUNEAU
<i>Lucas M. Peterson</i>	LUCAS M. PETERSON	P.O. Box 20287 JUNEAU AK 99802
<i>Walt Sheridan</i>	WALT SHERIDAN	POB 21781 JUNEAU 99802
<i>Kathleen D. Foss</i>	KATHLEEN D. FOSS	4518 Trafalgar JUNEAU AK 99801
<i>Eric Meyer</i>	ERIC MEYER	4511 TANNER Dr JUNEAU AK 99801
<i>Tommy C. Dorsey</i>	TOMMY C. DORSEY	8201 THREADNEEDLE JUNEAU AK 99802
<i>Tom LeBlanc</i>	TOM LEBLANC	#63 SUTTER JUNEAU
<i>Lucy Kearney</i>	LUCY KEARNEY	624 W 9th St. JUNEAU AK 99801
<i>Dorothy Zarna</i>	DOROTHY ZARNA	2170 (Hwy 200 @ R) JUNEAU AK
<i>Sonia Balling</i>	SONIA BALLING	POB 20069, JUNEAU AK 99802
<i>Brett Naylor</i>	BRETT NAYLOR	P.O. Box 1096 JUNEAU AK
<i>Michele R. Lundy</i>	MICHAEL R LUNDY	P.O. Box 210276 ALASKA JUNEAU AK 99802
<i>Mary Anne Walden</i>	MARY ANNE WALDEN	PO Box 33963 JUNEAU AK 99803

We the undersigned, Alaska residents, support the attached House Bill # 233 exempting taxicab driver's from "employee" status and allowing them to remain as independent operator's.

Signature	Printed Name	Address
<i>Tom Peters</i>	TOM PETERS	241 Front St. JUNEAU ALASKA
<i>Mildred E. Shelton</i>	Mildred E. Shelton	276 Douglas Hwy JUNEAU AK
<i>CUACO Shelley</i>	CUACO Shelley	2760 Douglas Hwy JUNEAU AK
<i>Daniel Landen</i>	Daniel Landen	2780 Douglas Hwy #4 JUNEAU
<i>Horn Estimau</i>	Horn Estimau	2709 David St. JUNEAU
<i>TERI PERTOLI</i>	TERI PERTOLI	416 Gold St JUNEAU
<i>Nako E. Nicholas</i>	Nako E. Nicholas	5923 MO Douglas Hwy JUNEAU
<i>Richard W. Lewis</i>	Richard W. Lewis	P.O. B. 22421, JUNEAU, AK
<i>Jack Borline</i>	Jack Borline	POB 24007, Douglas Hwy JUNEAU
<i>Mark Kiesel</i>	Mark Kiesel	4115 Dogwood Lane JUNEAU AK 99801
<i>CRAIN, J. HOUSE</i>	CRAIN, J. HOUSE	1700 CREST AVE JUNEAU AK 99801
<i>LINDA K. WEED</i>	LINDA K. WEED	8213 DOGWOOD LN JUNEAU
<i>Patricia S. Purson</i>	Patricia S. Purson	313-B. Clatsop St. JUNEAU AK 99801
<i>Jerry Macaulay</i>	Jerry Macaulay	4451 Thane Rd JUNEAU AK 99801
<i>CHARLOTTE GARDNER</i>	CHARLOTTE GARDNER	POB 20537 - JUNEAU 99802
<i>Daniel P. Lemons</i>	Daniel P. Lemons	POB 21445 JUNEAU 99802
<i>Terry Stansell</i>	Terry Stansell	P.O. Box 020035 JUNEAU, 99802
<i>EDDON J. JOHNSON</i>	EDDON J. JOHNSON	PO BOX 21045 JUNEAU AK 99802
<i>TON NIELSEN</i>	TON NIELSEN	9526 GLACIER HWY JUNEAU 99801
<i>JAMES TARD</i>	JAMES TARD	1935 Northwood DR JUNEAU
<i>MICHAEL D. DISMUND</i>	MICHAEL D. DISMUND	1901 LAMONA L. RD JUNEAU
<i>Gene Dismund</i>	Gene Dismund	1981 Lamona CR JUNEAU 99801
<i>LAURI WEISS</i>	LAURI WEISS	POB 20195 Hake Bay
<i>William Williams</i>	William Williams	POB 28633 JUNEAU 99802
<i>DENNIS RICHER</i>	DENNIS RICHER	4275 N. Douglas Hwy JUNEAU 99801
<i>JAMES M. BURNS</i>	JAMES M. BURNS	2231 NEWELL AVE JUNEAU
<i>SARIN, KRUCK</i>	SARIN, KRUCK	POB 21115 AUKER BAY AK
<i>GEORGE TOTL</i>	GEORGE TOTL	9030 Gee St JUNEAU AK 99801
<i>AUERIL DAVIS</i>	AUERIL DAVIS	102 BASTINE AVE #10 JUNEAU
<i>August Ebona</i>	August Ebona	1112 Third St. Douglas, AK

We the undersigned, Alaska residents, support the attached House Bill # 233 exempting taxicab driver's from "employee" status and allowing them to remain as independent operator's.

Signature	Printed Name	Address
<i>Esther Stevenson</i>	ESTHER STEVENSON	8919 BIRCH LAKE
<i>Tim Whitte</i>	TIM WHITTE	2106 FOSTER
<i>Keith W. Burgess</i>	Keith W. Burgess	8212 Dogwood Ln
<i>William E. Mitchell</i>	William E. Mitchell	P.O. Box 22096 JUNEAU 99801
<i>Mike Stevenson</i>	MIKE STEVENSON	P.O. Box 34506 JUNEAU, AK
<i>Robert M. Parulis</i>	ROBERT M PARULIS	Box 32300 JUNEAU 99803
<i>P.M. Chitty</i>	CRIG M. CHITTY	P.O. Box 210354 Auke Bay
<i>Konnie R. Leis</i>	Konnie R. Leis	9160 Cinema Dr. JUNEAU AK
<i>Kew Crocker</i>	Kew Crocker	9386 RIVERCOURT JUNEAU AK
<i>Mark J. McGee</i>	MARK J. MCGEE	3555 MLR #47A JUNEAU, AK
<i>Mike Miller</i>	MIKE MILLER	9488-7 James Blvd JUNEAU AK
<i>James W. Burgess</i>	James W. Burgess	15445 Glacier Hwy JUNEAU AK
<i>Robert L. Stevenson</i>	ROBERT L. STEVENSON	3726 E. Camino JUNEAU AK
<i>Jerry E. Hauf</i>	JERRY E. HAUF	Box 32546 JUNEAU 99803
<i>Carl Williams</i>	CARL WILLIAMS	4232 STRAMMICK TRAIL JUNEAU 99801
<i>John White</i>	John White	Box 33282 JUNEAU AK 99803

We the undersigned, Alaska residents, support the attached House Bill # 233 exempting taxicab driver's from "employee" status and allowing them to remain as independent operator's.

Signature	Printed Name	Address
<i>[Signature]</i>	LISA LAURE	PO Box 211274 Aleke Bay
<i>[Signature]</i>	Shawn Tucker	6004 Canell way Jun
<i>[Signature]</i>	David Shortv	P.O.B. 020567, Juneau, AK 99802
<i>[Signature]</i>	MARK DENNIS	2305c FRANKLIN ST - JUN
<i>[Signature]</i>	RICHARD A. DEARINS	2365 KA-SEE-AN DRIVE JUNEAU, AK 99801
<i>[Signature]</i>	THOMAS A SMITH	P.O. BOX 32305 JUNEAU AK 99803
<i>[Signature]</i>	KYLE CAMP	3355 HILL CREST DR JUNEAU AK 99801
<i>[Signature]</i>	J.F. LUTHY	3100 Nat'l. Park Rd., Juneau.
<i>[Signature]</i>	FLOYD COOZENNOY	3625 AKA 19a Juneau
<i>[Signature]</i>	TERRILL J. WILLIAMS	P.O. Box 248261 Douglas
<i>[Signature]</i>	Bill Perkins	P.O. Box 22832 JUNO
<i>[Signature]</i>	ROBERT F CORRIGAN	Dr. Box 22832 June 802
<i>[Signature]</i>	Ralph N Lafavour	PO BOX 22548 JUN AK 802
<i>[Signature]</i>	JOHN H. WEEDMAN	4331 TAKU BLVD JUN. AK 801
<i>[Signature]</i>	Gail A Weedman	4331 Taku Blvd Jun AK 801
<i>[Signature]</i>	LIZ BLANDEN	2710 Douglas Hall
<i>[Signature]</i>	Tammie Clayton	5010 N Douglas #9
<i>[Signature]</i>	Mario J. Costanzo	P.O. Box 240108 Douglas AK.
<i>[Signature]</i>	PATRICK D. CHASE	4422 TELL CT JUNEAU AK
<i>[Signature]</i>	TOMMY M. BUTLER	P.O. Box 22538 JUNO.
<i>[Signature]</i>	JAMES T. STEWART	115 WIRE ST. JUNEAU
<i>[Signature]</i>	JAMES C. NIELSEN	251 FRONT ST.
<i>[Signature]</i>	MIKE HEIS	3132 PHANND DR. JUNEAU
<i>[Signature]</i>	JIM E. BASHEN	2222 RADCLIFFE DR JUNEAU
<i>[Signature]</i>	Jim L Ritter	PO Box 210195 Aleke Bay
<i>[Signature]</i>	TAN CLARK	8363 Old Clarry Rd. Juneau
<i>[Signature]</i>	LORIE CHRISTENSEN	9719 22nd Ave Juneau
<i>[Signature]</i>	Tony Bell	10009 Candler pl Juneau
<i>[Signature]</i>	Timothy L. Hahnlon	4915 SLEEPY CT JUNEAU
<i>[Signature]</i>	Daniel A Martin	Box 624 Douglas
<i>[Signature]</i>	ROSSELL STEVENSON	8919 BIRKDALE JUNEAU

We the undersigned, Alaska residents, support the attached House Bill # 233 exempting taxicab driver's from "employee" status and allowing them to remain as independent operator's.

Signature	Printed Name	Address
<i>Pat Keller</i>	PAT KELLER	3441 DOUGLAS ST JUNEAU
<i>Debbie Johnson</i>	Debbie Johnson	7230 5th Street JUNEAU AK 99801
<i>Charvonne Allen</i>	Charvonne Allen	P.O. Box 1571
<i>Murlin J. Everson</i>	MURLIN EVERSON	3444 NOWELL #108 JUNEAU
<i>Vicki Burrus</i>	Vicki Burrus	1704 Northwood AK-99818
<i>Alberta Furey</i>	Alberta Furey	303 #55 DOUGLAS
<i>Terry Silliman</i>	TERRY SILLIMAN	241 FRONT ST JUNEAU
<i>Fred Shultz</i>	FRED SHULTZ	117 FOSTER JUNEAU
<i>Fred Shultz</i>	FRED SHULTZ	875 PULLIN JUNEAU
<i>DeAnna J. Amerson</i>	DEANNA AMERSON	800 BASSETT JUNEAU
<i>Richard Caldwell</i>	Richard Caldwell	5405 W Douglas JUNEAU 99801
<i>Cathy Logan</i>	Cathy Logan	337 1st ST JUNEAU 99801
<i>Anna Ehlers</i>	Anna Ehlers	2524 SCOTT DR JUNEAU 99801
<i>Alexandra Miller</i>	Alexandra Miller	8477 Thunkel Mat. #27 99801
<i>Ed Collazzi</i>	ED COLLAZZI	PO Box 21854 JUNEAU 99801
<i>Curt Mallett</i>	CURT MALLET	10003 BENTWOOD PL JUNEAU 99801
<i>Hall Ward</i>	HALL WARD	434 3rd St #5 JUNEAU
<i>Johannie</i>	JOHANNIE	1134 - 3rd JUNEAU
<i>Gayle Hoce</i>	Gayle Hoce	3555 Altonhall P#121 JUNEAU AK
<i>James Smith</i>	JAMES SMITH	5050 N DOUGLAS JUNEAU AK
<i>James R. Browne</i>	JAMES R. BROWNE	779 5th Ave Douglas 99801
<i>Mary D. Kurtzbein</i>	Mary D. Kurtzbein	241 Front St JUNEAU
<i>Aimee T. Fox</i>	Aimee T. Fox	P.O. Box 70814 JUNEAU 99802
<i>Eric Johnson</i>	ERIC JOHNSON	P.O. Box 22318 JUNEAU 99802
<i>Harold Stenberg</i>	HAROLD STENBERG	P.O. Box 240108 DOUGLAS 99824
<i>Baron Paul</i>	BARON PAUL	4711 DEC. JUNEAU 99801
<i>C. Scott Fay</i>	C. Scott Fay	517 C St JUNEAU

We the undersigned, Alaska residents, support the attached House Bill # 233 exempting taxicab driver's from "employee" status and allowing them to remain as independent operator's.

Signature

Printed Name

Address

<i>Laura Williams</i>	Laura Williams	P.O. Box 878 Juneau 99802
<i>Mike Mungell</i>	MIKE MUNGELL	895 1/2 Cedar St. Juneau 99801
<i>Larry D. Ehlers</i>	Larry D. Ehlers	245 - Front Street Juneau 99801
<i>Paul Neal</i>	PAUL NEAL	295 1/2 W. 12th St. Juneau 99801
<i>Ken Kearney</i>	KEN KEARNEY	P.O. Box 32271 Juneau 99803
<i>Leslie Warner</i>	LESLIE WARNER	1644 Aspen Trail Juneau 99801
<i>Agnes L. M. Andrews</i>	Agnes L. M. Andrews	279 1/2 D St. Juneau 99801
<i>Jack Styrubaker</i>	Jack Styrubaker	#99 Sprucewood Juneau 99801
<i>Matthew Roy</i>	Matthew Roy	3076 7th St. Juneau 99801
<i>Sharol Roy</i>	SHAROL ROY	P.O. Box 34406 Juneau AK 99803
<i>Christopher Brown</i>	Christopher Brown	P.O. Box 27887 Juneau 99802
<i>Elizabeth McDonough</i>	Elizabeth McDonough	P.O. Box 020207 Juneau 99802
<i>Daniel T. Pittman</i>	Daniel T. Pittman	236 3rd St. #8 Juneau 99801
<i>James Haines</i>	James Haines	AK Box 2730
<i>Victor Neary</i>	Victor Neary	241 Front St Juneau
<i>Robert McKee</i>	Robert McKee	General Delivery Juneau
<i>Frank Buckner</i>	Frank Buckner	241 Front St Juneau
<i>Miriam P. Menette</i>	Miriam P. Menette	P.O. Box 20733 Juneau AK 99802
<i>Harold P. Menette</i>	Harold P. Menette	P.O. 933 Juneau AK 99802
<i>Dick Workman</i>	Dick Workman	241 Front St Juneau AK
<i>Plutau Kearney</i>	Plutau Kearney	5451 Glacier Hwy Juneau
<i>Trish Dawson</i>	Trish Dawson	5451 Glacier Hwy Juneau
<i>Irene Van Horne</i>	Irene Van Horne	127 S. Franklin Juneau
<i>Sharon L. Sanders</i>	SHARON L. SANDERS	C/O BOX 20393 Juneau
<i>Frederick Johnson</i>	Frederick Johnson	Juneau AK

We the undersigned, Alaska residents, support the attached House Bill # 233 exempting taxicab driver's from "employee" status and allowing them to remain as independent operator's.

Signature	Printed Name	Address
<i>LeRoy W. Williams</i>	LeRoy W. Williams	P.O. Box 2327
<i>Robert Brown</i>	Robert Brown	343 Village St
<i>Mark Sherrard</i>	Mark Sherrard	3044 Ross Pass 1208
<i>Carol A. Fredrickson</i>	Carol Fredrickson	361 Distin #201 JUNO AK 99501
<i>Donald Wells</i>	Donald Wells	361 Distin #201 JUNO AK 99501
<i>James E. Mijares</i>	James E. Mijares	5950 NW 6th
<i>Michael Grant</i>	Michael Grant	6310 Glacier Hwy #3
<i>Robert James</i>	Robert James	3401 Park ES
<i>John J. Stewart</i>	John J. Stewart	3401 Park ES
<i>Frank T. Stewart</i>	Frank T. Stewart	JUNO AK
<i>Michelle Baruch</i>	Michelle Baruch	586-4289
<i>Millard L. Lott</i>	Millard L. Lott	500 20th
<i>Rick Kovinski</i>	Rick Kovinski	6335 W. Hancock Terrace
<i>Frank T. Stewart</i>	Frank T. Stewart	3401 Park ES
<i>Ella Paddock</i>	Ella Paddock	3420 Foster Ave #4
<i>Christine A. D. Steer</i>	Christine A. D. Steer	84 Basin Rd
<i>Willis D. Mazuin</i>	Willis D. Mazuin	P.O. Box 020789 JUNO AK 99502
<i>Chris Sterman</i>	Chris Sterman	361 Distin #108 JUNO AK 99501
<i>Richard Kerle</i>	Richard Kerle	811 Basin Rd
<i>Andrew M. Hanlon</i>	ANDREW M. HANLON	6390 GLACIER HWY JUNO AK
<i>Richard N. Williams Jr.</i>	Richard N. Williams Jr.	711 W. Willoughby III #13 JUNO AK 99501

LAW OFFICES

HEDLAND, FLEISCHER, FRIEDMAN, BRENNAN & COOKE

A PROFESSIONAL CORPORATION

ANCHORAGE:

JOHN S. HEDLAND
HUGH W. FLEISCHER
SAUL R. FRIEDMAN
JAMES T. BRENNAN
SARA E. HEIDEMAN
ERIC J. BROWN

1227 WEST NINTH AVENUE, SUITE 300

ANCHORAGE, ALASKA 99501-3218

TELEPHONE (907) 279-5528

TELEFAX (907) 278-0877

March 11, 1993

BETHEL OFFICE:

251 SEVENTH AVENUE
P. O. BOX 555
BETHEL, ALASKA 99559
(907) 543-2744

BETHEL:

CHRISTOPHER R. COOKE

Senator Tim Kelly
State Capitol Room 101
Juneau, AK 99801-1182

RE: Proposed Taxicab Driver Legislation

Dear Senator Kelly:

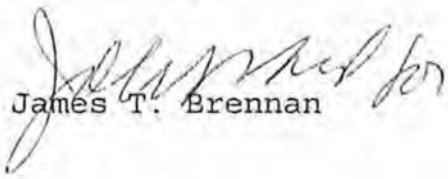
I represent a large group of taxicab permit owners and operators in Anchorage, who support passage of the above bill, which would operate to clearly view taxicab drivers as independent contractors rather than employees, for purposes of unemployment contribution requirements, wage and hour laws, and worker's compensation.

Taxicab drivers also do not wish to abandon their position as independent contractors and wage arrangements with "employers". Enclosed is a petition signed by 205 current, active taxicab drivers in Anchorage. This represents more than half of the Anchorage drivers who are currently active.

I hope you will support passage of this legislation, to avoid State-imposed imposition of an employer-employee relationship which is opposed even by the alleged "employees". Drivers receive no "wage" or other compensation from taxicab companies, permit owners, or lease operators; they receive all of their income directly from their own customers, and do not wish to change this relationship.

If you wish any further information regarding the need for this legislation, please contact me.

Sincerely,


James T. Brennan

JTB/bjf

Enclosure

2763\015

LETTER FROM COUNSEL REPRESENTING
ANCHORAGE TAXICAB PERMIT HOLDERS

Facsimile Cover Sheet

To: Representative Al Vezey
Company: C/O Joseph Easaw, Jr.
Phone:
Fax: 465-3258

From: Rich Deakins
Company: Hesson & Deakins, Inc.
Phone: (907) 463-5577
Fax: (907) 463-3253

Date: 03/24/93

Pages including this
cover page: 3

Comments: Dear Rep. Vezey;

I would like to present the following testimony and information in support of House Bill 233 as written. I have served as the accountant for Capital Cab, Inc. since the business formed in October, 1986. In that capacity, I have advised the stockholders on Internal Revenue Code and prepared income tax and payroll tax returns for them. The company owns no cabs, but simply provides a dispatch service to independently owned and operated cabs. To do so, the company employs dispatchers. In 1992, Capital Cab, Inc. underwent an Internal Revenue Service Employment Tax Compliance Check and, subsequently, a complete audit of their records and tax returns, both income and payroll, for the tax period (year) ended December 31, 1990. The resulting findings of the Internal Revenue Service were that Capital Cab, Inc., in providing the dispatching service was in compliance with federal employment tax code and regulations. For your reference, the Internal Revenue Code speaks to the relationship between Capital Cab, Inc. and the drivers who use their service at IRC Sec 3401 and Regulation 31.3401(c). In essence, federal law recognizes independent drivers, not leasing their vehicles from the Company, as in business for themselves as sole proprietors. This finding is also spoken to in Revenue Ruling 71-572, 1971-2 CB 347 and most recently in IRS Letter Ruling 9116004. As such, Capital Cab, Inc. is not an employer of taxi cab drivers and therefore, not responsible for employment taxes in respect to these drivers. In support of my testimony, I'm sending copies of the audit cover letter and report of income tax charges we received from IRS at conclusion of the audit. By issuing a decision of no change, IRS has accepted all returns as filed and in compliance with federal law. Thank you for the opportunity to present you with this information.

Richard A. Deakins

INTERNAL REVENUE SERVICE
District Director

Department of Treasury
PO Box 020650
Juneau, AK 99801

Date: July 15, 1992

Telephone Number:
(907) 586-7070

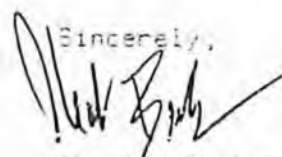
Richard Dealings
Hesson and Dealings
601 Willoughby Ave.
Juneau, AK 99801

Dear Sir:

The enclosed material is furnished to you under the provisions of a power of attorney or other authorization you have on file with us. For your convenience, I have listed below the name(s) of the taxpayer(s) to whom this material relates.

If you have any questions, please contact me at the number shown above.

Sincerely,



Charlie Secker
Revenue Agent

Enclosures:
Letter
Report

Taxpayer(s) Name(s):
Capital Cab Incorporated

Form # 4549
(Rev. July 1982)

Department of the Treasury - Internal Revenue Service
Income Tax Examination Changes

Return Form No.
1120

Name and Address of Taxpayers Capital Cab Incorporated 106 Peoples Wharf PO Box 34346 Juneau, AK 99803	S.S. or E.I. Number 92-0118196	Filing Status Person Examination Changes Were Discussed With Name and Title Richard Deakins Representative
--	--	--

1. Adjustments to Income	Year: 1990	Year:	Year:
a. No Change			
b.			
c.			
d.			
e.			
f.			
g.			
2. Total Adjustments			
3. Adjusted Gross, Taxable or Tax Table Income Shown on Return or as Previously Adjusted	2735		
4. Corrected Adjusted Gross, Taxable or Tax Table Income	2735		
5. Tax	410		
6. Alternative Tax, if Applicable (From page _____)			
7. Tax Surcharge			
8. Corrected Tax Liability (Lesser of line 5 or 6 plus line 7)	410		
9. Less Credits (Specify)			
a.			
b.			
c.			
10. Balance (Line 8 less total of lines 9a through 9c)	410		
11. Plus:			
a. Tax From Recomputing Prior Year Investment Credit			
b. Self-Employment Tax			
c.			
12. Total Corrected Income Tax Liability (Line 10 plus total of lines 11a through 11c)	410		
13. Total Tax Shown on Return or as Previously Adjusted	410		
14. Deficiency (Increase in tax before credit adjustments line 12 less line 13)	None		
15. Overassessment (Decrease in tax before credit adjustments, line 13 less line 12)	None		
16. Adjustments to Prepayment Credits			
17. Balance Due (Line 14 or 15 adjusted by line 16)	None		
18. Overpayment (Line 14 or 15 adjusted by line 16)	None		
19. Penalties, if any (See explanation)			

Other Information

The Internal Revenue Service has agreements with State tax agencies under which information about Federal tax, including increases or decreases, is exchanged with the States. If this change affects the amount of your State income tax, you should file the required State form.

Examiner's Signature Charlie Becker	District Anchorage - 92	Date 07-15-92
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Consent to Assessment and Collection - I do not wish to exercise my appeal rights with the Internal Revenue Service or to contest in the United States Tax Court the findings in this report. Therefore, I give my consent to the immediate assessment and collection of any increase in tax and penalties, and accept any decrease in tax and penalties shown above, plus any interest as provided by law. It is understood that this report is subject to acceptance by the District Director.

NOTE: If a joint return was filed, both taxpayers must sign.	Signature of Taxpayer	Date	Signature of Taxpayer	Date
By		Title		Date

March 24, 1993

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

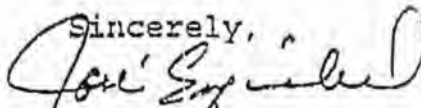
Dear Senator Kelly:

I have heard that you may sponsor a senate bill which, like HB 233, would clearly treat taxicab drivers as independent contractors rather than employees. I have been a taxicab driver in Anchorage for 15 years, and strongly support such a bill.

Most drivers in Anchorage, like myself, do not want to be considered as employees of a dispatch company, permit owner, or anyone else. We value our independence. We take home all our receipts from taxicab customers, and cover our own costs. We receive no pay from dispatch companies, permit owners, or operators. We pay them a flat fee for their dispatch services or to lease their permits or vehicles. How much we make on a given day is none of their business. We'd like to keep it that way.

I have heard that the Department of Labor has begun forcing an employer/employee relationship on taxicab companies and drivers in other cities in Alaska, and that they may do that here. The way I see it, if we become employees, we will have to turn over our customer receipts to whoever the employer is, who will then start deducting withholding for income tax, social security, unemployment, etc. Drivers don't want that. Up to now, we have been independent contractors, responsible for our own taxes. We have not been covered by worker's compensation. I don't feel it is the government's business to tell us we have to become employees.

Sincerely,



Jose Esquibel
4010 Lois
Anchorage, AK 99517
563-7498

LETTERS OF SUPPORT & PETITIONS
FROM ANCHORAGE

March 25, 1993

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
Senate Capitol Room 101
Juneau AK 99801-1182

Dear Senator Kelly:

I have been driving Yellow Cab in Anchorage for the past twenty years. I remember some of my customers as Senator Stevens, Senator Murkowski and you dear Senator Kelly. In all of these years I have been an independent contractor leasing my taxicab from private owners. I do all my own finances and file Schedule C and SE with the IRS every year as a self employment taxed person.

I feel changing the present system of lessor/lessee into an employer/employee system will be cumbersome and unworkable as far as I am concerned. Other veteran cab drivers I have talked to express the same opinion.

I appreciate your time and concern Senator in helping us keep our livelihood as independent contractors.

Sincerely,



John Drescher
5901 E. 6th sp#243
Anchorage, AK 99504
333-7439



The Taxicab Co.

1303 W. 32nd • Anchorage, AK 99503 • Office (907) 278-5855

March 25, 1993

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

Dear Senator Kelly:

I am writing to ask your support in sponsoring a companion bill to HB233.

My company is a dispatch service. We offer radio dispatch which entails advertising, taking telephone requests for cab service and passing those requests for service on to our subscribers.

In return for this radio dispatch service we receive a monthly fee from subscribers on behalf of the driver to receive a service from our company. We do not pay any wages or fees to the drivers and subscribers, they pay us. All drivers are paid directly by their own customers.

The Alaska Department of Labor is aggressively trying to determine an employer/employee relationship with cab drivers. To date they have determined drivers to be employees in various areas of Alaska and are investigating Anchorage currently.

If the Department of Labor forces us to be employers it would devastate the industry by raising our cost to operate. Higher administrative costs to oversee the collection of monies from drivers, payroll etc. This increase in cost would in turn be passed to the subscriber of the dispatch service and their increase would be passed on to the customer.

I am in favor of any bill that would serve to clarify the independent contractor status of taxicab drivers and hope that with your sponsorship we can eliminate the recurrent confusion as to their status.

Sincerely,



Jorge London

YELLOW CAB DISPATCH INC.

P.O. Box 92769 Anchorage, Alaska 99509-2769
Phone 272-2422 or 694-5555

March 25, 1993

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

Dear Senator Kelly:

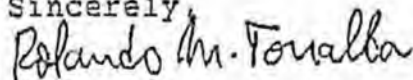
It is my understanding you may sponsor a bill similar to HB233, which I support.

I am the owner of Yellow Cab Dispatch. The function of the dispatch service is to solicit calls from customers and then direct the calls to drivers. We do not pay subscribers of the dispatch service nor the drivers any wages. Subscribers to our service pay us a flat monthly fee. Drivers in turn pay flat daily fees to the operators who subscribe to our dispatch service. Drivers revenue is of no concern to dispatch companies.

Should that system change to an employer/employee status operating costs to the dispatch companies would escalate and these cost increases would ultimately go through the chain of operator to customer. Traditionally under such a system drivers work on a percentage basis. Ultimately as fares increased ridership would decrease meaning less income to drivers.

I urge your sponsorship of such a bill. If you or your staff have any questions or if I can be of any further assistance, please do not hesitate to call me.

Sincerely,



Rolando M. Torralba

March 25, 1993

Senator Tim Kelly, Chairman
Senate Labor & Commerce Committee
State Capitol Room 101
Juneau AK 99801-1182

Dear Senator Kelly:

It has come to my attention you may be willing to sponsor a bill in conjunction with HB233. I am a supporter of HB233 and would also support such a similar bill in the Senate.

I am a Municipality of Anchorage taxicab permit owner. I started in the cab business in Anchorage as a driver around 1973 and became a permit owner in 1974. Since I started in the cab business drivers have always been independent contractors and as a permit owner, operators and drivers of my permit have been independent contractors.

As a permit owner I do not pay an operator or driver any wages. The driver receives all of his compensation from customers, which he himself obtains. A fixed fee is paid to me by drivers or operators at regular intervals for the use of my permit. The amount of income an operator or driver generates is unknown to me.

This system has proven to be beneficial to the drivers ability to maximize their earnings and at the same time minimize the cost to customers. This would drastically effect both entities, drivers and customers, should the system change.

However one may view the situation it makes no sense to impose a status that does not exist. No wages are paid to operators or drivers and therefore they should not be considered employees.

I would support any bill presented in the Senate that mimics HB233 and urge your sponsorship.

Thank you for your consideration in this matter.

Sincerely,



Ruth C. Chapman
3939 Westwood
Anchorage, AK 99503
243-3114

ROGER SYMPSON
4800-2 KLONDIKE AVENUE
ANCHORAGE, ALASKA 99508

25 March 1993

Senator Tim Kelly
Chairman, Senate Labor & Commerce Committee
State Capitol, Room 101
Juneau AK 99811-1182

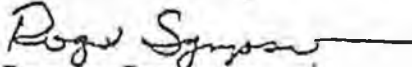
Dear Senator Kelly:

I received wind that there is a possibility that you would be willing to sponsor a Senate Bill similar to House Bill 233 which would give "independent contractor status" to taxicab drivers. I respectfully solicit your support for such a bill, because it's a situation that should be addressed now so as to preserve the viability of rendering taxi service to the riding public. The Alaska Department of Labor is "nipping at our heels" and should an "employee situation" be required there would be downright calamity in taxi operations since all drivers would be required to go on payroll, which they would resent vehemently, thereby causing bad relations between them and dispatch companies which could ultimately result in poor customer service response and erosion to the industry. Also, it would place heavy workload and administrative costs on the dispatch companies which would have to be passed to the consumer through fare increase. Not to mention loss of drivers who quit because of this, thus a shortage of drivers would transpire causing a breakdown in meeting daily needs.

At present I am a taxi permit owner, but I worked as an independent contractor in the taxicab industry for a long time, earning a good living, always meeting everyday needs for sustaining my household, and considered myself to be "competitively essential" in the Alaskan business mainstream of providing public transportation. It was through hard work and attentiveness to customer service demands that enabled me to accumulate financially and purchase my own taxi permit. Were I not an Independent Contractor, I seriously doubt that I could have reached this goal. Many others have also achieved the goal of obtaining their own taxi permit by virtue of being an "independent contractor" and they too are thriving today with excellence. Complete responsibility for taxes, health and welfare was readily accepted as being mine because with the right to do business without interference while operating as an independent contractor most certainly outbalanced the rigorism of having to work and survive under an employer/employee atmosphere.

Independent Contractors are as American as "apple pie" and I humbly urge you to sponsor a bill providing for this status among taxicab drivers.

Respectfully;


Roger Sympson

(11)

We, the undersigned taxi cab drivers of Anchorage, Alaska, hereby support legislation which would maintain our existing status as independent contractors and not as "employees" for purposes of employment security (unemployment) contributions, wage and hour laws, and workers compensation laws.

NAME	ADDRESS	TELEPHONE #	CHAUFFEUR'S LICENSE #	ADL #
Daniel L. Luby	17307 Paulson	694-2182	6002	049745
Jeffrey N. Rommel	7801 Chaimi Loop	337-0923	3454	0418031
Shain D. [unclear]	P.O. Box 143191	333-2109	3802 ST	5101430
[unclear]	14401 Buffalo	345-1312	2687	0343074
[unclear]	1740 Sk. L. [unclear]	337-7824	0619	0373130
JAMES M. HADLOR	203 HEINTZMAN WAY 1425 W. 27 th ST. #14	276-4521	4524	6330634
CECILIO M. BITWIN	Sr. Arch. AK 99503	276-6524	0561	0901028
ROBERT G. ROGERS	9300 GREEN HAVEN DR #	243-5595	5839	5986930
RENEE ALYEA	441 FREDRICKS DR	337-7646	5613	5985691
MOHAMMED	5033 Paulson	333-9666	6012	6550807
MARIO TORRALBA	P.O. BOX - 90764 ANCH. AK. 99509	349-1823	3195	5357831

15

We, the undersigned taxi cab drivers of Anchorage, Alaska, hereby support legislation which would maintain our existing status as independent contractors and not as "employees" for purposes of employment security (unemployment) contributions, wage and hour laws, and workers compensation laws.

NAME	ADDRESS	TELEPHONE #	CHAUFFEUR'S LICENSE #	ADL #
Steve M. J...	P.O. BOX 510511 Anch 99501	338-2398	4305	5614300
Joe Shepley	P.O. Box 716 Tok ALASKA 99780		0472	0331762
Stephen C Rosen	4223 Peterkin ^{NE} Anch, AK	227-9985	1968	0673321
Tyrrell L. Wilson	P.O. Box 92456 Anch, Ak. 99509		3717	5775001
Bernd Wolter	Anch. Ak. 99509 P.O. Box 90483	276-4413	0732	0254019
Dave Paulus	Anch AK 2221 Muldoon #27 99504	337-9715	6093	5622281
Harold Richard	1326 W 25 #2 Anch. 99503	272-5874	0193	6361715
Paul M. Jones	9949 Brighton 287	345-3263	4647	6230151
Connie Chapue	409 Perchman V. 4200 E 45 P170	274-8104	2508	0901180
David Lee	ANC AK 99508	337-0057	0573	0410309
Leslie J. Hill	441 E. 15th Anchorage Ak	276-2960	6098	2442430
Milton Wohl	535 E 74th Anch AK 99518	344-6530	4123	0014489
Matthew A. Orr	Anch Ak 3215 Mt. Hiller Dr.	745-7762	2062	5181720
William Cunningham	1750 ALEUTIAN ST 1200 W. Di	272-6957	5101	5170411
Wayne A. Stone	SP# 4-108 Anch, Ak	mess 338-1079	4546	0346357
Mike Berry	711 S BRAGAW #7 ANCH AK 99508	337-1844	6003	6641823