

ALASKA LEGISLATURE COMMITTEE FILES 1997-1998 80/2

9486 HOUSE • TRANSPORTATION •

23

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Nancy Davin	Nancy Davin	PO Box 826236	99687	373-3943	2/3/97
2. BEV WINKLER	Beverly Winkler	Box 992 Palmer	99645	745-1945	2/3/97
3. James R. Spangler	James R. Spangler	P.O. Box 3477 Palmer	99645	745- 98 ²⁵⁹⁴	2/3/97
4. Kaylea D. Edick	Kaylea D. Edick	PO Box 393	99688	495-6017	2/3/97
5. Carol M. Tyler	Carol M. Tyler	P.O. 521362 Big Lake AK	99652	892-6287	2-3-97
6. TYLER H. SMYTH	Tyler H. Smyth	P.O. 521362 Big Lake AK	99692	892-6287	2-3-97
7. Douglas A. Lange	Douglas A. Lange	P.O. Box 1974 Palmer, AK	99645	745-6752	2/3/97
8. Jim Rowland	Jim Rowland	PO Box 2512 Palmer	99645	745-2035	2-3-97
9. Betty Austin	Betty Austin	5551 Yaden Dr Wasilla	99654	376-2602	2/3/97
10. Kristie VanGorder	Kristie VanGorder	3185 N. Dore Palmer	99645	745-6960	2/3/97
11. Pam TABER	Pam Taber	P.O. Box 825752 Wasilla	99687	373-5062	2/3/97
12. KATHA A. JOHNS	Katha A. Johns	PO Box 756 Palmer	99645	745-2460	2/3/97
13. Marie Van Sant	Marie Van Sant	PO Box 3117 Palmer	99645	745-2483	2/3/97
14. Alma Helma	Alma Helma	336 Crestwood, Wasilla, AK	99654	745-9643	2/3/97

807 465 3793; #18
 PUBLIC WORKS DEPT.
 9:12PM
 4-7-97
 DPW
 SU BROUGH
 MAT

BRIDGE NAMING PETITION

I support naming the new bridge over the Metanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Sarah Jackson	<i>Sarah Jackson</i>	PO Box 3155 Palmer, AK	99645	373-5493	2/3/97
2. Rebecca Apel	<i>Rebecca Apel</i>	PO Box 875333, Wasilla	99687	745-1944	2/3/97
3. Douglas Olson	<i>Douglas J. Olson</i>	1150 GOLDEN HILLS DR. PALMER	99645	745-6382	2-3-97
4. DENNIS W KNUTH	<i>Dennis Knuth</i>	HOOD BOX 7644 PALMER	99645	745-2596	2-3-97
5. Chris Petersen	<i>Chris Petersen</i>	436 Gold Key Lane Palmer	99645	746-4326	2/3/97
6. LaJuana K. Pierce	<i>LaJuana K. Pierce</i>	PO Box 874527 Wasilla	99687	745-6947	2/3/97
7. ED. D. GRAVLEY	<i>Ed. D. Gravley</i>	P.O. Box 568 PALMER	99645	745-9108	2-4-97
8. OREBAUGH, Stan	<i>Stan Orebaugh</i>	HC01 Box 6435 Palmer	99645	373-6018	2-4-97
9. Tim LORIA	<i>Tim Loria</i>	1050 PLYMOUTH CIR. WASILLA	99654	376-4973	2-4-97
10. Susan Bowlin	<i>Susan F. Bowlin</i>	425 E. Eagle Ave Palmer	99645	745-8479	2-4-97
11. Betty m Pierre	<i>Betty m Pierre</i>	Box 1313 Palmer, AK	99645	745-4359	2/4/97
12. Roger LaFrance	<i>Roger LaFrance</i>	Hcol box 6047D Palmer	AK 99645	745-4170	
13. BRUCE MARDEN	<i>Bruce Marden</i>	HC03 Box 8637-5 PALMER AK	99645		2-4-97
14. Mary Kate Mayer	<i>Mary K. Mayer</i>	501 Paystreak Cr. Wasilla AK	99654		2-4-97

SENT BY: MAT SU BOROUGH - DPW ; 4-7-97 ; 9:10PM ; PUBLIC WORKS DEPT. ; 907 465 3793 #17

BRIDGE NAMING PETITION

907 465 3793: #16

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. CHUCK KAUCIC	<i>Chuck Kaucic</i>	HCO1 Box 6031 Palmer AK	99645	745-2554	2-4-97
2. Amy Kaucic	<i>Amy Kaucic</i>	HCO1 Box 6031 Palmer AK	99645	745-2554	2-4-97
3. Justin Kaucic	<i>Justin Kaucic</i>	HCO1 Box 6031 Palmer AK	99645	745-2554	2-4-97
4. Chuekie Kaucic	<i>Chuekie Kaucic</i>	HCO1 Box 6031 Palmer AK	99645	745-2554	2-4-97
5. Wendy Brooker	<i>Wendy Brooker</i>	3301 Palmdale Dr., Wasilla	99654	373-3977	2-4-97
6. Grace Van Diest	<i>Grace Van Diest</i>	HCO3 Box 6661-A Wasilla	99654 AK	373-5486	2-4-97
7. Melody Hansen	<i>Melody Hansen</i>	P.O. Box 877514 77514	(99687) Wasilla	376-8985	2-4-97
8. Ruth Schwartz	<i>Ruth Schwartz</i>	P.O. Box 877131	Wasilla AK	99687 3736951	2-4-97
9. Cabbie	<i>Cabbie</i>				
10. Danielle LaFrance	<i>Danielle LaFrance</i>	HCO1 Box 604710	Palmer	745-4707	
11. Denis LaFrance	<i>Denis LaFrance</i>	HCO1 Box 604710	Palmer	745-4707	
12. Kerry Klauder	<i>Kerry Klauder</i>	Po Box 524	99645	746-2222	2-4-97
13. Brian Paden	<i>Brian Paden</i>	P.O. Box 1969		745-7141	
14. Bobby Bowlin, Jr.	<i>Bobby Bowlin, Jr.</i>	425 E. Eagle Ave.	99645	745-8479	

DEPT. PUBLIC WORKS
 9:08PM
 4-7-97
 DPW - BOROUGH - SU
 SENT BY: MAT

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554.

907 465 3793: #14
 PUBLIC WORKS DEPT.
 9:02 PM
 4-7-97
 DPW
 BURROUGH -
 SU
 MAT
 BY:

Printed Name	Signature	Address	Zip	Phone	Date
1. Vincent	<i>[Signature]</i>	501 Pastreak Cr.	99654	373-1577	2-4-97
2. Bryan	<i>[Signature]</i>	3130 Sparrow Ct.		746-2365	
3. Bruce	<i>[Signature]</i>	Hc03 Box 8087-5		Soapstone rd 1.7 745-0989	
4. LESIE DELILLA	<i>[Signature]</i>	PO Box 875204	Wasilla 99687	373-0508	
5. Cindy Klunder	<i>[Signature]</i>	PO Box 524	Palmer AK 99645	746-2222	
5. JENNIFER FARNES	<i>[Signature]</i>	HC 33 Pox 3176	Wasilla 99654	376-2582	2/16/97
7. Sandra L. Burson	<i>[Signature]</i>	3166 Naomi Ave	Wasilla 99687	376-2283	2/4/97
3. Lee Bolling	<i>[Signature]</i>	468 N. Bailey	99645	746-2201	2-6-97
2. Jonathan Leiner	<i>[Signature]</i>	PO. Box 2053	99645	745-2835	2/6/97
10. John Prevost	<i>[Signature]</i>	526 N. Alaska	99645	745-7060	2-6-97
1. John Sturt	<i>[Signature]</i>	PO Box 2291	Palmer AK 99645	745-3462	2-6-97
2. Nick McDaniel	<i>[Signature]</i>	P.O. Box 4070	Palmer AK 99645	745-2755	2-6-97
3. Tom Smith	<i>[Signature]</i>	1418 S. Chugach	Palmer, AK 99645	745-0983	2-6-97
4. Joe Moore	<i>[Signature]</i>	P.O. Box 1276	Palmer, AK 99645	745-5599	2/6/97

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. GARY BALLAWAY	<i>Gary Ballaway</i>	P.O. Box 878890	Wasilla AK 99687	373/263	2-6-97
2. Harold J Hopkins	<i>Harold Hopkins</i>	2531 Lord Baranof Anchorage AK		248-4232	2-6-97
3. Alys P. Hopkins	<i>Alys P. Hopkins</i>	2531 Lord Baranof Dr. Anchorage AK		248-4232	2-6-97
4. Chris Cosler	<i>Chris Cosler</i>	P.O. Box 875735	Wasilla, AK 99687	376-359	2-6-97
5. David K. Sypko	<i>David K. Sypko</i>	P.O. Box 872202	Wasilla AK 99687	373-6073	2-7-97
6. Danna P. GEWITZ	<i>Danna P. Gewitz</i>	P.O. Box 876844	Wasilla AK 99687	373-7205	2-7-97
7. ILIACI M. REES	<i>Iliaci M. Rees</i>	1100 S. Loop 655	Iceberg Cr. WASILLA AK 99654	376-3162	
8. Cherylene Hinkel	<i>Cherylene Hinkel</i>	1234 Bayland P	Palmer AK 99645	745-1100	2-7-97
9. Alesha Carroll	<i>Alesha Carroll</i>	P.O. Box 871362	Wasilla AK 99687	376-9345	
10. Mark Jackson	<i>Mark Jackson</i>	P.O. Box 3155	Palmer	373-5493	
11. Joe Grosser	<i>Joe Grosser</i>	P.O. Box 3354	Palmer	745-4228	
12. Jerry Burton	<i>Jerry Burton</i>	537 N. Cobb	Palmer	746-7736	2/6/97
13. WADE WILSON	<i>Wade Wilson</i>	Hwy 2 Box 7571	Palmer 99645		2/8/97
14. Ann Nelson	<i>Ann Nelson</i>	Hwy 2 Box 7384	Palmer 99645		2-8-97

SENT BY: MAT SU BOROUGH - DPW ; 4-7-97 ; 9:00PM ; PUBLIC WORKS DEPT. ; 307 465 3783 #13

BRIDGE NAMING PETITION

807 465 3793: #12

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Isaac Smith	<i>Isaac Smith</i>	1418 S. Chingach St.	99645	745-0993	2/9/97
2. Tim Bryan	<i>Tim Bryan</i>	HCO4 Box 09621-4	99645	745-2475	2/6/97
3. Ben Hoyt	<i>Ben Hoyt</i>	P.O. Box 182	99645	745-5156	2/6/97
4. KEITH R NELSON	<i>Keith R Nelson</i>	HCO2 Box 7386-w	99645	746-0264	2/8/97
5. Ann Granth	<i>Ann Granth</i>	Box 2613	99645	745-5505	2/8/97
5. Mike Sweeney	<i>Mike Sweeney</i>	HCO2 Box 7495 Palmer	99645	745-3933	2/8/97
7. Kim Swartz	<i>Kim Swartz</i>	150 Palmer	99645	376-3823	2-8-97
8. ROBERT KELL	<i>Robert K Kelly</i>	13530 EBBTIDE Lane	99516	345-4314	2-8-97
9. DIANA WRIGHT	<i>Diana Wright</i>	HCO30 Box 5328-Z Wasilla	99654	376-4185	2/8/97
10. Ester Gilmore	<i>Ester Gilmore</i>	901 Colonial Dr Wasilla	99654	376-9406	2/8/97
11. Lodelle Perker	<i>Lodelle Perker</i>	P.O. Box 3527 Palmer	99645	745-7271	2-8-97
12. Nick Markus	<i>Nick Markus</i>	3266 Naomi St, Wasilla	99654	376-4317	2-8-97
13. Joyce Holbrook	<i>Joyce Holbrook</i>	3900 Lovers Lane Wasilla	99654	373-1151	2-8-97
14. Judy Holbrook	<i>Judy Holbrook</i>	3900 Lovers Lane Wasilla	99654	373-1111	2-8-97

DEPT. - PUBLIC WORKS : 8:57PM : 7-97 : 4- DPW - BOROUGH - SU : BY: MAT

BRIDGE NAMING PETITION

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Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. WAYNE EVANS	<i>Wayne Evans</i>	BOX 151	99645	376-5825	2-6-97
2. SHIRLEY CARTER	<i>Shirley Carter</i>	#C02 Box 7331	99645	745-4994	2-7-97
3. SUSAN LEE	<i>Susan Lee</i>	HC 30 BOX 5576 WASILLA AK 99604	99604	376-8009	2-7-97
4. Sue Ann Phillips	<i>Sue Ann Phillips</i>	P.O. B. 875067 Wasilla	99687	376-8381	2/7/97
5. Renee S. Mason	<i>Renee S. Mason</i>	901 Justice St. Wasilla		373-2323	2/8/97
6. Victoria Lichtenberg	<i>Victoria Lichtenberg</i>	HC 32 Box 6674 Wasilla		376 2782	2/8/97
7. Scott Foster	<i>Scott Foster</i>	PO Box 875792		wasilla 576637	2-8-97
8. Susan J. Kuernpless	<i>Susan J. Kuernpless</i>	P.O. Box 875792		Wasilla 376-637	2-8-97
9. Carol Laphorn	<i>Carol Laphorn</i>	POB 873594		Wasilla 373-1650	2/8/96
10. Chris Caster	<i>Chris Caster</i>	PO. Box 873735	99687-3735	WASILLA, AK 376-7139	2/8/96
11. Garry Lynch	<i>Garry Lynch</i>	PO BOX 877101		wasilla AK 376-7316	2-8-97
12. Joe Schroeder	<i>Joe Schroeder</i>	HC 31 Box 5204 Wasilla AK	99654	376-8055	2-8-97
13. Susan Schroeder	<i>Susan Schroeder</i>	HC 31 Box 5204 Wasilla AK	99654	376-8055	2-8-97
14. Anita Housard	<i>Anita Housard</i>	HC 31 Box 5204 Wasilla AK	99654	376-0119	2-8-97

SENT BY: MAT SU BOROUGH - DPW ; 4-7-97 ; 8:54PM ; PUBLIC WORKS DEPT. ; 907 465 3793 F11

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Crystal Hansen	<i>Crystal Hansen</i>	P.O. Box 67514 Wasilla, A.K.	99687	376-8985	2/11/97
2. Jennifer Schwartz	<i>Jennifer Schwartz</i>	P.O. Box 877131 Wasilla, AK	99687	373-6951	2/11/97
3. Sandi Williams	<i>Sandi Williams</i>	8801, Second Mansions Wasilla, Alaska 99654		746-5500	2/12/97
4. ERIN Piley	<i>Erin Piley</i>	" "	" "	" "	2/12/97
5. JOHN P Scott	<i>John P. Scott</i>	P.O. Box 9224 ANCHORAGE		376-5670	2/12/97
6. MARYJANE MCGUIRE	<i>Mary Jane McGuire</i>	P.O. Box 871587 WASILLA, AK	99687	376-2379	2/12/97
7. ANNE MARIE BILL	<i>Anne Marie Bill</i>	P.O. Box 1463 PALMIR		745-7223	2/12/97
8. Lyn Whitney	<i>Lyn Whitney</i>	389 Alameda Bay Anchorage	99515	582-1719	2-13-97
9. Richard Farmer	<i>Richard Farmer</i>	P.O. Box 71725 E12	99571	688-3641	2/13/97
10. William J. Keith	<i>William J. Keith</i>	P.O. Box 110522 Anch	99511-0022	346-1502	2/13/97
11. HERMAN J. SEIDEL	<i>Herman J. Seidel</i>	55 BCHILKEAT ST ANCHORAGE, AK	99504	333-5912	2/13/97
12. WESLEY R. CANNON	<i>Wesley R. Cannon</i>	315 OSCAR PALMER AK	99645	746-4067	2/13/97
13. RAY W. STADIG	<i>Ray W. Stadig</i>	19426 Wildwood Dr Chugiak AK		689-6069	2/13/97
14. Chad Stadig	<i>Chad Stadig</i>	" " " "	" "	" "	2/13/97

SENT BY: MAT SU BOROUGH - DPW ; 4-7-97 ; 8:51PM ; PUBLIC WORKS DEPT. ; 907 465 3793;#10

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Craig Flippo	<i>Craig Flippo</i>	4960 Hovey Dr.	99654	373-1070	2/6/97
2. Mystie Flippo	<i>Mystie Flippo</i>	4960 Hovey Dr.	99654	373-1070	2/6/97
3. Phillip Flippo	<i>Phillip Flippo</i>	4960 Hovey, Dr.	99654	373-1070	2/6/97
4. Gail Wilson Phillips	<i>Gail Wilson Phillips</i>	4960 Hovey Dr	99654	373 1070	2/6/97
5. Lois U. Feaster	<i>Lois U. Feaster</i>	Hc02 Box 7416	99645	745-3841	2-6-97
6. MATTHAO LEVEQUE	<i>Matthew Leveque</i>	5030 Braumsga Dr	99654	746-9111	2-6-97
7. RAYMOND MORGAN	<i>Raymond Morgan</i>	4251 WICKESMAN WAY	99654	373-5625	2/6/97
8. Dave Huycke	<i>Dave Huycke</i>	701 Serrano Dr. Wasilla, Ak.	99654	373-1542	2-6-97
9. Dennis C. Ricker	<i>Dennis C. Ricker</i>	P.O. Box 878438	99687	376-6544	2-6-97
10. Scott A. Guancelli	<i>Scott A. Guancelli</i>	1251 Naunda Ave Wasilla	99654	376-2397	2-6-97
11. Joyce Martin	<i>Joyce Martin</i>	POB. 872967 Wasilla	99687	378-2730	2/6/97
12. Kathy Reiman	<i>Kathy Reiman</i>	H.C. 33 Box 3182 Wasilla	99654	376-7788	2-6-97
13. Alys P. Hopkins	<i>Alys P. Hopkins</i>	2531 Lord Baranof Dr. Anch.	99517	248-4232	2-6-97
14. Naomi L. McClure	<i>Naomi L. McClure</i>	Box 612, PALMER, AK	99645	745-4120	2/7/97

SENT BY: MAT SU BOROUGH - DPW : 4-7-97 : 8:49PM : PUBLIC WORKS DEPT. : 307 465 3783 # 9

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Linda Luster	<i>Linda Luster</i>	P.O. Box 875183	Wasilla AK 99687	745-2250	2-11-97
2. John Luster	<i>John Luster</i>	" "	" "	" "	" "
3. Kathy Wight-Murphy	<i>Kathleen Wight-Murphy</i>	P.O. Box 876166	Wasilla, AK 99687	373-0989	2-11-97
4. Diana John-Vig	<i>Diana John-Vig</i>	531 S. Harriette St.	Wasilla 99687		
5. Jennifer Lindbo	<i>Jennifer Lindbo</i>	Box 3126 Palmer	99645	373-3214	2-12-97
6. Janis L Bishop	<i>Janis L Bishop</i>	PO Box 3409	Palmer, AK 99645	745-5461	2-12-97
7. Carol P. Taylor	<i>Carol P. Taylor</i>	P.O. Box 875391	Wasilla 99687	746-4106	2/12/97
8. Chris M. Cass	<i>Chris M. Cass</i>	PO BOX 873756	Wasilla 99687	376-2012	2-13-97
9. Darlene Hagan	<i>Darlene Hagan</i>	2350 Grey Wolf Ct.	Wasilla - 99687	376-3225	2/13/97
10. Mary Wilson	<i>Mary Wilson</i>	P.O. Box 1583	Palmer, AK 99645	745-4990	2-13-97
11. Sue Johnson	<i>Sue Johnson</i>	Box 1854	Palmer, AK 99645	745-8514	2-13-97
12. Deloe Barnhardt	<i>Deloe Barnhardt</i>	PO Box 873419	Wasilla AK 99687	373-4400	2/17/97
13. Deane Wise	<i>Deane Wise</i>	237 Gulkana St	Palmer AK 99645	746-4231	2/18/97
14. Doral Webster	<i>Doral Webster</i>	P.O. Box 2508	Palmer, AK 99645	745-1932	2/18/97

907 465 3793: # 8
 SENT BY: MAT SU BOROUGH - DPW ; 4-7-97 ; 8:47PM ; PUBLIC WORKS DEPT. →

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name Signature Address Zip Phone Date

1. Adam - GARD - MAH H032 Box 6673 X Wasilla AK 99687 # 376-1353
2. Crystal Hamlin 10301 Pike Ave. Palmer AK 99645 # 746-3341
3. Daniel NAVARRE P.O. Box 873293 Wasilla AK 99687 # 373-1997
4. Deanna Case P.O. Box 877445 Wasilla AK 99687 # 376-9508
5. E. Shamy Dionne 2975 Parkwood Wasilla AK 99687 # 373-0869
6. Hanka Ahmed AC39 Box 116790 Wasilla AK 99687 # 373-7208
7. Jazmine McCool H032 P.O. Box 6885 Wasilla AK 99687 # 376-5574
8. Tama Ma P.O. Box 876094 Wasilla AK 99687 # 746-3655
9. JESSICA CRAVER H032 P.O. Box 6635 Wasilla AK 99687 # 373-6657
10. MEGAN MOORE P.O. Box 876287 Wasilla AK 99687 # 376-10881
11. Kelly GERHART H032 P.O. Box 66312 Wasilla AK 99687 # 376-2938
12. LANKA AUBERT 3035 Arctic Fox Circle Wasilla AK 99687 # 373-3711
13. LAUREN COLEMAN 1530 Saturna Dr. Wasilla AK 99687 # 373-0516
14. Mike DUPUIS 3715 Greywolf Dr. Wasilla AK 99687 # 376-4336

SENT BY: MAT SU BOROUGH - DPW ; 4-7-97 ; 8:47PM ; PUBLIC WORKS DEPT. ; 507 465 3793: # 1

Page #2

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. M. H. KENNICKS	[Signature]	PO Box 870946 Wasilla AK 99687		# 373-2948	
2. Patrice Whitmore	[Signature]	HC 22 PO Box 6137F Wasilla AK 99687		# 373-7050	
3. RAYMOND HAJDUK	[Signature]	PO Box 870612 Wasilla AK 99687		# 373-2948	
4. Katie Alland	[Signature]	3040 Belos St. PO Box 870772 Wasilla AK 99687		# 373-3080	
5. Tia Pennington	[Signature]	PO Box 872832 Wasilla AK 99687		# 373-2215	
6. JONNA BARKETT	[Signature]	HC 33 PO Box 309 SA Wasilla AK 99687		# 373-1881	
7. BRYAN RUSSELL	[Signature]	1120 Susitna Dr. Wasilla AK 99687		# 373-5897	
8. JAY JONES	[Signature]	P.O. Box 875184 Wasilla, AK 99687		376-7307	
9. W H I T N A Y	[Signature]	HC 112 PO Box 870793 Wasilla AK 99687		# 376-3053	
10. John D Luster	[Signature]	PO Box 875193 Wasilla AK 99687			
11. Jerry Kallam	[Signature]	HC 01 Box 274 Palmer AK 99645		745-204-2297	
12. Carol Kuenning	[Signature]	PO Box 876401 Wasilla 99687		373-4659	2/22/97
13. Debi Shade	[Signature]	HC 01 Box 6082C Palmer AK 99645		745-7835	2/22/97
14. Aaron Petal	[Signature]	P.O. Box 4193 Palmer, AK 99645		745-5362	2/22/97

SENT BY: MAT SU BOROUGH - DPMW : 4-7-97 : 8:48PM : PUBLIC WORKS DEPT. - 907 465 3793: # 8

CORRECTION

THE FOLLOWING DOCUMENT(S)
HAVE BEEN REFILMED TO
ASSURE LEGIBILITY OR PAGINATION



Rev. 6/98

Central Microfilm Services
Department of Education
State of Alaska

Page #2

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Michelle Kendrick	<i>[Signature]</i>	PO Box 870946 Wasilla AK 99687		# 373-2948	
2. Patrice Whitmore	<i>[Signature]</i>	HC 22 PO Box 6637F Wasilla AK 99687		# 373-7050	
3. Raymond Hajduk	<i>[Signature]</i>	PO Box 870612 Wasilla AK 99687		# 373-2948	
4. Katie Alland	<i>[Signature]</i>	3040 Belos St. PO Box 870773 Wasilla AK 99687		# 373-3680	
5. Tia Pennington	<i>[Signature]</i>	PO Box 872832 Wasilla AK 99687		# 373-2215	
6. Donna B. Koppert	<i>[Signature]</i>	HC 33 PO Box 309 SA Wasilla AK 99687		# 373-1881	
7. BRYAN RUSSELL	<i>[Signature]</i>	1120 Susitna Dr. Wasilla AK 99687		# 373-5897	
8. Jay Jones	<i>[Signature]</i>	PO Box 875184 Wasilla AK 99687		376-7307	
9. Whitney	<i>[Signature]</i>	HC 11 PO Box 870993 Wasilla AK 99687		# 376-3053	
10. John D. Luster	<i>[Signature]</i>	PO Box 875183 Wasilla AK 99687		# 945-205	
11. Jerry Kallam	<i>[Signature]</i>	HC 01 Box 278-A Palmer AK 99645		745-204-2297	
12. Carol Kuenning	<i>[Signature]</i>	PO Box 876401 Wasilla 99687		373-4659	2/22/97
13. Debi Shade	<i>[Signature]</i>	HC 01 Box 6082C Palmer AK 99645		745-7835	2/22/97
14. Aaron Petal	<i>[Signature]</i>	P.O. Box 4193 Palmer, AK 99645		745-5362	2/22/97

SENT BY: MAT SU BOROUGH - DPW : 4-7-97 : 8:43PM : PUBLIC WORKS DEPT. - 907 465 3793: # 8

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Janice R. Santel	<i>Janice R. Santel</i>	PO Box 4265	Palmer AK 99645	907-745-1165	2/28/97
2. Jossie Geyer	<i>Jossie Geyer</i>	PO Box 97	Palmer AK 99645		3/28/97
3. Stephen M. Dofing	<i>Stephen M. Dofing</i>	PO Box 2651 10304 BAFFIN ST. #4	Palmer AK 99645	746-4936	3/28/97
4. U. ADAM NEVITT	<i>U. Adam Nevitt</i>	EAGLE RIVER AK	99577	696-2255	4/2/97
5. Phillip D. Granath	<i>Phillip D. Granath</i>	P.O. Box 2683	Palmer, AK 99645	745-5905	4/2/97
6. Jameson C. Rothwell	<i>Jameson Rothwell</i>	6634 McCullough	99502	745-2090	11/2/97
7. Trew Barry		3531 WST, 80 th Ave	99502	243-1719	4/2/97
8. Scott Patterson	<i>Scott Patterson</i>	12020 John Rd	99515-3439	344-7941	4-2-97
9. ERIC KNAPP	<i>Eric Knapp</i>	4201 FOLGER ST #C102	99508	563-4210	4-2-97
10. Rindi Patterson	<i>Rindi Patterson</i>	12020 John Rd	99515-3439	344-7941	4/2/97
11. Aaron Proctor	<i>Aaron Proctor</i>	1605 Twin Way Arch	99504	333-6119	4-2-97
12. Thomas E. Spore	<i>Thomas E. Spore</i>	P.O. Box 6720	Chugiak 99567	699-2061	4-2-97
13. Dale W. Hartzler	<i>Dale W. Hartzler</i>	174 Lone Rd #36	Anchor 99507	544-8446	
14. Padriac Sidel	<i>Padriac H. Sidel</i>		99504	333-5912	4-2-97

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Dustin Hattenburg	<i>Dustin Hattenburg</i>	10225 Strand	99645	746-3313	3-8-97
2. Josh Schroeder	<i>Joshua Schroeder</i>	Hc 31 Box 5204	99654	376-8055	3-8-97
3. RICHARD BOOTHMAN	<i>Richard Boothman</i>	10504 1120	99645	745-1238	3-8-97
4. OTTO BINDER	<i>Otto Binder</i>	P.O. Box 1144	99645	745-4670	3-10-97
5. TED COX	<i>Ted Cox</i>	P.O. Box 1694	99645	745-2467	3-10-97
6. JACK MOSBY	<i>Jack Mosby</i>	3026 Waukayon Dr. Anch	99508	333-4442	3-10-97
7. SHARON MCGUIRE	<i>Sharon McGuire</i>	HC 33 P.O. Box 3177-G WILKIND, AK			4-1-97
8. DAN MICHAELS	<i>Dan Michaels</i>	Box 306 Sutton	99674	745-2120	4-1-97
9. Scott D Herring	<i>Scott D Herring</i>	Box 2904 Palmer	99645	377-3546	4-1-97
10. JEANETTE HERRING	<i>Jeanette Herring</i>	Box 2904 Palmer	99645	377-3546	4-1-97
11. Gayle Kase	<i>Gayle Kase</i>	Po Box 870866	Waxilla	99687	746 5273 4-1-97
12. Jeff Kase	<i>Jeff Kase</i>	cc cc cc	cc	cc	cc
13. Cerin Gillette	<i>Cerin Gillette</i>	19136 Birchwood Ln	Chugiak	99567	686-3688 4/4/97
14. Isabel M. Groff	<i>Isabel M. Groff</i>	7901 E 11th #1	Anch AK	99504	337-3881 4/2/97

SENT BY: MAT SU BOROUGH - DPM : 4-7-97 : 8:48PM : PUBLIC WORKS DEPT. : 907 465 3793 : # 4

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Robert W Teeling	<i>Robert W Teeling</i>	PO Box 873076 Wasilla	99687	376-2713	2/18/97
2. ROBERT KUENNING	<i>Robert Kuening</i>	P. O. Box 876401	" "	373-4659	2/22/97
3. Jeffrey L. Wiseman	<i>Jeffrey L. Wiseman</i>	P.O. Box 3635 Palmer AK	99645	746-0554	2/22/97
4. Toni Peterson	<i>Toni Peterson</i>	PO Box 874771 Wasilla		745-5268	2/22/97
5. JAMES M GRAHAM	<i>James M Graham</i>	P.O. Box 874236 - Wasilla AK	99687	373-7181	2-22-97
6. William C MARTIN	<i>William C Martin</i>	Hcol-62140 PALMER AK	99645	745-1940	2,22,97
7. STEVEN W. ROUSCUP	<i>Steven W. Rouscup</i>	PO BOX 3052 PALMER, AK	99645	746-3477	3-6-97
8. Joanne D. Rouscup	<i>Joanne D. Rouscup</i>	Box 3052 Palmer, AK	99645	746-3477	3-6-97
9. Elizabeth M Whitman	<i>Elizabeth M Whitman</i>	1210 W. Brewer	99645	746-0637	3-6-97
10. Donnah-Rae DeVernon	<i>Donnah-Rae DeVernon</i>	P.O. Box 6 Sutton, AK		745-1738	3-6-97
11. John Jay Miller	<i>John Jay Mills</i>	1460 Brent Pt. Dr.		376-7641	3/6/97
12. Jim Klunder	<i>Jim Klunder</i>	P.O. Box 524 Palmer AK		746-2222	3/6/97
13. Carol S Wilson-Phillips	<i>Carol S Wilson-Phillips</i>	4960 Honey Dr Wasilla		373 1070	3/6/97
14. Wesley S. [unclear]	<i>Wesley Stephenson</i>	PO Box 57 Palmer AK		745-3363	3/7/97

BRIDGE NAMING PETITION

I support naming the new bridge over the Matanuska River on the Old Glenn Hwy. "The George W. Palmer Memorial Bridge."

Project Coordinator: Justin L. Kaucic, 745-2554

Printed Name	Signature	Address	Zip	Phone	Date
1. Timothy Housard	<i>Timothy Housard</i>	HC 31 Box 525K Wasilla AK 99654		376-0119	2-8-97
2. John Stoltz	<i>John Stoltz</i>	PO Box 578738 Wasilla AK 99657		376-0427	2-8-97
3. BILL EASTMAN	<i>Bill Eastman</i>	HC03 Box 9206	99695	745 3043	2-10-97
4. Austin Helmers	<i>Austin Helmers</i>	501 Skip Circle Wasilla Wasilla, AK 99654	99654	376-2052	2-10-97
5. Linda Luster	<i>Linda Luster</i>	P.O. Box 875183 Wasilla, AK	99687	745-2250	2-10-97
6. John Luster	<i>John Luster</i>	" " " "	" "	" "	" "
7. Roger Robinson	<i>Roger Robinson</i>	Talkeetna P.O. Box 1006	99676	733-2711	2-10-97
8. Warren Templin	<i>Warren Templin</i>	HC01 Box 6228-A, Palmer, AK.	99645	376-3476	2-10-97
9. Wayne Groomer	<i>Wayne Groomer</i>	box 874045 Wasilla AK	99687	376 5604	2-16-97
10. Pam Robinson	<i>Pam Robinson</i>	PO BOX 606 Talkeetna	99676	733-2711	2-10-97
11. Bill Lemon	<i>Billy C. Lemon</i>	HC 89 Box 8107 Talkeetna	99676	355-1441	10 Feb 97
12. Don Bonner	<i>Don Bonner</i>	Box 436 Talkeetna	99676	733-2730	10 Feb 97
13. Carol Christensen	<i>Carol Christensen</i>	P.O. Box 344 Palmer, AK	99645	745-3389	10 Feb 97
14. Mike Hill	<i>Mike Hill</i>	P.O. BOX 875333 Wasilla AK	99655		

SENT BY MAIL SU BOROUGH - DPM : 4-7-97 : 8:43PM : PUBLIC WORKS DEPT. 807 465 3793: # 2

15.	Robert I Beck	Robert I. Beck	P.O. 110 Palmer, AK 99645
17.	Patrik O'Connor	<i>[Signature]</i>	POB 3687 Palmer
18.	David Mathews	<i>[Signature]</i>	4201 Box 6211 Palmer
19.	EARL A. QUINECK	<i>[Signature]</i>	3501 WINDING AVENUE AK 99517
20	LAURA B STENBERG	<i>[Signature]</i>	4501 Box 615 Palmer, AK 99645
21	Jeanne Koppenberg	<i>[Signature]</i>	P.O. Box 3894 Palmer AK 99645

HB

248

Alaska State Legislature

Committees

Labor & Commerce
Legislative Council
World Trade
Trade & Tourism
Special Committee
on Fisheries



Representative Eugene Kubina
House Minority Leader

During Session:
Alaska State Capitol
Juneau, Alaska 99801-1182

During Interim:
P.O. Box 2463
Valdez, Alaska 99686

SPONSOR STATEMENT - HOUSE BILL 248

HB 248, "An Act Naming East Egan Drive in Valdez" renames a portion of the Richardson Highway in Valdez built after the 1964 earthquake.

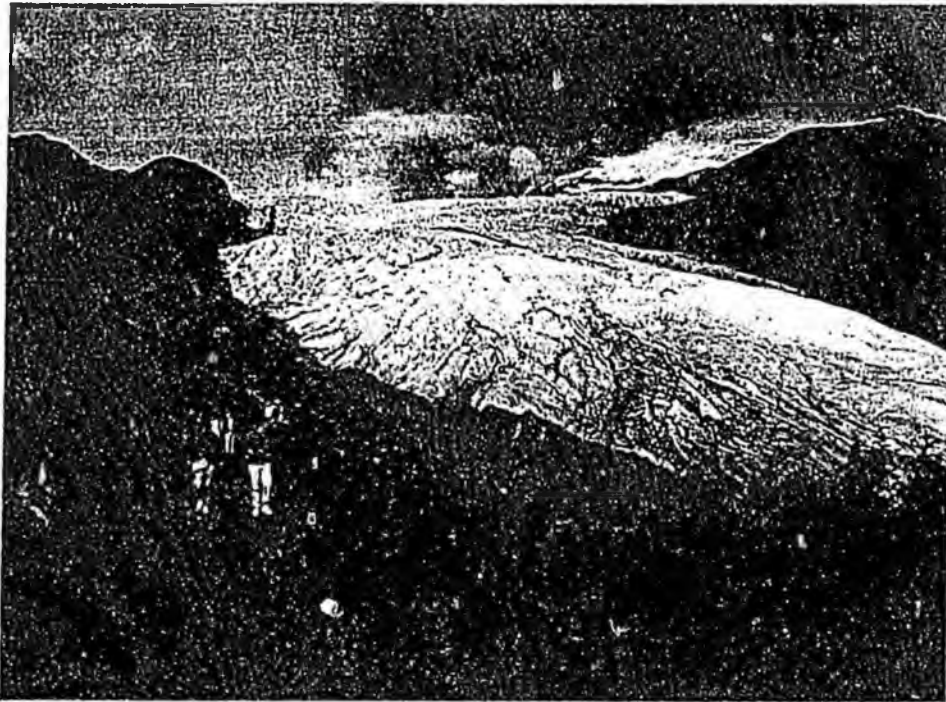
The Richardson Highway is Alaska's first road. As early as 1898 it was known to gold seekers as the Valdez to Eagle trail. In 1910 the trail was upgraded to a wagon road and lengthened to Fairbanks under the direction of General Wilds P. Richardson, the first president of the Alaska Road Commission. The Alaska Road Commission upgraded the road to automobile standards in the 1920's. The Richardson was hard-surfaced in 1957.

Originally, the Richardson Highway ended at the Old Valdez town site. Milepost 0 was established at the city dock. After the 1964 earthquake the Valdez town site was moved approximately four miles west and the Richardson Highway extended to Meals Avenue, where it ends today. However, the milepost system, already firmly established and well used, was not changed.

Because of the extension, there are 3.4 miles of Richardson Highway between Meals Avenue and the east end of Mineral Creek Loop without a corresponding milepost. Making the name change will allow the City of Valdez to assign a local address to businesses located along East Egan Drive.

RICHARDSON HIGHWAY

Valdez to Delta Junction, Alaska
Alaska Route 4



Worthington Glacier is the most visited site in the Copper River Basin. (Lee Foster)

The Richardson Highway extends 368 miles/592 km from Valdez to Fairbanks. This section logs the first 270 miles/434.5 km of the Richardson Highway from Valdez to Delta Junction (the remaining 98 miles/157.7 km from Delta Junction to Fairbanks are logged in the ALASKA HIGHWAY section). Southbound travelers read log back to front.

The Richardson is a wide paved highway in good condition except for sporadic frost heaving. A new section of highway completed in 1989 bypasses the historic community of Copper Center. The MILEPOST® logs the old highway through town. The "new" Richardson Highway (bypass route) is of equal distance — 6.5 miles/10.5 km — with no notable features. You must exit the highway (watch for signs) to see Copper Center.

The Richardson Highway is a scenic route through the magnificent scenery of the Chugach Mountains and Alaska Range, leading past spectacular glaciers, through spruce forests and across tundra meadows. It also passes many fine king salmon streams including the Gulkana and Tonsina rivers.

The Richardson Highway was Alaska's first road, known to gold seekers in 1898 as the Valdez to Eagle trail. The gold rush trail led over the treacherous Valdez Glacier, then northeast to Eagle and the Yukon River route to the Klondike goldfields. Captain W.R. Abercrombie of the U.S. Army rerouted the trail in 1899 through Keystone Canyon and over Thompson Pass, thus avoiding the glacier. As the Klondike gold rush waned, the military kept the trail open to connect Fort Lisicum in Valdez with Fort Egbert in

Eagle. In 1903, the U.S. Army Signal Corps laid the trans-Alaska telegraph line along this route.

Gold stampeders started up the trail again in 1902, this time headed for Fairbanks, site of a big gold strike. The Valdez to Fairbanks trail became an important route to the Interior, and in 1910 the trail was upgraded to a wagon road under the direction of Gen. Wilds P. Richardson, first president of the Alaska Road Commission. The ARC updated the road to automobile standards in the 1920s. The Richardson Highway was hard-surfaced in 1957.

Emergency medical services: Phone 911 anywhere along the highway.

Richardson Highway Log

Mileposts on the Richardson Highway were erected before the 1964 Good Friday earthquake and therefore begin 4 miles/6.4 km from present-day downtown Valdez near the Old Valdez townsite (destroyed during the earthquake). Distance from New Valdez (NV) is followed by distance from Old Valdez (OV).

NV 0 OV 4 (6.4 km) Intersection of Meals Avenue and the Richardson Highway

NV 0.4 (0.6 km) OV 3.6 (5.8 km) Paved double-ended turnout to north with Valdez information kiosk, maps, brochures, pay

phones.

NV 0.5 (0.8 km) OV 3.5 (5.6 km) DOT/PF district office.

NV 0.6 (1 km) OV 3.4 (5.5 km) Valdez highway maintenance station.

NV 0.9 (1.4 km) OV 3.1 (5 km) Double-ended turnout to north with litter barrels at Crooked Creek salmon spawning area and hatchery. Viewing platform on creek offers close-up look at salmon spawning in mid-summer and fall. U.S. Forest Service information station is staffed Memorial Day through Labor Day. Interpretive displays, information on cultural history and recreational opportunities. Migrating birds such as Canada geese and various ducks are often here. It is a game sanctuary; no shooting is allowed. Good spot for pictures.

NV 1.3 (2.1 km) OV 2.7 (4.3 km) Paved turnout to south.

NV 2 (3.2 km) OV 2 (3.2 km) Paved turnout to south.

NV 2.1 (3.4 km) OV 1.9 (3.1 km) Mineral Creek Loop Road through business and residential area on outskirts of Old Valdez comes out at Milepost NV 3.4. Access to Port of Valdez container terminal and grain elevators. The five grain elevators were built in 1982 in anticipation of the Port of Valdez receiving Delta barley for shipment.

NV 3.4 (5.5 km) OV 0.6 (1 km) Road toward mountains leads 0.6 mile/1 km to Valdez Airport, 2 miles/3.2 km to Valdez Glacier campground, and 3.9 miles/6.3 km to a parking area next to the glacial moraine of Valdez Glacier. Good views of the glacier area are *not* available from this spot, nor is Valdez Glacier a very spectacular glacier. Valdez Glacier campground has 101 sites, tent camping, covered picnic area, litter barrels, water, toilets and fireplaces; 15-day limit, camping fee. **CAUTION: Beware of bears.**

Mineral Creek Loop Road (turn toward ocean) leads to the original townsite of Valdez, destroyed during the Good Friday earthquake on March 27, 1964. A few homes and businesses are here now; there is little evidence of the earthquake's destruction.

NV 4 (6.4 km) OV 0 Former access road to Old Valdez, now blocked off. Milepost 0 of the Richardson Highway is located here.

(Southbound travelers note: Physical mileposts end here, it is 4 miles/6.4 km to downtown Valdez.)

Distance from Old Valdez (V) is followed by distance from Fairbanks (F). Physical mileposts begin northbound showing distance from Old Valdez.

V 0 F 364 (585.8 km) Milepost 0 of the Richardson Highway is located here at the former access road to Old Valdez.

1000 2097 P.01
Totem Inn Inc.
P. O. Box 648
Valdez, AK 99686

April 16, 1997

Valdez Legislative Information Office
State courthouse Room 13
Valdez, AK 99686

Dear Representative Kubina:

I would like to offer my support for the renaming of The first few miles of the Richardson Hwy. to East Egan Street.

The current mile post system starts 4 miles out of Valdez due to the relocation of the town in 1964.

The current addresses are 100 Richardson highway 134 Richardson Hwy. ect. This is very often confused with mile 100 Richardson Hwy. and mile 134 Richardson Hwy. ect.

This will help businesses on this street to properly identify as a downtown business and our UPS packages will not be lost.

Best Regards

M. C. H. Inc.
134 Richardson Hwy.
Valdez, AK 99686

April 16, 1997

Valdez Legislative Information Office
State courthouse Room 13
Valdez, AK 99686

Dear Representative Kubina:

I would like to offer my support for the renaming of The first few miles of the Richardson Hwy. to East Egan Street.

The current mile post system is not adequate and starts 4 miles out of Valdez due to the relocation of the town in 1964.

My current address is often confused with mile 134 on the Richardson Hwy. But I am actually in downtown Valdez.

This change needed

Sincerely,

Connie Ballow
secretary-treasurer

ROAD LOG

REGION - 5
MAINTENANCE STATION - 32

STATE ROUTE 190000 RICHARDSON HIGHWAY
VALDEZ-DELTA JUNCTION 271.67 MILES

ROUTE MILEAGE	REFERENCE POINT	BRIDGE REFERENCE	FEATURE	SIDE OF ROAD
.00	0		INSIDE VALDEZ CITY	
.00			INSIDE FAP 71	
.00			VALDEZ FERRY TERMINAL	LEFT
.02			TURN	RIGHT
.03			WAREHOUSE	RIGHT
.09			WAREHOUSE	LEFT
.10			BEGIN PAVED SURFACE	
.10			TURN	LEFT
.16			JCT WITH FIDALGO ROAD	RIGHT
.27			VALDEZ DOCK COMPANY	LEFT
.33			JCT WITH GALENA DRIVE	RIGHT
.38			JCT WITH HAZELET AVE/MINERAL CR DR	AHEAD
.38			JCT WITH W EGAN DRIVE	LEFT
.40			TURN	RIGHT
.42			NATIONAL BANK OF ALASKA	LEFT
.45			WESTERN AUTO VACANT	LEFT
.45			SEW FINE & RAINBOWS END	RIGHT
.49			BOTTLE STOP LIQUOR	LEFT
.49			VALDEZ OFFICE BLDG	LEFT
.52	1		JCT WITH TATITLEK AVENUE	BOTH
.57			CITY MUSEUM	LEFT
.57			LAMPLIGHTER MOTOR LODGE	RIGHT
.60			JCT WITH CHENEGA DRIVE	LEFT
.64			PIPELINE CLUB BAR	RIGHT
.64			VALDEZ MOTEL	RIGHT
.65			VALDEZ MARKET	LEFT
.67			HOBBY HUT GIFT SHOP	LEFT
.68			GLACIER BAR	LEFT
.69			FOUNTAIN OF BEAUTY SALON	LEFT

F A X T R A N S M I T T A L M E M O

TO: *Patty Mark*
DEPT: _____ FAX #: _____
FROM: *Dallas* PHONE: _____
CO _____ FAX #: _____
Post-it brand fax transmittal memo 7671

NO. OF PAGES

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P.01

APR-09-1997 15:30

TATITLEK AIRPORT IMPROV.

907 325 2314

P.01

ROAD LOG

REGION - 5
 MAINTENANCE STATION - 32

STATE ROUTE 190000 RICHARDSON HIGHWAY
 VALDEZ-DELTA JUNCTION 271.67 MILES

ROUTE MILEAGE	REFERENCE POINT	BRIDGE REFERENCE	FEATURE	SIDE OF ROAD
.69	1		STANDARD STATION 1ST ENT	RIGHT
.70			LAUNDROMAT	LEFT
.72			STANDARD STATION 2ND ENT	RIGHT
.72			1ST NATL BANK OF ANCHORAGE	LEFT
.73			JCT WITH MEALS AVENUE	BOTH
.83			TOTEM INN	RIGHT
1.06			ANIMAL SHELTER	RIGHT
1.26			JCT WITH DOT/PF 1ST ENTRANCE	LEFT
1.28			DOT/PF S C REGION OFFICES	LEFT
1.35			VALDEZ MAINT STATION	LEFT
1.37			JCT WITH DOT/PF 2ND ENTRANCE	LEFT
1.55	2		BEG BIKE PATH	LEFT
1.58			CROOKED CREEK TURNOUT BEG	LEFT
1.65			CROOKED CREEK TURNOUT END	LEFT
2.94	3		JCT WITH MINERAL CREEK LOOP	RIGHT
3.17			THE GLASS MAN	RIGHT
3.90	4		JCT WITH ROAD	LEFT
4.09			ACRES FOOD SUPPLY & TIMS CAFE	RIGHT
4.16			JCT WITH VALDEZ AIRPORT RD	LEFT
4.16			JCT WITH MINERAL CREEK LOOP	RIGHT
4.16			END BIKE PATH	LEFT
4.25			JCT WITH ROAD	BOTH
4.38			JCT WITH ROAD	LEFT
4.38			TURN OUT	LEFT
4.57	5		JCT WITH ROAD	LEFT
4.71			JCT WITH ROAD	BOTH
4.80			JCT WITH ROAD	RIGHT
4.94			JCT WITH ROAD	RIGHT
5.27			JCT WITH ROAD	BOTH

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THITILEK AIRPORT IMPROV.

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ROAD LOG

REGION - 5
MAINTENANCE STATION - 32

STATE ROUTE 190000 RICHARDSON HIGHWAY
VALDEZ-DELTA JUNCTION 271.67 MILES

ROUTE MILEAGE	REFERENCE POINT	BRIDGE REFERENCE	FEATURE	SIDE OF ROAD
5.48	5		JCT WITH ROAD	LEFT
5.54	6		BRIDGE (OVER 104 FT) BEGINNING	
		900556	NO. 556: VALDEZ GLACIER STREAM	
			BRIDGE (OVER 104 FT) ENDING	
5.59			MILEPOST 1	RIGHT
5.67			JCT WITH ROAD	RIGHT
5.74			JCT WITH ROAD	LEFT
5.83			MILEPOST 2	RIGHT
6.66	7		TURN OUT	LEFT
7.00			JCT WITH ENTRANCE TO CEMETERY 1	RIGHT
7.14			CEMETERY	RIGHT
7.16			JCT WITH ENTRANCE TO CEMETERY 2	RIGHT
7.18			REST AREA BEGIN	RIGHT
7.30			JCT WITH ROAD	LEFT
7.31			REST AREA END	RIGHT
7.36			ROBE RIVER	
7.38			JCT WITH DAYVILLE RD	RIGHT
7.48			JCT WITH SCALEHOUSE ENTRANCE	RIGHT
7.52	8		SCALEHOUSE VALDEZ	RIGHT
7.59			JCT WITH SCALEHOUSE ENTRANCE	RIGHT
7.64			MILEPOST 3	RIGHT
7.66			JCT WITH ROBE LAKE ROAD	LEFT
7.96			RAINBOW MOTEL 1ST ENT	LEFT
8.57	9		MILEPOST 4	RIGHT
8.64			RAINBOW MOTEL 2ND ENT	LEFT
8.70			JCT WITH ROAD	RIGHT
8.90			JCT WITH ROAD	RIGHT
9.28			MILEPOST 5	RIGHT
9.61	10		TURN OUT	RIGHT
10.48				

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TATITLLEK AIRPORT IMPROV.

907 525 2314 P.05

HB

263

Revision Date: May 7, 1997 5:00 pm Dept. Affected: Revenue
 Title: Motor Fuel Tax: Lignocellulose/10% Alcohol BRU: Revenue Operations
 Component: Income and Excise Audit
 Sponsor: Representative Williams
 Requestor: H (TRA) COMPONENT SERIAL NO. 113

Expenditures/Revenues: (Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
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 EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES (GF)	8,000.0	8,000.0	**	**	**	**
---------------------------	---------	---------	----	----	----	----

FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY97) cost \$ 0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

** Because the production of wood ethanol is still in the experimental stage it is not possible to derive an estimate of the loss in revenue due to the exemption of wood ethanol based gasohol from the motor fuel tax. However, we estimate that (starting in FY 98) removal of the exemption for non-wood based gasohol will increase revenues by 8 million a year.

Prepared by: Brett Fried Phone: (907) 465-3682
 Division: Income and Excise Audit Date: May 7, 1997
 Approved by Commissioner: Wilson L. Condon Date: May 7, 1997
 Agency: Revenue

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*The Case for Wood-Based Ethanol
Motor Fuel Tax Incentives
Legislation*

Presented by Sealaska Corporation
To the House Transportation Committee
May 8, 1997

Alaska law currently exempts fuel containing at least 10 percent ethanol from the state's motor fuel tax. AS 43.40.100(2)(F). The use of ethanol helps several communities maintain their air quality during winter inversion periods when conventional motor fuel use was causing the communities to become non-attainment areas.

With Alaska's public revenues declining, the state is even more insistent on ensuring that incentive programs produce tangible economic, as well as social benefits. In that respect, there is currently only one source of ethanol for which the current exemption serves economic, as well as environmental goals. That source is wood and wood waste. For this class of ethanol, the exemption serves the general environmental purpose of the broader exemption. But the exemption also serves a significant economic function, by providing another potential use of low-quality wood, and by helping the wood products industry cope with the costly burden of disposing or recycling of wood waste.

The proposed legislation would accordingly retain the exemption for wood-generated ethanol. The legislation would greatly narrow the universe of eligible ethanol, because nearly 99% of the ethanol produced in the United States is derived from corn.

The wood products industry is situated differently. Logging operations and wood product plants, such as sawmills and sort yards, produce considerable low quality wood

and waste material from their operations--such as cull logs, sawdust and shavings. As one example, Sealaska Timber Corporation estimates that either disposing or recycling of wood wastes from a new Southeast Alaska sawmill would require a \$5 million capital investment. Currently, most sawmill woodwaste is either burned or disposed of in landfills; however, solid waste disposal and air pollution restrictions continue to limit those options.

For low value products such as cull wood, ethanol conversion offers the opportunity to convert these sub-marginal products to a higher, more valuable use. Conversion also offers the possibility of opening a market for diseased or insect-infested timber, such as the Southcentral and Interior Alaska forests plagued by bark beetle. Developing an economic market for this timber would at once serve Alaska's environmental concerns while, at the same time, provide new and enhanced business opportunities for the timber industry and the distressed communities that are dependent upon that industry.

Today, less than 1/5th of 1% of America's ethanol is produced from wood-derived products--principally from paper sludge by Georgia Pacific Corporation in Bellingham, Washington. And, the commercial use of wood waste as an ethanol source presents a challenge that is being addressed through new technology development. For example, the U.S. Department of Energy's National Renewable Energy Laboratory is currently engaged in a wood waste biomass testing program to gauge the susceptibility of Southeast Alaska softwoods and bark to efficient ethanol conversion.

As with any developing technology, the investments necessary to achieve commerciality hinge on a favorable tax climate. To that end, the proposed legislation

would retain the current broad exemption for ethanol-based fuels only for ethanol produced from wood or wood waste. The economic benefits of the proposal are two-fold:

- Direct employment, and capital investment, in the conversion of wood products to ethanol; the construction and operation of companion power plants and wastewater treatment facilities; and the transportation and distribution of wood-based ethanol. A linchpin of Alaska's future economy is its ability to add value-added industry to its raw resource base, and the productive use of forest by-products and wastes into ethanol fits neatly within that goal; and
- Enhancing ultimate recovery of timber from Alaska's existing forest industry, and increasing the attractiveness of other value-added industries--most specifically, sawmill and export sort-yard operations. Remember, in this respect, that one goal of encouraging wood-based ethanol manufacturing is not, necessarily, to make the process profitable on a stand-alone basis, but rather to provide an alternative, less-costly means of treating the considerable quantities of wood waste generated by other forest products industries.

Under the proposal, the incentive for wood-based ethanol would take effect once at least one source of wood-based ethanol was reasonably available to Alaska users.

*Testimony of Mr. Robert W. Loescher
Executive Vice President, Natural Resources
Sealaska Corporation*

Before the Alaska House Transportation Committee
Regarding HB 263 (Motor Fuel Tax Exemption for Wood-Based Ethanol)
May 8, 1997

My name is Robert W. Loescher. I am Sealaska Corporation's Executive Vice President for Natural Resources, and I'm pleased to appear today to lend Sealaska's enthusiastic support for HB 263. As the state's general motor fuel tax exemption for ethanol-based fuel appears destined for repeal, HB 263 recognizes that there remain compelling public policy reasons for retaining a more targeted exemption for wood-based ethanol. With this bill, the Alaska Legislature may help unlock one door to the revitalization of Alaska's timber industry. As Alaska's largest private timber owner, Sealaska supports that initiative.

With the loss of Southeast Alaska's two pulp mills, the market for the lower end of Alaska's forest products has declined considerably. At the same time, timber owners in Southcentral

and Interior Alaska face the challenge of marketing marginal timber infested by bark beetle. On a statewide basis, then, Alaskans are challenged by the need to find, and encourage, a reliable long-term market for a considerable portion of the state's timber inventory.

The use of lower-end wood products to manufacture ethanol is a potential answer to that challenge. And ethanol manufacturing would aid our forest industry in a different way as well. The already-marginal economics of in-state wood processing are driven even lower by the costly burden of disposing of sawdust and other wood wastes from sawmill operations. Indeed, Sealaska has estimated that opening a new sawmill in Southeast Alaska would carry with it the need to invest \$5 million in wood waste disposal facilities. And with the two current options for wood waste disposal--that is, either incineration or landfilling--being disfavored by regulators, the problem of solid waste disposal becomes a legal, as well as an economic, disincentive.

Legislation that offers a targeted tax incentive to: (1) create a market for lower-end forest products; and (2) turn costly solid waste into profitable feedstock, would represent a concrete, creative and pro-active response to the ills that have befallen Alaska's forest products industry.

I cannot tell you, sitting here, that an exemption from an 8-cent-per-gallon tax will transform wood-based ethanol production from a concept into reality. The truth of the matter is that less than 1/5th of 1 percent of America's total ethanol production is currently attributable to wood. We are dealing here with a concept--an exciting possibility, and not a reality. But as Ms. Megan Smith of the National Biofuels Institute told the House Resources Committee on February 20, some of our nation's most respected biofuels experts, including those at the U.S. Department of Energy's National Renewable Energy Lab, are sufficiently encouraged by the prospect to have at least begun exploring this technology's feasibility.

Like any exciting new technology, the promise of this one depends on the willingness of good people to devote the time and money necessary to try, test and develop. And that, in turn, depends on the existence of a favorable economic climate, which is what HB 263 would help create.

And it would do so, I would add, at little cost. If the legislation fails its purpose, it would cost nothing, for no wood-based ethanol plant would exist to claim its exemption. And if it succeeds too well, spawning a healthy new industry that needs no further help, this legislature can take due credit for its birth, while future legislatures can amend the law to prevent excesses.

But succeed or fail, HB 263 would signal to all Alaskans that the Alaska Legislature has done what it could to aid a beleaguered industry. And that, I think, may ultimately prove both the finest virtue of this legislation.

Alaska State Legislature

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Representative William K. Williams

SPONSOR STATEMENT

HB 263 Motor Fuel Tax: Lignocellulose/10% Alcohol

House Bill 263 was introduced to encourage a renewable energy industry in Alaska. Technology is now under development which would allow ethanol to be produced from wood and wood wastes. Alaska could be at the forefront of a new high value-added, environmentally friendly wood ethanol industry.

Southeast Alaska's timber industry has suffered terrible job loss over the last six years. Absent any pulp mills, there are no current manufacturing techniques which use the low end, former pulp quality wood. We may soon be 'chipping and shipping' low quality logs, and jobs, from Southeast.

If we are able to entice investors and start wood ethanol plants in Alaska, we could employ many of the now unemployed timber workers of the region. Wood ethanol plants could convert milling waste, low quality wood chips, and even paper into ethanol.

Current Alaska law taxes motor fuel at 8 cents a gallon. Gasohol, or gasoline blended with 10% ethanol, is exempt from this tax. HB 263 proposes to end the 8 cent a gallon tax credit for all gasohol except for gasohol that uses ethanol derived from wood. Corn, barley, and other grain based ethanol would not qualify for the gasohol tax credit.

Under the bill, gasohol using wood ethanol would be taxed at 8 cents lower than the prevailing motor fuel tax rate. So, if the motor fuel tax were raised in the future, the wood/ethanol gasohol tax rate would rise at the same rate and remain 8 cents below whatever the new motor fuel rate was.

Also, the wood ethanol gasohol tax incentive would only be in effect for five years after the first wood derived ethanol is sold in the gasohol market.

According to the National Renewable Energy Lab, there are no plants which currently produce ethanol from wood. This legislation will send the message to investors that the state of Alaska wants to encourage a new renewable energy industry in our state, and create an environmentally friendly high value-added wood product.

Revision Date: _____ Dept. Affected: Revenue
 Title: Motor Fuel Tax: Lignocellulose/10% Alcohol BRU: Revenue Operations
 Component: Income and Excise Audit
 Sponsor: Representative Williams
 Requestor: H (TRA) COMPONENT SERIAL NO. 113

Expenditures/Revenues: (Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
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 EXPENDITURES						
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CHANGE IN REVENUES (GF)	**	**	**	**	**	**
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY97) cost \$ 0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

** Because the production of wood ethanol is still in the experimental stage it is not possible to derive an estimate of the loss in revenue due to the exemption of wood ethanol based gasohol from the motor fuel tax. However, we estimate that (starting in FY 98) removal of the exemption for non-wood based gasohol will increase revenues by 8 million a year.

Prepared by: Brett Fried Phone: (907) 465-3682
 Division: Income and Excise Audit Date: May 7, 1997
 Approved by Commissioner: Wilson L. Condon Date: May 7, 1997
 Agency: Revenue

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Alaska Department of Revenue
Income and Excise Audit Division

Motor Fuel Tax: Lignocellulose/10%Alcohol
HB 263 (TRA)
May 7, 1997
Page 2 of 3

DRAFT BILL ANALYSIS

Section 1 amends AS 43.40.010(a) to exempt motor fuel that is 10 percent wood ethanol from motor fuel taxes. To qualify for the exemption the wood ethanol must have been produced within five years of initial production of wood ethanol by a facility that processes lignocellulose from wood.

Section 2 insures that the motor fuel exemption, as described in section 1 of this act, still takes effect even if the tax rate on aviation fuel is changed to reflect changes in state landing fees at rural airports (see section 7).

Section 3 amends AS 43.40.010(b) to exempt motor fuel that is 10 percent wood ethanol from motor fuel taxes. To qualify for the exemption the wood ethanol must have been produced within five years of initial production of wood ethanol by a facility that processes lignocellulose from wood. repeals section 2 of this Act.

Section 4 insures that the motor fuel exemption, as described in section 1 of this act, still takes effect even if the tax rate on aviation fuel is changed to reflect changes in state landing fees at rural airports (see section 7).

Section 5 provides for editorial changes necessitated by the removal of gasohol from the list of what "motor fuel" does not include.

Section 6 removes the exclusion of gasohol from what "motor fuel" does not include. Consequently, gasohol is only exempt from the motor fuel tax if it meets the conditions described in section 1 of this act.

Section 7 makes section 2 and 4 conditional on increases in state landing fees at rural airports.

Section 8 establishes an effective date of July 1, 1997 for sections 1,3 and 5-7 of this Act.

Section 9 establishes an effective date for section 2 and 4 of this act of the later of 30 days after the effective date of a state landing fee increase at rural airports or day after the day section 7 of this act becomes law.

Alaska Department of Revenue
Income and Excise Audit Division

Motor Fuel Tax: Lignocellulose/10%Alcohol

HB 263 (TRA)

May 7, 1997

Page 3 of 3

Operating Expenditures

The Department of Revenue is not requesting any additional funds for meeting its obligations under this Act.

Revenue Collected

Because the production of wood ethanol is still experimental it is not yet possible to estimate the loss in revenues due to the exemption of wood ethanol based gasohol from the motor fuel tax. However, we do estimate that (starting in FY 98) the removal of the exemption for non-wood based gasohol will result in an \$8 million increase in revenue.

HB

278

Revision Date: _____ Dept. Affected: Revenue
 Title: Marine Motor Fuel Tax BRU: Revenue Operations
 Component: Income and Excise Audit
 Sponsor: Rep. Moses
 Requestor: (H) TRA COMPONENT SERIAL NO. 113

Expenditures/Revenues: (Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
PERSONAL SERVICES	42.0	43.0	44.0	45.0	46.0	47.0
TRAVEL						
CONTRACTUAL	4.0	3.0	3.0	3.0	3.0	3.0
SUPPLIES	1.0	1.0	1.0	1.0	1.0	1.0
EQUIPMENT	5.0	0.0	0.0	0.0	0.0	0.0
LAND & STRUCTURES						
GRANTS, CLAIMS	0.0	4,380.5	4,380.5	4,380.5	4,380.5	4,380.5
MISCELLANEOUS						
TOTAL OPERATING	52.0	4,427.5	4,428.5	4,429.5	4,430.5	4,431.5

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES (GF)	4,380.5	4,380.5	4,380.5	4,380.5	4,380.5	4,380.5
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	52.0	4,427.5	4,428.5	4,429.5	4,430.5	4,431.5
1001 CBRF						
1048 University of AK receipts						
Other						
TOTAL	52.0	4,427.5	4,428.5	4,429.5	4,430.5	4,431.5

Estimate of any current year cost \$ 0.0

POSITIONS:

FULL-TIME	1	1	1	1	1	1
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

See Attached

Prepared by: Paul E. Dick
 Division: Income and Excise Audit
 Approved by Commissioner: Wilson L. Condon
 Agency: Revenue

Phone: 465-4773
 Date: March 30, 1998
 Date: March 30, 1998

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DEPARTMENT OF REVENUE
Income and Excise Audit Division

HB 278
Marine Motor Fuel Tax
March 30, 1998
Page 3 of 3

OPERATING EXPENDITURES

Qualified dealers currently report each month their motor fuel activity on a statewide basis and do not report the locations of their fuel sales. This bill would add new reporting requirements for qualified dealers by requiring them to report marine fuel sales by location. Location information would be required for the department to share taxes with municipalities.

This bill may cause new reporting requirements for persons other than qualified dealers, such as fuel resellers, if they sell fuel in a location different from where they purchased it. Resellers do not currently report to the department because motor fuel taxes attributable to their fuel purchases are covered under their qualified dealer's return.

This bill would require that the department data capture the additional information reported on monthly returns filed by qualified dealers and resellers. Reports from resellers will cause additional workload because the department will have to track movement of fuel to different locations and make accounting adjustments to records of each of the affected municipalities.

This bill would require an additional position, Accounting Technician I, range 12 located in Juneau, to process returns and account for marine fuel tax information by municipality. The position would be responsible for verifying that the tax was collected, compiling tax data by municipality, reconciling tax revenue and issuing warrants to municipalities at the end of each fiscal year. Since this would be a new filing requirement for dealers and resellers, additional funds would be needed in FY 99 to inform them of new requirements and print new forms. There would be a one-time cost in FY 99 for computer equipment and office furniture for the new position.

The department would share revenue collected from the 3¢ tax rate increase. This amount is reflected as an operating cost under "Grants, Claims". The initial sharing would take place in FY 00 for revenues collected in FY 99.

REVENUE

Based on FY 97 marine fuel consumption data (146,017,300 taxable gallons), the 3¢ per gal increase would generate \$4,380.5 (146,017,300 x .03).

DEPARTMENT OF REVENUE
Income and Excise Audit Division

HB 278
Marine Motor Fuel Tax
March 30, 1998
Page 2 of 3

BILL ANALYSIS

Sections 1 and 3 amend motor fuel statutes (AS 43.40) to increase the motor fuel tax rate on marine fuel from 5¢ to 8¢ per gallon.

Sections 2 and 4 amend provisions in ch. 127, SLA 1994, which provides for conditional amendment of motor fuel tax rates, by increasing the motor fuel tax rate on marine fuel to 8¢ per gallon consistent with sections 1 and 2.

Section 5 amends AS 43.40.010(c) to make technical changes relating to filing motor fuel tax returns.

Section 6 amends AS 43.40.010(f) to provide that the 3¢ per gallon increase (37.5%) may be appropriated to municipalities which own and operated water and harbor facilities. The balance of proceeds (from the 3¢ per gallon increase) not appropriated to municipalities may be appropriated for water and harbor facilities in the state.

Section 7 amends AS 43.40 by adding a new section which provides for detail that would be required on motor fuel tax returns.

Section 8 amends AS 43.40 by adding a new section to specify how revenue from the 3¢ increase would be refunded to municipalities. Municipalities in the unorganized borough or boroughs that do not exercise responsibility for water and harbor facilities will get all of the 3¢ increase from revenue collected in the municipality. For municipalities in a borough that exercises responsibility for water and harbor facilities, the 3¢ increase collected in the municipality would be split 50/50 with the borough. This section provides for a phase-in of the 50/50 split for boroughs which incorporate after the effective date of this bill.

Sections 9 and 10 provide for conditional effect of section 2 and 4 of this bill.

Section 11 provides for an effective date of July 31, 1997.

Alaska State Legislature
Representative Carl E. Moses

Member
House Finance Committee



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Sponsor Statement

HB 278

Representative Carl Moses

"An act imposing a reporting requirement on certain sales, transfers, and consumption or uses of motor fuel, increasing the motor fuel tax on motor fuel used in and on watercraft, and authorizing payment of a portion of that tax as refunds to municipalities; and providing for and effective date."

Similar to the version vetoed by the Governor two years ago, HB 278 would increase the motor fuel tax from 5 to 8 cents a gallon; and in the process, would provide much-needed revenue for local governments to use towards port and harbor facility needs.

HB 278 contains language to providing legislative intent to share tax revenues with municipalities whom acquire title to state-owned port and harbor facilities. This will serve as an incentive for local governments to assume responsibility for ports and harbors.

There are over 140 ports and harbors in Alaska which service regional hubs and support a variety of resource related industries including fisheries, transportation, commerce and recreational needs. The current 5-cent per gallon tax generates about \$8 million per year but in the last 10 years only about half of the total amount has been appropriated for water and harbor facilities.

In 1991, the Ports and Harbor Task Force identified over \$250 million in deferred maintenance projects. The Department of Transportation and Public Facilities has since upped that estimate and has said publicly that more money is needed to upgrade and repair existing facilities. HB 278 allows mariners to tax themselves and to be in a position to receive badly needed funds in return.

For further information please contact my staff Bryce Edgmon, at 4451.

CEM/hc

HB 278 - Sectional Analysis

"An Act imposing a reporting requirement on certain sales, transfers, and consumption or uses of motor fuel, increasing the motor fuel tax on motor fuel used in and on watercraft, and authorizing payment of a portion of that tax as refunds to municipalities; and providing for an effective date."

Section 1.

Increases the tax for watercraft of all descriptions in 43.40.010, from 5 cents to 8 cents a gallon.

Sections 2 - 4.

Technical language addressing section 1.

Section 5:

Amends 43.40.010 (c) and establishes tax return and filing requirements under new section 43.40.75.

Section 6:

Establishes in the special watercraft fuel tax account the guidelines for the legislature to appropriate proceeds equal to 37.5 percent of the marine fuel tax, to municipally owned and operated water and harbor facilities. The proceeds would also be appropriated for new or expanded facilities constructed by municipality but only if a plan has been submitted and certified by DOTPF and Dept. of Revenue.

Section 7:

Adds new section 43.40.075, which creates the tax return filing requirements for the motor fuel tax by a form prescribed by the department.

Section 8:

Adds new section 43.40.150, which establishes conditions for the commissioner to exercise refunds to municipalities within a borough if the borough does not exercise responsibility for water and harbor facilities and to each city located within a borough.

Section 9:

Establishes conditional effects regarding sections 2 and 4.

Sections 10 & 11:

Technical language.

HARBORING PLANS

by Steve Morghelm



Harold Moeser must be perfectly matched to his job. Not only does he love boating, but since 1994 he has been the Alaska State Harbors Engineer. Raised on the waterfront, he graduated from Ketchikan High School in 1968, and says, "I've always been intrigued by the whole process of boating." The registered professional civil engineer skips a 26-foot, diesel-powered boat with his wife and their three children as often as possible. After graduating in 1969 from the University of Alaska in Fairbanks with a degree in civil engineering and engineering science, Moeser was hired by the Alaska Department of Transportation and Public Facilities (DOT/PF). Today, Moeser provides oversight and program direction, establishes goals, prepares reports and plans for the Harbors Program, recommends projects for submission to the Capital Budget, and helps the Commissioner in the areas of ports, harbors, and waterways.

Q. Maritime activity in Alaska could increase by 40% by the year 2010. Can our ports and harbors accommodate that growth?

A. I think that is a pretty good estimate, and it's going to be a struggle. We are facing this growth with no concerted or programmatic effort to make sure the State's ports or harbors can keep up.

Q. What are the major problems facing Alaska's system of ports and harbors?

A. Maintaining existing infrastruc-

ture and keeping it in reasonably good condition. Some harbors are well up on the "needs" list because of their condition, but DOT/PF is currently unable to fund repairs and replacements for them. For the long haul, the challenge is just to keep up with a sustainable growth rate.

Q. Is there a difference between a port and a harbor?

A. A port generally accommodates movement of people and goods, and its users are primarily larger, commercial operators. A harbor, on the other hand, provides boaters with safe haven, secure moorage, and access to transportation, repairs, and other services.

Q. What is the largest port and harbor in Alaska?

A. Anchorage is the largest cargo port. Based on the number of boat slips, Sitka is the largest harbor.

Q. What is the ratio of commercial versus recreational traffic in most of Alaska's ports and harbors?

A. A 1992 "boat count" survey found that commercial was about 54% and recreational 46%. The same survey counted 10,600 boat slips.

Q. Can DOT/PF compare the economic contribution of recreational to commercial boating activity?

A. Recreational data is scarce and that makes comparisons difficult.

Q. How many ports and harbors are there in Alaska?

A. Estimates range as high as 140 locations. DOT/PF has an inventory of 96 public boating facilities that are considered to be harbors not ports.

Q. Who owns those 96 public boating facilities?

A. The State of Alaska owns 80 of them while the other 16 are owned by local governments.

Q. Does DOT/PF currently operate any ports or harbors?

A. No, the DOT/PF has never been in the harbor management business, and doesn't employ any harbor masters or port administrators.

Q. Do DOT/PF and communities always see eyeball-to-eyeball on how these public boating facilities should be maintained and managed?

A. Lack of funds has forced the State to withdraw from providing major

repairs and replacements. This has caused some friction and frustration for local communities and raised concerns as to what, if any, the State's role should be in the Harbors Program.

Q. What is DOT/PF's mission as far as ports and harbors are concerned?

A. It used to be to provide harbor facilities that supported the commercial fishing industry. Today the goals are to develop a sustainable and developing ports and harbors program that complements the rest of the State's transportation network. We also are trying to transfer ownership to local communities.

Q. Does the State of Alaska have a policy document to guide the development of its ports and harbors?

A. No, not really. The 1991 Statewide Task Force Proposal for Sustaining Alaska's Ports and Harbors contained a lot of information and recommendations. We are trying to establish more recognition of how important ports and harbors in the "Statewide Transportation Plan - Vision 2020 Update" that is being written.

Q. Has funding for ports and harbors changed over the past twenty years?

A. After Statehood, the Harbors Program was funded directly by the Marine Fuels Tax. When oil revenues increased, additional funds were appropriated from the General Fund above and beyond the Marine Fuels Taxes. Today, it seems that a lot of Marine Fuels Taxes just go to pay for bonded indebtedness that was created during the Pipeline Boom.



Photo by Helen Arup II

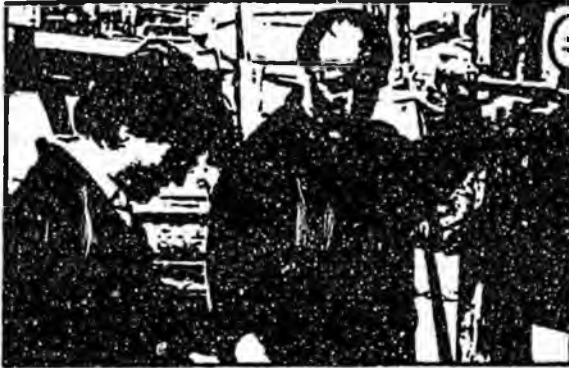
Q. Is the Marine Fuels Tax still in operation today?

A. Yes. The 5 cent per gallon tax today generates about \$8 million per

year. The last 10 years only about half of the total amount has been appropriated for water and harbor facilities.

Q. When DOT/PF ranks port or harbor projects, is weight given for recreational value?

A. No, we really don't have those



State coastal engineers, Ruth Carter and Harvey Smith, inspect power pedestals at Seward Boat Harbor.

kind of figures; and in truth, the State of Alaska has never built a recreational boat harbor as a matter of policy.

Q. A 1991 Ports and Harbors Task Force Report identified over \$250 million in deferred maintenance projects. Is that still a realistic estimate or has it changed?

A. I think it's gone up. Alaska has over \$180 million dollars just in harbor inventory. We estimate it would require \$70 to \$80 million just to bring that inventory up to "as built" condition. If you add ports into the equation, I can definitely believe that \$250 million is realistic. And, it grows every year. We "guesstimate" that for the 96 public boating facilities, it would require \$5.8 million annually to make the repairs and replacements needed just to keep their pilings, floats, approaches, gangways, utility and electrical systems in "1992 condition." And that's just the "floating" stuff and doesn't include buildings, uplands, and the water ancillary assets.

Q. Is that funding currently being appropriated?

A. Not recently. However, this year the legislature did provide \$1 million for deferred maintenance and was supportive of the Corp of Engineers projects in progress. Recent appropriations have helped communities build new harbors at Kodiak, Sitka, Ouzinkie, Larson Bay, and Kake. Also in the pipeline are studies for expansion at King Cove, Sand Point, Akutan, Seward, Whittier, Wrangell, and Unalaska for example.

Q. What are the obstacles to the funding?

A. Probably the biggest obstacle is Alaska's fiscal crisis. The original strategy for user based funding through fees and marine fuel taxes has lost integrity.

Q. Are there any ad hoc groups attempting to find a solution to this problem?

A. I don't get the sense that there are. There doesn't seem to be a signifi-

cant advocacy out there like you would have if we had, for example, an Alaska Port Authority.

Q. Is there any support for the concept of a Alaska Port Authority or Regional Port Authority?

A. I think it is a dormant thought.

The communities on Prince of Wales Island are the only ones I'm aware of that have approved a port authority, and it is for a ferry operation.

Q. Competition creates pressure to keep user fees low which in turn reduces revenue for maintenance and repairs. In the long term, that's not good business. Are Alaska's ports and harbors in that cycle right now?

A. Yes, I think they are. There is no doubt that our harbor system is under priced and not charging enough to cover

costs. Some individual harbors are; but, if you look at the system as a whole it's not generating enough revenue, and it's in a downward spiral.

Q. One of the complaints made by recreational boaters is that they have to wait two or three years in order to rent a slip at some public boating facilities. Do you foresee any factors or incentives that might shorten that wait?

A. No, I don't. Sitka just brought 312 slips on-line. Whittier is in the

process of trying to bring another 300 or so on-line. Kodiak is also working on expansion. But in the case of Sitka and Kodiak, I think most of those slips will probably go to commercial boats. Overall, we know that there are about 3,500-3,600 boats on the wait lists throughout the State. That's 30% of the existing capacity and demand will increase as population increases.

Q. What could the marine industry or recreational boaters do to help DOT/PF achieve its mission?

A. I really believe the voice of recreational boating isn't being heard. If all boaters could collectively find some common ground, it would be beneficial.

Q. A legislative committee currently is determining the total amount of deferred maintenance that exists in the State's public facilities. Will ports and harbors be included?

A. DOT/PF certainly will make sure that harbor data is available to the committee. It will be up to local communities to provide information on the ports. It is hoped that the legislative task force will not overlook the State's harbors and come up with a good funding plan to preserve this important infrastructure along with public buildings and roads. A good program would provide \$6 million for preserving existing facilities. To address every improvement, expansion or new project would take an additional \$10 million for the next twenty years. ☐

STRYKE GOLD!

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HB

290

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO: HB 290

Revision Date: _____ Dept. Affected: Administration
 Title: "An Act relating to motor vehicle license plates for ranchers, farmers, and dairymen" BRU: Motor Vehicles
 Component: Field Services
 Sponsor: Representative Green
 Requestor: (H) TRANS COMPONENT SERIAL NO. 2151

EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)

OPERATING	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0
CAPITAL EXPENDITURES						
CHANGE IN REVENUES ()						
Revenue Code	(*)	(*)	(*)	(*)	(*)	(*)

FUNDING: (Thousands of Dollars)

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

Estimate of current year (FY 98) impact: \$ _____

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.) This bill will allow corporations to register a vehicle using the farm and dairymen exemption. Currently farm vehicle registration fees are \$68.00 biennially. The fee for a corporation to register a vehicle is \$100 to \$400 biennially. This bill has the potential of loss of general fund revenue. DMV is not able to determine the loss of revenue as it is not determined how many vehicles will meet the exemption and qualify for farm vehicle status under this bill.

Prepared By: Juanita M. Hensley Phone: 465-5648
 Division: Motor Vehicles Date: 2/19/98
 Approved by Commissioner: *Mark Boyer* Date: 2/19/98
 Agency: Mark Boyer, Dept of Administration

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Alaska State Legislature



Representative Joe Green
District 10

Sponsor Statement

HB 290 - License plates for farmers, ranchers, and dairymen

HB 290 expands requirements in AS 28.10.181(h) to allow a person who does not live on the farm or ranch, but derives their primary source of income from the farm or ranch, to register certain vehicles as agricultural, as opposed to commercial.

HOUSE BILL NO. 290

IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTIETH LEGISLATURE - SECOND SESSION

BY REPRESENTATIVE GREEN BY REQUEST

Introduced: 1/12/98
Referred: Transportation

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to motor vehicle license plates for ranchers, farmers, and
2 dairymen."

3 BE IT ENACTED BY THE STATE OF ALASKA:

4 * Section 1. AS 28.10.181(h) is amended to read:

5 (h) Vehicles owned by ranchers, farmers, and dairymen. A vehicle not exceeding
6 an unladen total gross weight of 16,000 pounds, owned by a person deriving the person's
7 primary source of income [LIVELIHOOD] from the operation of a ranch, farm, or dairy
8 where the person resides full-time, or at the principal place of business, and that [WHICH
9 VEHICLE] is used exclusively to transport the person's own ranch, farm, or dairy
10 products to and from the market or to transport supplies, commodities, or equipment to be
11 used on the person's ranch, farm, or dairy, may be registered under this subsection and
12 may be issued registration plates of a distinctive design or system of numbering. In this
13 subsection, "person" has the meaning given in AS 01.10.060.

14

LEGAL SERVICES

DIVISION OF LEGAL AND RESEARCH SERVICES
LEGISLATIVE AFFAIRS AGENCY
STATE OF ALASKA

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

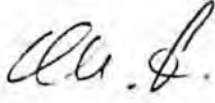
130 Seward Street, Suite 409
Juneau, Alaska 99801-2105

MEMORANDUM

February 12, 1997

SUBJECT: Farm vehicle license plates - (Work Order No. 20-LS0567)

TO: Representative Joe Green
Attn: Kristy

FROM: Michael F. Ford 
Legislative Counsel

You have asked if a vehicle registered to a corporation or company would qualify for farm plates under AS 28.10.181. By registering as a commercial vehicle (either corporate or company) as opposed to registration to an individual, I believe you would not qualify for farm plates under existing law. Under AS 28.10.181, the person seeking the farm plates must "reside full-time" on the farm. The use of the term "person" in this context would indicate that "person" is limited to an individual and would not include a corporation or a company owned vehicle.

Please contact me if you have further questions.

MFF:glc
97-094.glc

circumstances that are inconsistent with the intent required under (a) of this section to remain a resident of this state. (§ 1 ch 67 SLA 1983)

NOTES TO DECISIONS

Jurisdiction over divorce action. — This section does not affect the common-law rule that Alaska courts have jurisdiction over a divorce action when one of the parties is domiciled in Alaska, where "domicile" is defined as physical presence plus an intent to remain permanently *Perito v. Perito*, 756 P2d 895 (Alaska 1988).

Sec. 01.10.060. Definitions. In the laws of the state, unless the context otherwise requires,

- (1) "action" includes any matter or proceeding in a court, civil or criminal;
- (2) "daytime" means the period between sunrise and sunset;
- (3) "month" means a calendar month unless otherwise expressed;
- (4) "municipality" means a political subdivision incorporated under the laws of the state that is a home rule or general law city, a home rule or general law borough, or a unified municipality;
- (5) "nighttime" means the period between sunset and sunrise;
- (6) "oath" includes affirmation or declaration;
- (7) "peace officer" means
 - (A) an officer of the state troopers;
 - (B) a member of the police force of a municipality;
 - (C) a village public safety officer;
 - (D) a United States marshal or deputy marshal; and
 - (E) an officer whose duty it is to enforce and preserve the public peace;
- (8) "person" includes a corporation, company, partnership, firm, association, organization, business trust, or society, as well as a natural person;
- (9) "personal property" includes money, goods, chattels, things in action, and evidences of debt;
- (10) "property" includes real and personal property;
- (11) "real property" is coextensive with land, tenements, and hereditaments;
- (12) "signature" or "subscription" includes the mark of a person who cannot write, with the name of that person written near the mark by a witness who writes the witness's own name near the name of the person who cannot write; but a signature or subscription by mark can be acknowledged or can serve as a signature or subscription to a sworn statement only when two witnesses so sign their own names to the sworn statement;
- (13) "state" means the State of Alaska unless applied to the different parts of the United States and in the latter case it includes the District of Columbia and the territories;
- (14) "writing" includes printing. (§ 4 ch 62 SLA 1962; am § 2 ch 66 SLA 1965; am § 10 ch 117 SLA 1968; am § 19 ch 74 SLA 1985; am § 1 ch 60 SLA 1990)

Revisor's notes. — Reorganized in 1985 to alphabetize the defined terms.

Cross references. — For additional definition of "peace officer", see AS 11.81.900(b); for listing of peace officers for purposes of the Fish and Game Code, see AS 16.05.150; for a definition of "police officer", see AS 18.65.290.

Effect of amendments. — The 1990 amendment rewrote paragraph (7).

Opinions of attorney general. — The statutory framework of the Alaska Statutes viewed as a whole contemplates that for any publicly employed law enforcement officer to be considered a peace officer within the meaning of present paragraph (7), he or she must be empowered with a full range of police duties and authority and must be currently function-

ing on essentially a full-time basis in that role. September 18, 1977, Op. Att'y Gen.

Law enforcement officers within the category "peace officers" as used in present paragraph (7) include, but are not limited to, state troopers, fish and wildlife protection officers and police officers employed by police departments of incorporated municipalities. September 18, 1977, Op. Att'y Gen.

Law enforcement officers with limited police authority with respect to specific statutes or ordinances are not police officers and are not necessarily peace officers either, at least within the meaning of present paragraph (7). September 18, 1977, Op. Att'y Gen.

Comparing the classification of "peace officer" in present paragraph (7) with that of "police officer", it is apparent that police officers, as defined in AS

Effective dates. — Section 4, ch 47, SLA 1996, which enacted this section, took effect on August 27, 1996

Chapter 10. Vehicle Registration and Title.

Article

1. Registration (§§ 28.10.011 — 28.10.181)
2. Title (§§ 28.10.201 — 28.10.261)
3. Transfer of Vehicle (§§ 28.10.271 — 28.10.361)
4. Filing Documents Evidencing Liens or Encumbrances (§§ 28.10.371 — 28.10.401)
5. Fees and Charges (§§ 28.10.411 — 28.10.441)
6. Registration and Title Violations (§§ 28.10.451 — 28.10.493)
7. General Provisions (§§ 28.10.495 — 28.10.661)

NOTES TO DECISIONS

Cited in *Newell v. National Bank*, 646 P.2d 224 (Alaska 1982); *Anderson v. Municipality of Anchorage*, 645 P.2d 205 (Alaska Ct. App. 1982).

Collateral references. — 7A Am. Jur. 2d, Automobiles and Highway Traffic, § 51 et seq.
60 C.J.S., Motor Vehicles, § 58 et seq.

Article 1. Registration.

Section

11. Vehicles subject to registration
21. Application for registration
31. Temporary permits
41. Grounds for refusing registration
51. Department may suspend or revoke registration
61. Registration of vehicles with altered or missing identification number
65. Custom collector vehicle registration and identification
71. Registration records and statistics; stolen vehicles
81. Issuance of certificate of registration; certificate to be signed, carried, and displayed
91. Lost or mutilated certificates of registration or registration plates

Section

108. Registration procedures
111. Renewal of registration
121. Vehicles of nonresidents
131. Vehicles previously registered in another jurisdiction
141. Interstate use of vehicles
146. Registration of interstate rental trucks
147. Registration of interstate rental trailers
151. Vehicles transported under special permits
161. Registration plates to be furnished by department
171. Display of registration plates
181. Registration of unique and special vehicles and vehicles used for special purposes

Sec. 28.10.010. Administration. [Repealed, § 7 ch 178 SLA 1978.]

Sec. 28.10.011. Vehicles subject to registration. Every vehicle driven, moved, or parked upon a highway or other public parking place in the state shall be registered under this chapter except when the vehicle is

- (1) driven or moved on a highway only for the purpose of crossing the highway from one private property to another, including an implement of husbandry as defined by regulation;
- (2) driven or moved on a highway under a dealer's plate or temporary permit as provided for in AS 28.10.031 and 28.10.181(j);
- (3) special mobile equipment as defined by regulation;
- (4) owned by the United States;
- (5) moved by human or animal power;
- (6) exempt under 50 U.S.C. App. 501-591 (Soldiers' and Sailors' Civil Relief Act);

Sec. 28.10.171. Display of registration plates. (a) When two registration plates are issued for a vehicle, they shall be attached to the vehicle for which issued, one in front and the other in the rear. When one registration plate is issued, it shall be attached to the rear of the vehicle for which issued.

(b) Every registration plate issued under this chapter shall be securely fastened to the vehicle to which it is assigned, with the upper edge of the plate horizontal, at a height of not less than 12 inches from the ground measuring from the bottom of the plate, and maintained in a location and condition so as to be clearly legible. However, when considered necessary to insure legibility, the commissioner may provide by regulation for another method of installation. (§ 7 ch 178 SLA 1978)

Collateral references. — 7A Am. Jur 2d, Automobiles and Highway Traffic, § 54.
60 C.J.S., Motor Vehicles, §§ 105 to 107.

Secs. 28.10.172, 28.10.180. Staggered registration; renewal. [Repealed, § 7 ch 178 SLA 1978.]

Sec. 28.10.181. Registration of unique and special vehicles and vehicles used for special purposes. (a) The department shall register unique and special vehicles and vehicles used for special purposes and issue registration plates as provided in this section. Notwithstanding other provisions of this chapter, registration plates issued under this section remain with the person or organization to whom they are issued when vehicle ownership is transferred or title or interest in the vehicle is assigned, except for plates issued under (b), (h) and (i) of this section. Registration plates issued under this section may not be used on, or transferred to, a vehicle other than the vehicle for which the plates are issued without the approval of the department and payment of any required fees and taxes prescribed in AS 28.10.421(d), 28.10.431 and 28.10.441; however, if the plates issued under (c), (f) and (j) of this section are transferred to a vehicle for which the registration fee is more than the fee for the vehicle from which the plates are transferred, the owner shall pay the difference between the two fees. Registration plates issued under this section to which a person is no longer entitled or the transfer of the plates to another vehicle which the department does not approve shall be returned immediately to the department by the person or organization to whom the plates were originally issued.

(b) Historic vehicles. The owner of an historic vehicle may make application for special registration under this subsection. The department, when satisfied that the vehicle meets the requirements for historic vehicle registration under regulations adopted by the commissioner, shall register the vehicle and issue two permanent registration plates of distinctive design and color bearing no date. These plates remain with the vehicle as long as it is registered under this subsection. Vehicles qualifying for registration under this subsection shall be issued registration plates numbered in a separate numerical series beginning with "Historic Vehicle No. 1."

(c) Special request plates. Upon application by the owner of a passenger vehicle, motorcycle, noncommercial van or pick-up truck, or motor home, the department shall design and issue registration plates containing a series of not more than six letters or numbers or combination of letters and numbers as requested by the owner. The department may, in its discretion, disapprove the issuance of registration plates under this subsection when the requested symbols are a duplication of an existing registration or when the symbols are considered unacceptable by the department.

(d) Vehicles owned by disabled veterans, including persons disabled in the line of duty while serving in the Alaska Territorial Guard, or other persons with disabilities. Upon the request of a person with a disability that limits or impairs the ability to walk, as defined in 23 C.F.R. 1235.2, the department shall (1) register one passenger vehicle in the name of the person without charge; and (2) issue a specially designed registration plate that

from the applicant's service with the Alaska Territorial Guard or the armed forces of the United States; and (B) the standard symbol of disability (the wheelchair logo). A disabled veteran who is not otherwise qualified under this subsection, but who presents to the department written proof that the person is at least 70 percent disabled or medically handicapped as a consequence of service in the Alaska Territorial Guard or the armed forces of the United States, may register one passenger vehicle without charge and the department shall issue a specially designed registration plate that displays recognition of the disabled veteran that does not display the standard handicap symbol and does not carry with it special parking privileges.

(e) Vehicles owned by the state, municipalities, and charitable organizations of the state. Every certificate of registration and registration plate issued to the state, a municipality, or charitable organization of the state is in effect until the vehicle for which the registration certificate and plate were issued is no longer owned and operated by the state, the municipality, or the charitable organization of the state or until the department, in its discretion, declares its expiration. The state, municipality, or charitable organization of the state shall maintain a current listing of all vehicles registered to it in the order of the registration number assigned to each vehicle, and shall provide a copy of the listing to the department upon request. The listing must include a description of each vehicle and other identifying information required by the department. Registration plates issued under this subsection must be of a distinctive design and numbering system. For the purposes of this subsection, "charitable organization" means a nonprofit association, corporation, society, or other entity organized, incorporated, or headquartered in the state for educational, cultural, scientific, or other charitable purposes, as prescribed in regulations of the department.

(f) Vehicles owned by elected state officials. The department shall issue special registration plates to each incumbent elected state official for display on noncommercial motor vehicles owned and driven by the official. The department shall number or design the plates so that registration by an elected state official is indicated upon the plates. The registration plates issued under this subsection remain with the owner of the vehicle only during the official's term of office.

(g) *[Repealed, § 9 ch 20 SLA 1990.]*

(h) Vehicles owned by ranchers, farmers, and dairymen. A vehicle not exceeding an unladen total gross weight of 16,000 pounds, owned by a person deriving the person's primary source of livelihood from the operation of a ranch, farm, or dairy where the person resides full-time, and which vehicle is used exclusively to transport the person's own ranch, farm, or dairy products to and from the market or to transport supplies, commodities, or equipment to be used on the person's ranch, farm, or dairy, may be registered under this subsection and may be issued registration plates of a distinctive design or system of numbering.

(i) Amateur mobile radio station vehicles. A validly licensed amateur radio operator who presents satisfactory proof that the owner holds an unexpired Federal Communications Commission amateur radio operator's license of any renewable class, and who presents satisfactory proof that the vehicle contains or carries an amateur radio transmitter and receiving unit of a type applicable to the license class applied for, and who is permitted by law to operate a fixed station, may register one amateur mobile radio station vehicle for each radio license issued by the federal government and may receive for the vehicle distinctive registration plates instead of regular registration plates. The number on the plates must be the radio call sign of the owner.

(j) Vehicles owned by dealers. A state-registered and bonded vehicle dealer may apply for dealer registration plates. A plate issued under this subsection may be used only on dealer-owned vehicles during the routine and normal course of the dealer's business, excluding service vehicles, or for transporting an unregistered vehicle from a port of entry

to the dealer's facilities or from one dealer to another or, in the case of a house trailer, from the retail facility to a trailer space. A vehicle permitted to have dealer plates must be affixed with two plates issued under this subsection. If the dealer sells or transfers the vehicle, the dealer plates may be used on the vehicle by the new owner or transferee for a period of not more than five days after the sale or transfer. The department may seize the dealer plates if it has reason to believe that the plates are being used to defeat the purposes of, or are in violation of, this chapter.

(k) *[Repealed, § 3 ch 8 SLA 1993.]*

(l) Vehicles owned by Pearl Harbor survivors and former prisoners of war. The department, upon receipt of written proof, shall issue without charge special registration plates for one noncommercial motor vehicle to a person who was on active military duty in Pearl Harbor on December 7, 1941, or who has been a prisoner of war during a declared war or other conflict, as determined by the Department of Defense under federal regulations. The design and color of the Pearl Harbor survivor or prisoner of war plates shall be solely within the discretion of the commissioner.

(m) Special request plates for Alaska National Guard personnel. Upon application by the owner of a passenger vehicle, noncommercial van or pick-up truck, or motor home who presents satisfactory proof of current membership in the Alaska National Guard, the department may design and issue registration plates that identify the vehicle as registered to a member of the Alaska National Guard. The owner shall return the registration plates to the department within 10 days following discharge from the Alaska National Guard.

(n) *[Repealed, § 9 ch 20 SLA 1990.]*

(o) Special request university plates. Upon application by the owner of a passenger vehicle, noncommercial van or pick-up truck, or motor home, the department may design and issue registration plates representing the University of Alaska Anchorage, University of Alaska Fairbanks, University of Alaska Southeast, or Prince William Sound Community College. The department may disapprove the issuance of registration plates under this subsection when the requested plates are a duplication of an existing registration.

(p) Vehicles owned by veterans. The department, upon receipt of written proof that the veteran is a sole or joint owner of a noncommercial motor vehicle, shall issue special registration plates for the noncommercial motor vehicle to a requesting person who is a veteran or retired veteran of the armed forces of the United States. The commissioner, after consulting with the director of the division of veterans affairs, shall determine the design and color of the veteran or retired veteran plates.

(q) Vehicles owned by recipients of the Purple Heart. The department, upon receipt of written proof that the person is the sole or joint owner of a noncommercial motor vehicle, shall issue special registration plates for the noncommercial motor vehicle to a requesting person who has received the Purple Heart medal awarded for wounds suffered in action against an armed enemy or as a result of the hostile action of an armed enemy. The commissioner, after consulting with the director of the division of veterans affairs, shall determine the design and color of the Purple Heart medal recipient plates.

(r) Special request custom collector plates. Upon application by the owner of a custom collector vehicle, the department may design and issue registration plates appropriate for custom collector vehicles. The department may disapprove the issuance of registration plates under this subsection when the requested plates are a duplication of an existing registration.

(s) Special request dog mushing plates. Upon application by the owner of a passenger vehicle, noncommercial van or pick-up truck, or motor home, the department may design and issue registration plates representing the sport of dog mushing in the state. The department may disapprove the issuance of registration plates under this subsection when the requested plates are a duplication of an existing registration. (§ 7 ch 178 SLA

1978; am § 2 ch 54 SLA 1979; am § 1 ch 151 SLA 1984; am § 5 ch 60 SLA 1986; am §§ 3 — 5 ch 24 SLA 1988; am § 1 ch 72 SLA 1989; am § 1 ch 91 SLA 1989; am § 9 ch 20 SLA 1990; am §§ 12, 13 ch 93 SLA 1991; am §§ 1, 2 ch 16 SLA 1992; am § 3 ch 8 SLA 1993; am §§ 55, 56, 79 ch 63 SLA 1993; am § 2 ch 97 SLA 1996)

Revisor's notes. — Subsections (p) and (q) were enacted as (o) and (p), respectively. Renumbered in 1989.

Effect of amendments. — The 1990 amendment, effective April 21, 1990, repealed subsections (g) and (n).

The 1991 amendment, effective September 30, 1991, amended subsections (d) and (p) to include provisions relating to the Alaska Territorial Guard.

The 1992 amendment, effective August 6, 1992, in subsections (p) and (q), inserted references to "sole or joint owner of a noncommercial motor vehicle", inserted "requesting", and made a stylistic change.

The first 1993 amendment, effective January 1, 1994, added subsection (r) and repealed subsection (k).

The second 1993 amendment, effective July 1, 1993,

rewrote subsection (d), added the fourth sentence in subsection (j), and also repealed subsection (k).

The 1996 amendment, effective September 23, 1996, added subsection (s).

Editor's notes. — Section 87, ch. 63, SLA 1993 provides "[i]f any section of this bill is found to violate the single subject rule it is severed from the rest of the bill."

Section 1, ch. 97, SLA 1996 provides that it is "the intent of the legislature that the division of motor vehicles of the Department of Public Safety consult with dog mushing organizations when designing special request plates" authorized by ch. 97, SLA 1996.

Collateral references. — 7A Am. Jur. 2d, Automobiles and Highway Traffic, §§ 75 to 84.

60 C.J.S., Motor Vehicles, §§ 63 to 65.

Secs. 28.10.190, 28.10.200. Transfer of special plates; annual tax. [Repealed, § 7 ch 178 SLA 1978.]

Article 2. Title.

Section

- 201. Mandatory and permissive vehicle titles
- 211. Application for title
- 216. Inadequate evidence of ownership
- 221. Refusal, suspension, and revocation of title
- 231. Certificate of title contents

Section

- 241. Delivery and judicial process against certificate of title
- 251. Lost, stolen, or mutilated certificate of title
- 261. Evidence

Collateral references. — 7A Am. Jur. 2d, Automobiles and Highway Traffic, §§ 25 to 29.
60 C.J.S., Motor Vehicles, § 42.

Liability of state, in issuing automobile certificate of title, for failure to discover title defect, 28 ALR4th 184.

Sec. 28.10.201. Mandatory and permissive vehicle titles. (a) Except as otherwise provided in (b) of this section or in AS 28.10.131 and 28.10.141, every owner of a vehicle subject to registration in this state shall apply for a certificate of title under this chapter.

(b) [See delayed amendment note.] The owner of a vehicle described in AS 28.10.011 as being exempt from registration and the owner of a snowmobile or off-highway vehicle may not apply for, nor may the department issue, a certificate of title for the vehicle. However, the department

(1) may issue a certificate of title to the owner of a vehicle exempt from registration under AS 28.10.011(3), (6), (7), or (11) only upon application by that owner; and

(2) may issue a certificate of title to the owner of a mobile home upon application and payment of a fee of \$100 by the owner; a certificate of title issued under this paragraph must comply with AS 28.10.231.

(c) The certificate of title issued may, when there is more than one owner, state the name of each owner in the conjunctive or in the disjunctive in order to indicate that the owners own the vehicle together or in the alternative.

(d) Except for vehicles registered under AS 28.10.131(b) or (c) and 28.10.141, the department may not register a vehicle unless the applicant for registration at the same

Effective January 1, 1997

Subject:
FARM VEHICLES

Supersedes R-60

Dated 8/10/92

Approved *Charles R. Horack*

Statute: AS 28.10.181(h) AS 28.10.421(7) Regulation:

Form No. 12-812A

Vehicles owned by persons who derive their primary source of livelihood from the operation of a ranch, farm, or dairy may qualify for "Farm" license plates if:

1. The vehicle does not exceed 16,000 pounds unladen weight.
2. The vehicle owner maintains his/her full-time residence on the ranch, farm or dairy.
3. The vehicle is used to transport his/her own ranch, farm, or dairy products to and/or from the market place or to transport supplies, commodities, or equipment to be used on the ranch, farm, or dairy.

If a vehicle weighs more than 16,000 pounds unladen weight it does not qualify for farm plates and must be registered as a commercial vehicle.

Farm plates are not transferable from one vehicle to another. When a vehicle is sold, the new owner must meet all qualifications stated above in order to keep the Farm plates on the vehicle. If these requirements are not met, the Farm plates must be surrendered and appropriate registration fees paid.

An applicant for Farm plates must make a statement in the affidavit section of the application (Form 12-812A) that:

1. S/he lives on the ranch, farm, or dairy and derives his/her main source of income from such.
2. The vehicle weighs under 16,000 pounds unladen weight and is used only for transporting ranch, farm, or dairy products to and/or from market or for transporting supplies, commodities, or equipment to be used on the ranch, farm, or dairy.

Although the registration fee for farm vehicles is not based on the weight of the vehicle, the unladen weight must be entered on the application if the vehicle is a truck, trailer, or bus. The vehicle weight is recorded on the vehicle registration and in the Division's records.

Vehicles qualifying for Farm plates are exempt from MVRT but must show proof that the Heavy Vehicle Use Tax has been paid.

Class Code	Annual Fee	Biennial Fee
61	\$35.00	\$68.00

Body Style: Any acceptable body style.

State of Alaska
Division of Motor Vehicles
Standard Operating Procedures

SOP No. R-105

Page No.1 OF 3

Effective January 1, 1997

Subject:
TRUCKS

Supersedes R-105

Dated 7/1/93

Approved

J. M. Delaney

Statute: AS 28.10.141(c)
AS 28.10.421, 28.32.900

Regulation: 13 AAC 40.010(60)

Form No. 12-812

Motor vehicles primarily designed for hauling goods or property and for normal road use are classed as trucks. Registration fees for trucks are based on the unladen/empty weight of the vehicle.

Any truck registered in a business name is considered a commercial vehicle and must pay commercial fees.

Commercial trucks used for interstate transportation and registered in a jurisdiction other than Alaska may be eligible to register under a prorate agreement and pay prorated fees (see SOP R-340, Western States Prorate Agreement), or they may qualify for dual registration, (see SOP R-345).

Certain vans and panel trucks which are designed and used only to transport people are classed as passenger vehicles.

Vans that have been converted to motor homes are called van campers and they are classed as passenger vehicles. The conversion should include the installation of permanent fixtures such as cupboards, beds, stoves, etc.

The unladen weight of a truck must be provided at the time of application for title and/or registration. The weight is entered in section 1 of the "Application for Title and Registration" (Form 12-812A).

This weight is recorded in the Division records and will appear on the vehicle registration certificate. If proof of the unladen weight is not available from supporting documents of DMV resources the customer should provide a scale weight slip. If scales are not available for use the customer must state in the affidavit section of the "Application for Title and Registration" his/her estimate of the vehicle weight.

PLATES 1000CA – 9999DZ

CHASSIS CAB - See SOP P Page 4

Cross Reference:

SOP R-115, Passenger Vehicles
SOP R-345, Dual Registration

SOP R-340, Western States Prorate
SOP R-160, Trip Permits

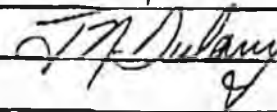
Effective January 1, 1997

Subject:
PASSENGER VEHICLES

Supersedes R-115

Dated: 3/15/96

Approved



Statute: AS 28.10.421(b)(1) Regulation:

A passenger vehicle is one that is designed and used for the transportation of up to 20 passengers. Motorhomes are considered passenger vehicles.

If a passenger vehicle is in a company name it is considered a commercial vehicle and the fees charged are commercial fees.

- Exceptions: 1. A trust is not considered a company name.
- 2. A vehicle transferred to a Dealer name exclusively and held for resale is not considered a commercial vehicle for registration purposes. The Dealer must state in the affidavit portion of the application for title that the vehicle is being held for resale and not used for service, leasing, etc. The Dealer name is the only name that may appear on the title.

Some vehicles such as the Broncos, Blazers, Scouts, etc. are passenger vehicles but are considered a utility vehicle for identification purposes. The body style "LL" is used to distinguish these utility vehicles within the passenger class. See #1 on page 2 of this SOP for a list of these vehicles.

The multi-passenger vans such as the Lumina, Aerostar, Caravan, etc., are considered passenger vehicles and the body style used to identify them is "VP" for passenger van. See #2 on page 2 of this SOP for a list of these vehicles.

NON-COMMERCIAL

Class Code	Annual Fee	Biennial Fee
11 Standard Passenger	\$35.00	\$68.00
10 Personalized Passenger	\$35.00	\$68.00

COMMERCIAL

Weight	Class Code	Annual Fee	Biennial Fee
up to 5,000	91	\$51.00	\$100.00
5,001-12,000	92	\$86.00	\$170.00
12,001-18,000	93	\$156.00	\$310.00
18,001+	94	\$221.00	\$440.00

HB

291

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO. HB 291

Revision Date _____ Dept. Affected DOT&PF
 Title Slow Vehicles Must Pull Over BRU Commissioners Office
 Component Office of the Commissioner
 Sponsor Representative Hodgins
 Requester H TRA Component Serial No. 530

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
Personal Services	0.0	0.0	0.0	0.0	0.0	0.0
Travel	0.0	0.0	0.0	0.0	0.0	0.0
Contractual	0.0	0.0	0.0	0.0	0.0	0.0
Supplies	0.0	0.0	0.0	0.0	0.0	0.0
Equipment	0.0	0.0	0.0	0.0	0.0	0.0
Land & Structures	0.0	0.0	0.0	0.0	0.0	0.0
Grants & Claims	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
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CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1003 GF Match	0.0	0.0	0.0	0.0	0.0	0.0
1004 GF	0.0	0.0	0.0	0.0	0.0	0.0
1005 GF/Program Receipts	0.0	0.0	0.0	0.0	0.0	0.0
1037 GF/Mental Health	0.0	0.0	0.0	0.0	0.0	0.0
Other (Specify Type)	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY98) cost: 0.0

POSITIONS

Full-time	0	0	0	0	0	0
Part-time	0	0	0	0	0	0
Temporary	0	0	0	0	0	0

ANALYSIS: (Attach a separate page if necessary)

Prepared by Dennis Poshard, Special Assistant
 Division Commissioners Office
 Approved by *Joseph L. ...* Commissioner
 Agency Department of Transportation and Public Facilities

Phone 465-3900
 Date 3/2/98
 Date 3/2/98

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FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO: HB 291

Revision Date: March 2, 1998 Dept. Affected: Public Safety
 Title: Slow Vehicles Must Pull Over BRU: _____
 Sponsor: Representative Hodgins Component: _____
 Requestor: House Transportation COMPONENT SERIAL NO. _____

EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)

OPERATING	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL EXPENDITURES	-0-	-0-	-0-	-0-	-0-	-0-
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CHANGE IN REVENUES () Revenue Code						
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FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTA						
Other						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

Estimate of current year (FY 98) impact: \$ _____

POSITIONS:

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

ANALYSIS. (Attach a separate page if necessary.)

Prepared By: Sandy Perry-Provost, Special Assistant Phone: 465-4322
 Division: Commissioners Office Date: March 2, 1998
 Approved by Commissioner: *Ronald L. Otte* Date: March 2, 1998
 Agency: Ronald L. Otte, Dept. of Public Safety

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SPONSOR STATEMENT

HB 291-"An Act requiring certain motor vehicles to yield to following traffic" aka, "Winnebago Law II"

This legislation requires a person operating a motor vehicle to pull over at the first safe opportunity whenever there are five (5) or more motor vehicles immediately following that vehicle.

A person who violates this subsection is guilty of an infraction as described in AS 28.40.050(d) and may be punished by a fine not to exceed \$100.

Editor's note: Interference with or damage to an official traffic device is covered by statute (AS 19.25.030, 11.20.590).

ARTICLE 2. USE OF ROADWAY.

Section	Section
50. Driving on right side of roadway — exceptions and special situations	80. One-way roadways and rotary traffic islands
55. Passing on right	85. Driving on roadways laned for traffic
60. Limitations on driving left of center	90. Following too closely
65. Overtaking a vehicle on the left — limitations	95. Use of divided and controlled-access highways — restrictions
70. Passing vehicles proceeding in opposite directions	100. (Repealed)
75. No-passing zones	105. (Repealed)
	107. Driving on mountain highways

13 AAC 02.050. DRIVING ON RIGHT SIDE OF ROADWAY — EXCEPTIONS AND SPECIAL SITUATIONS. (a) Upon a roadway of sufficient width, a vehicle must be driven upon the right half of the roadway, except as follows:

- (1) when overtaking and passing another vehicle proceeding in the same direction, or when preparing for a left turn at an intersection or into an alley, private road or driveway;
- (2) when traveling upon a roadway marked or divided as provided by sec. 25, 85, or 95 of this chapter, or upon a roadway restricted to one-way traffic; or
- (3) when an obstruction exists making it necessary to drive to the left of the center of the highway; a driver must yield the right-of-way to all vehicles traveling in the opposite direction upon the unobstructed portion of the highway.
- (4) repealed 6/28/79;
- (5) repealed 6/28/79.

(b) Upon all roadways, a vehicle proceeding at less than the maximum authorized speed of traffic must be driven as close as practicable to the right-hand curb or edge of the roadway, except when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection or into an alley, private road or driveway. However, on a two-lane highway outside an urban area where passing is unsafe because of oncoming traffic or other conditions, the driver of a motor vehicle proceeding at less than the maximum authorized speed of traffic and behind whom five or more vehicles are formed in a line shall turn off the roadway at the nearest place designated as a turnout or wherever sufficient area for a safe turnout exists in order to permit following vehicles to pass. (In effect before 7/28/59; am 12/15/61, Register 3; am 8/10/66, Register 22; am 12/31/69, Register 31; am 6/28/79, Register 70)

Authority: AS 28.05.011

13 AAC 02.055
may overtake a vehicle under the following conditions permi
(1) when the vehicle is stopped or dis
left turn from
(2) when the vehicle is in the
way of sufficient
lawfully in the
(3) repealed
(b) No vehicle shall be driven in its original lane
7/28/59; am 12/15/61, Register 31; am 6/28/79, Register 70

Authority: AS 28.05.011

13 AAC 02.060
TER. (a) No vehicle shall be driven in the following conditions:
(1) when approaching a curve in a highway at a distance which is less than the distance from the opposite side of the highway to the grade crossing;
(2) within 300 feet of a grade crossing;
(3) when the vehicle is on a bridge, via
(4) repealed
(b) The provisions of this chapter, or this chapter, or this private road or driveway, Register 3; am 6/28/79, Register 70

Authority: AS 28.05.011

13 AAC 02.065
LIMITATIONS. A driver of a vehicle proceeding in the same direction shall pass at a safe distance, and may not overtake a vehicle until the overtaken vehicle shall give the driver of the

HEB

328

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HOUSE COMMITTEE REPORT

(7)
Date Referred to Committee: January 16, 1998

FURTHER REFERRALS: Finance

Date of Committee Action: 1/28/98

The TRANSPORTATION Committee considered: HB 328

HOUSE BILL NO. 328 APPROPRIATION FOR M/V MALASPINA

"An Act making appropriations for continued maintenance and operation of the Motor Vessel Malaspina; and providing for an effective date."

recommends it be replaced with the following committee substitute _____ [] the same title [] a new title

[] additional referral to _____ Committee
[] attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) _____ APPROVES PREVIOUS: (Dept/Date) _____
[] fiscal note(s) _____ [] fiscal note(s) _____

[] zero fiscal note(s) _____ [] zero fiscal note(s) _____

SIGNING WITH RECOMMENDATIONS	DP	DNP	NR	AM
<i>Lorely Masek</i>			✓	
<i>W. J. Williams</i>	✓			
<i>John J. Bourgeois</i>			✓	
<i>Jan Sanders</i>			✓	
<i>Bill Hudson</i>	✓			
<i>Alunt Kooker</i>	✓			

CHAIR'S SIGNATURE *W. J. Williams* 1/28/98

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

January 16, 1998

The Honorable Gail Phillips
Speaker of the House
Alaska State Legislature
State Capitol
Juneau, AK 99801-1182

Dear Speaker *Gail* Phillips:

The public has indicated strong support for keeping the Motor Vessel Malaspina working for Alaska and its visitors. I am, therefore, transmitting this bill to provide financing for the continued operation of the Malaspina.

With the anticipated arrival of the Motor Vessel Kennicott this summer, the state has a golden opportunity to alleviate the chronic congestion in North Lynn Canal. By operating the Malaspina as a day boat between Juneau, Haines, and Skagway, we will be able to transport residents and travelers to road routes leading to Alaska's interior. The daily service provided by the Malaspina in North Lynn Canal will result in 14 additional weeks of ferry service for Southeast travelers on a leg that is currently lacking in transportation assets. It also makes practical sense to keep the Malaspina in operation so it will be available as a backup vessel during service disruptions. This will be especially important as we incorporate the Kennicott into the system.

According to the April 1995 McDowell Group report titled "Economic Benefits of the Alaska Marine Highway System," visitors arriving via the marine highway annually spend \$11.4 million in Southcentral Alaska, \$7.4 million in Interior and Northern Alaska, and \$13.3 million in Southeast Alaska. Maintaining the Malaspina in addition to the Kennicott provides a potential for increasing these economic benefits statewide.

The Alaska Municipal League recently urged the state to "fully support the Alaska Marine Highway System through administrative policies and a funding level that allows the operation of a nine vessel fleet beginning in June 1998." This bill allows us to meet that challenge.

The Honorable Gail Phillips
January 16, 1998
Page 2

The Malaspina can continue to provide excellent service to Alaska's residents, businesses, and visitors. If this appropriation is in place by February 15, the state will be able to confirm reservations on the Malaspina for summer travel. I urge your favorable and swift consideration of this bill so we can help Alaskans and visitors plan their journeys.

Sincerely,



Tony Knowles
Governor

SOUTHEAST CONFERENCE

An Alaska Regional Development Organization and USDA Resource Conservation and Development Council

A RESOLUTION SUPPORTING THE ALASKA MARINE HIGHWAY SYSTEM

(Resolution 98-19)

- WHEREAS** the strength of an economy is found in diversity, and
- WHEREAS** a strong diversified economy relies on an effective transportation system, and
- WHEREAS** Alaska's economy is dependent upon transportation, and
- WHEREAS** Alaska's unique and complex geography demands/requires a unique efficient transportation network, and
- WHEREAS** the Alaska Marine Highway is an integral part of the state transportation system and the state-wide economy, and
- WHEREAS** Southeast Alaska, Southwest Alaska, and Prince William Sound are directly dependent on the Alaska Marine Highway System, and
- WHEREAS** all Alaskans benefit from transportation of independent travelers and goods and services on Alaska Marine Highway System vessels, and
- WHEREAS** the Alaska Marine Highway System is an integral part of Alaska's transportation infrastructure and best managed as an integral part of Alaska's transportation system, and
- WHEREAS** the stability of Southeast Alaska's transportation infrastructure directly and immediately effects the economy, and
- WHEREAS** consistent, reliable funding is a crucial element of the stability of the transportation system.

NOW THEREFORE BE IT RESOLVED THAT:

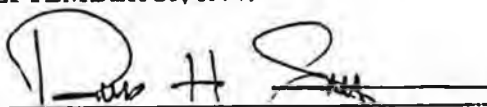
The Alaska Marine Highway System must remain an integral part of Alaska's transportation system and the Alaska Department of Transportation and Public Facilities.

Southeast Conference urges the Department, the Legislature, and the Governor to recognize the importance of stable, sufficient and reliable funding of the Alaska Marine Highway System.

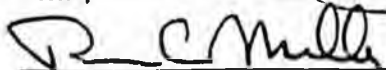
Southeast Conference hereby commits to actively participating with the Alaska Department of Transportation and Public Facilities in development of the Southeast Plan and specifically with the Alaska Marine Highway System to develop a two-year schedule for ferry operation, including no less than 140 weeks of cumulative vessel service.

ADOPTED BY SOUTHEAST CONFERENCE ON SEPTEMBER 20, 1997.

Witness:


Richard Smith - President Southeast Conference

Attest:


Berne C. Miller - Executive Director

A RESOLUTION OF THE ALASKA MUNICIPAL LEAGUE

RESOLUTION 98-15

A RESOLUTION URGING FULL SUPPORT OF THE ALASKA MARINE HIGHWAY SYSTEM AND THE OPERATION OF A NINE VESSEL FLEET

WHEREAS, the Alaska Marine Highway System is critical to many Alaska communities for basic transportation, economic development, delivery of Alaska products to market, access to critical health care, and regional interaction; and

WHEREAS, the Alaska Marine Highway System provides significant economic benefits to the entire state of Alaska; and


WHEREAS, it is imperative to continue current rebuilding of the system to avoid costly emergency repairs and service disruptions; and

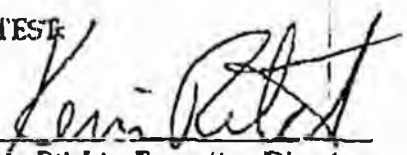
WHEREAS, reductions in operating funds have had a major adverse impact on the entire Alaska Marine Highway System which is the only road system connecting Southeast Alaska, South Central Alaska, and Southwest Alaska to the rest of the state;

NOW, THEREFORE, BE IT RESOLVED by the Alaska Municipal League that the Governor and Legislature are urged to fully support the Alaska Marine Highway System through administrative policies and a funding level that allows the operation of a nine vessel fleet beginning in June, 1998.

BE IT FURTHER RESOLVED that the Alaska Municipal League urges the Alaska Marine Highway System to allow an adequate voice from the communities served in determining the use and scheduling of the Alaska Marine Highway System fleet.

PASSED and APPROVED November 14, 1997.


Karen Parr, President

ATTEST

Kevin Ritchie, Executive Director

Presented by: Mayor & Assembly
Introduced: 01/12/98
Drafted by: J.R. Corso

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 1915

A Resolution Urging the State of Alaska to Provide for Northern Lynn Canal Day Boat Service Aboard the M/V Malaspina.

WHEREAS, a strong diversified economy requires an effective transportation system, and

WHEREAS, Alaska's unique and complex geography demands a diversified transportation infrastructure, and

WHEREAS, all Alaskans benefit from transportation of independent travelers, local residents, goods, and groceries aboard Alaska Marine Highway System vessels, and

WHEREAS, deployment of the M/V Malaspina in the North Lynn Canal would enhance the ability of the ferry system to serve individuals, businesses, and communities throughout the system;

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:


Section 1. That the Assembly urges the Alaska Marine Highway System to undertake deployment of the M/V Malaspina as a day boat serving Haines, Skagway, and Juneau.

Section 2. That the Assembly respectfully urges the Alaska Legislature and Governor Knowles to work in concert to provide funding for Northern Lynn Canal day boat service aboard the M/V Malaspina.

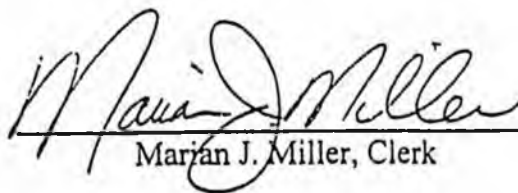
Section 3. The Clerk shall distribute copies of this resolution to the Juneau Legislative Delegation.

Section 4. Effective Date. This resolution shall be effective immediately upon adoption.

Adopted this 12th day of January, 1998.


Dennis Egan, Mayor

Attest:


Marian J. Miller, Clerk