

ALASKA LEGISLATURE COMMITTEE FILES 1997-1998 86/2

9493 HOUSE TRANSPORTATION

HJR

67

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. HJR 67

Title: Air Flights Russian Far East
Sponsor: House Transportation Committee
Requestor: House Transportation Committee

Dept. Affected: Legislature
BRU: _____
Components: _____
Serial #: _____

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

OPERATING	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
Personal Services	0					
Travel	0					
Contractual	0					
Supplies	0					
Equipment	0					
Land & Structures	0					
Grants, Claims	0					
Miscellaneous	0					
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (THOUSANDS OF DOLLARS)

General Fund	0					
Federal Fund	0					
Other	0					
TOTAL	0	0	0	0	0	0

POSITIONS:

Full-Time	0					
Part-Time	0					
Temporary	0					

ANALYSIS: (ATTACH A SEPARATE PAGE IF NECESSARY)

Prepared by: Peter Ecklund
House Transportation Committee
W.R. Williams, Chairman

Date: 4/14/98
Phone: 465-3424
Phone: _____

HJR 67 will have no monetary effect on the
Alaska Legislature

Alaska State Legislature

Committees:
Transportation, Chairman
Resources
Economic Development
Rules



During Session:
State Capitol
Juneau, AK 99801-1182
(907) 465-3424
Fax (907) 465-3793

In Ketchikan:
50 Front Street, Suite 203
Ketchikan, AK 99901
(907) 247-4672
Fax (907) 225-7157

Representative William K. Williams
SPONSOR STATEMENT

**HOUSE JOINT RESOLUTION 67
AIR FLIGHTS RUSSIAN FAR EAST**

HJR 67 urges the U.S. Department of Transportation to negotiate renewal of the bilateral agreement to retain the mandatory stopover in Anchorage for transpacific flights between the Russian Far East and the U.S. The current bilateral agreement is due to expire in May of 1998.

It is important to continue mandatory stopovers of Russian air carriers to preserve the position of Anchorage as the American gateway to the Russian Far East.

In addition to close historical and cultural ties between the people of Alaska and the people of the Russian Far East, the state has established agreements with many Russian cities and territories to help with their transition into a market-based economy. Discontinuation of direct Alaskan air service would severely hamper these efforts.

Further, absent the agreement, Anchorage International Airport could see additional decline in international air traffic and local jobs.

In short, continuation of mandatory Russian stopovers in Anchorage is good for the state and good for the developing economies of the Russian Far East. To that end, I urge your swift passage of HJR 67.

IMPACT OF ELIMINATING MANDATORY RUSSIAN AIRLINES' STOPOVER IN ANCHORAGE ON ANCHORAGE INTERNATIONAL AIRPORT:

Jobs: Aeroflot/Alaska Air and support: 10-15 jobs
Indirect jobs: 3-5 jobs

Rates and fees and Duty Free revenues
to Airport (Aeroflot and Alaska Airlines): see attached sheet

Flights affected:

Loss of 3-4 weekly flights between ANC and Russia, replaced by non-stop flights from Seattle or elsewhere in the Lower 48.

Aeroflot/Alaska Airlines Russian Traffic FY93-97					
	Aeroflot	Aeroflot	AS	AS	Total Inll Pax
	Actual	% of Total	Actual	% of Total	Actuals
FY93					
Pax Aircraft Landings	437	20%	50	2%	2,201
Enplanements	5,540	19%	3,281	11%	29,556
Deplanements	5,514	21%	2,742	10%	26,168
Transit Pax	27,344	7%	1,212	0%	390,542
Enplaned Cargo (#)	267,766	2%	41,787	0%	17,267,024
Deplaned Cargo	109,644	0%	3,295	0%	51,940,033
Transit Cargo	981,679	0%	2,991	0%	982,647,205
Airport rates & fees	\$ 379,353		\$ 35,157		
Airport % duty free	\$ 126,275		\$ 17,253		\$ 1,615,019
FY84					
Pax Aircraft Landings	561	26%	67	3%	2,198
Enplanements	6,206	22%	5,043	18%	27,656
Deplanements	6,330	22%	4,692	17%	28,147
Transit Pax	32,566	9%	1,876	1%	348,507
Enplaned Cargo (#)	2,078,495	9%	4,370	0%	23,491,803
Deplaned Cargo	148,260	0%	20	0%	62,645,564
Transit Cargo	2,315,978	0%	0	0%	1,235,314,824
Airport rates & fees	\$ 436,713		\$ 43,579		
Airport % duty free	\$ 131,825		\$ 23,525		\$ 1,280,424
FY86					
Pax Aircraft Landings	408	18%	74	3%	2,298
Enplanements	3,308	13%	5,595	22%	25,905
Deplanements	3,553	12%	5,852	20%	29,292
Transit Pax	13,372	3%	2,986	1%	408,839
Enplaned Cargo	1,819,891	6%	0	0%	30,181,051
Deplaned Cargo	54,388	0%	0	0%	81,758,568
Transit Cargo	508,258	0%	0	0%	1,580,285,908
Airport rates & fees	\$ 323,668		\$ 48,706		
Airport % duty free	\$ 43,201		\$ 22,225		\$ 1,125,406
FY88					
Pax Aircraft Landings	399	15%	87	3%	2,605
Enplanements	2,739	8%	6,081	18%	33,133
Deplanements	2,962	9%	0,228	18%	33,626
Transit Pax	16,479	3%	3,611	1%	507,184
Enplaned Cargo	2,015,026	6%	0	0%	32,751,444
Deplaned Cargo	80,674	0%	0	0%	85,092,296
Transit Cargo	622,083	0%	0	0%	2,068,010,451
Airport rates & fees	\$ 323,894		\$ 55,784		
Airport % duty free	\$ 47,468		\$ 23,939		\$ 1,337,100
FY 97					
Pax Aircraft Landings	318	9%	64	2%	3,389
Enplanements	2,108	6%	6,267	17%	37,797
Deplanements	2,200	5%	6,752	17%	40,128
Transit Pax	15,681	2%	4,273	1%	635,310
Enplaned Cargo	384,040	1%	0	0%	34,889,347
Deplaned Cargo	68,428	0%	0	0%	78,149,738
Transit Cargo	485,951	0%	0	0%	2,043,262,463
Airport rates & fees	\$ 272,561		\$ 53,256		
Airport % duty free	\$ 61,906		\$ 36,679		\$ 2,341,582

Sheet1

Aeroflot/Alaska Airlines Russian Traffic FY93-97 Annual Average					
FY93-97 Annual Averages					
Pax Aircraft Landings	425	17%	72	3%	2,538
Enplanements	3,980	13%	5,253	17%	30,808
Deplanements	4,080	13%	5,253	17%	31,512
Transit Pax	21,088	5%	2,792	1%	458,076
Enplaned Cargo	1,313,044	5%	9,231	0%	27,718,134
Deplaned Cargo	88,279	0%	663	0%	71,917,240
Transit Cargo	978,790	0%	598	0%	1,581,904,170
Airport rates & fees	\$ 347,238		\$ 47,296		
Airport % duty free	\$ 82,135		\$ 27,997		

MEMORANDUM

State of Alaska

TO: Deborah B. Sedwick
Commissioner

DATE: Monday, April 13, 1998

THRU: Priscilla Wohl *Priscilla Wohl*
Trade Program Manager

TELEPHONE NO: 269-6118

FROM: Patricia Ecker *Patricia Ecker*
Trade Specialist

SUBJECT: Retention of the Mandatory
Anchorage Stopover for
Russian Air Carriers

Peter Eckland of the House Transportation Committee called last week to request background on the U.S./Russia aviation talks scheduled for this month. He was specifically interested in the retention of the mandatory Anchorage stopover for Russian Air Carriers. The Alaska House of Representatives is considering a resolution to urge support of the retention. This memo covers what we have discussed in the past and will serve as a response to Mr. Eckland.

The U.S./Russia aviation talks in Washington, D.C. this month will focus on several issues, prime among them Russia's dislike for the mandatory Anchorage stopover for Russian air carriers. Other issues for the U.S. and its carriers are codesharing privileges and new air routes that Russia is not currently allowing.

This round of U.S./Russia talks have been ongoing for some time; the November 1997 meeting was not regarded as successful and the outlook for conclusion of a new agreement does not look good for the this month's session of the talks. Each session of talks has been particularly contentious ever since the U.S. and Russia negotiated the first post-glasnost aviation agreement.

The existing requirement for the mandatory Anchorage stopover applies to all Russian carriers operating on Pacific Routes between the Russian Far East (R.F.E) and the United States. The U.S. carrier operating regularly scheduled service on this route, Alaska Airlines, already operates its West Coast/Russian Far East flights with an Anchorage stopover. Alaska Airlines operates same plane service up the West Coast to Anchorage and over to the R.F.E. The effect of the mandatory stopover is to provide Anchorage with a higher level of service to the R.F.E. than might otherwise be expected for a community of this size. The mandatory stopover also ensured a level playing field for Alaska Airlines, a carrier that does not currently have long range aircraft in its fleet. Reeve Aleutian operates service to the R.F.E. that originates in Anchorage.

There are many beneficiaries of this mandated Anchorage stopover by Russian air carriers: 1) the people of Alaska (more trade and tourism, more frequent service, airport jobs), 2) Anchorage International Airport (rates and fees), and 3) Airport businesses and service providers (ground handlers, fuel providers, duty free operators, crew accommodation providers, etc.). Unfortunately, the numbers of arriving and transiting passengers on Russian carriers have been decreasing over the past five years. The first flurry of post-glasnost travel appears to have receded. Also, there is a trend that more of the passengers who are traveling choose to transit Anchorage to reach Seattle or San Francisco for shopping or business.

In 1993 and again in 1995, the U.S. and Russia held aviation talks. The Alaska Governor's Office, Alaska's Congressional Delegation and Anchorage International Airport actively lobbied the United States Department of Transportation (USDOT) to retain the mandatory Anchorage

stopover and were successful. The stopover was retained in the agreement.

In 1997, the Russians put in writing that their number one priority for a new agreement would be the removal of the mandatory Anchorage stopover. In September of 1997 I discussed the U.S./Russia aviation agreement directly with Assistant Secretary of USDOT Charles Hunnicutt who is responsible for international aviation policy recommendations for the United States. Governor Knowles subsequently wrote USDOT Secretary Slater in October 1997 to bring home the message that retention of the mandatory stopover is Alaska's number one priority. The Congressional delegation has also delivered to USDOT the message that the mandatory stopover is essential for Alaska.

There are U.S. carriers who would like to see the mandatory stopover removed so that they could enjoy certain air routes and codesharing privileges that Russia is currently (and unfairly) withholding.

To sum up, the bipartisan efforts of the Governor's Office and the Congressional Delegation have proven effective in the past. At the same time, there is more pressure on USDOT than ever before to remove the mandatory Anchorage stopover, so any additional signal of support is welcome and helpful, including the proposed resolution before the Alaska House of Representatives. The Governor's Office and the Congressional Delegation are continuing to play key roles in keeping this important stopover alive.

The general opinion is it will be difficult for the U.S. and Russia to reach agreement in this month's round of talks. The talks are likely to continue for at least one more additional round.

Cc

Morton V. Plumb, Director, Anchorage International Airport

HJR

68

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO. HJR 68

Title: Continue Operation of McKinley Park Airstrip
 Sponsor: House Finance
 Requestor: House Transportation

Dept. Affected: Legislature
 BRU: _____
 Components: _____
 Serial #: _____

EXPENDITURES/REVENUES: (THOUSANDS OF DOLLARS)

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

CAPITAL	0.0					
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REVENUE	0.0	0.0	0.0	0.0	0.0	0.0
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FUNDING: (THOUSANDS OF DOLLARS)

General Fund	0.0					
Federal Fund	0.0					
Other	0.0					
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

Full-Time	0					
Part-Time	0					
Temporary	0					

ANALYSIS: (ATTACH A SEPARATE PAGE IF NECESSARY)

Prepared by: Peter Ecklund, Staff
House Transportation Committee
 _____, Chairman

Date: 4/30/98
 Phone: 465-3424
 Phone: _____

McKinley Park Airstrip Status April 11, 1998
-Tom George, Alaskan Aviation Safety Foundation

Last fall the Alaskan Aviation Safety Foundation learned that the NPS was planning to close the McKinley Park Airstrip.

The closure is one of the results of a Development Concept Plan/Environmental Impact Statement focused on the Frontcountry of Denali National Park, developed over the 1995-96 time frame.

Closing the airstrip is just one element of the plan to change the Park Entrance area. Other changes over a period of years are to close the Park Hotel, and expand the visitor center support, etc.

Closure of the airstrip was buried in one of the a EIS alternatives which included a general reduction of facilities. This alternative was not otherwise selected. At the last minute, closing the airstrip apparently moved to the "preferred" alternative reflected in the Record Of Decision released in Feb 97.

It is not exactly clear to what extent NPS included aviation interests in the process, although some businesses were included.

Issues:

Safety of VFR travel through the Windy Pass between Anchorage and Fairbanks.

- Windy Pass is a heavily traveled route between South Central and the Interior
- Poor weather is often on either end of the pass (Healy, Cantwell).
- McKinley Park is the only public strip in the mountains (Denali is private). While the Denali strip or the highway could be used to land an aircraft in the event of an engine failure, having a public airstrip as an alternative to pushing ahead in bad weather is important to safety.
- Automated weather is available at the McKinley Park airstrip, providing pilots some advance information to use for flight planning and operational decision making.

Public access to Denali National Park

- The McKinley Park airstrip allows the public to fly to within walking distance of visitor facilities, camping, shuttle bus access.
- it is used by Alaskans and visitors from across the nation who fly to Alaska.
- NPS has apparently already moved commercial operations off the strip.
- The nearest public strip is Healy, which lacks services, and frequently experiences bad wind conditions.

The NPS current position is that they won't close McKinley Park until a "suitable alternative" has been found.

The Greater Fairbanks Chamber of Commerce and the Fairbanks North Star Borough have passed resolutions opposing the plan to close the airstrip. A committee has been formed within AASF to address this issue. AOPA opposes this closure, and is willing to support an effort to keep the airstrip open. Alliances with other aviation organizations are being sought to address the requirements of a "suitable alternative" airport as proposed by the Park Service. The AASF and Alaska Airmen's Association are urging their members to write the Park Service expressing their opinion on this topic.



Greater Fairbanks **Chamber** of Commerce

250 Cushman Street, Suite 2D
Fairbanks, Alaska 99701-4055

PHONE (907) 452-1100
FAX (907) 456-6968

Introduced by: Transportation Committee
Date Introduced: January 19, 1998
Dated Passed: January 26, 1998
Date Transmitted: January 28, 1998

RESOLUTION 98-0126

**A RESOLUTION BY THE GREATER FAIRBANKS CHAMBER OF
COMMERCE IN SUPPORT OF KEEPING THE MCKINLEY NATIONAL
PARK AIRSTRIP OPEN FOR GENERAL AVIATION USE.**

WHEREAS, Denali National Park and Preserve (Denali Park) is the top visitor destination in Alaska and a critical element in the Alaska visitor/tourism industry and access into Denali Park is extremely restricted due to the limited existing transportation infrastructure; and

WHEREAS, visiting Denali Park is a high priority for many Alaskan citizens and many of the Alaskan visitors who fly their personal aircraft to Alaska; and

WHEREAS, the McKinley National Park airstrip (McKinley airstrip) has served public aviation users since it was constructed in the early 1940's; and

WHEREAS, the McKinley airstrip offers intermodal connections such as access to the National Park entrance area by foot, and direct convenient access to the Alaska Railroad and the Parks system of surface transportation; and

WHEREAS, the McKinley airstrip as a public airport facility operates well as a multi-nodal transfer point, and

WHEREAS, the McKinley airstrip AWOS supplies invaluable weather information to pilots traveling through Windy Pass, and the airstrip provides an emergency landing area in otherwise forbidding terrain in the event a pilot experiences bad weather conditions, or mechanical problems with their aircraft; and

WHEREAS, the closest public alternative, the Healy River Airport, has limited space available for transient aircraft, limited transient service facilities, is 10 miles from the entrance to Denali Park, and often experiences severe winds that pose a flying hazard; and

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WHEREAS, the Denali Landing Strip is 8 miles south from the entrance to Denali Park, operates only as a private airstrip; and is not open for public use; and

WHEREAS, the potential closure of the McKinley airstrip was not included as part of the proposed alternative in the Entrance Area and Road Corridor Development Concept Plan (Frontcountry Plan) during public hearings in 1996, and this action has therefore not received the benefit of proper public scrutiny and review; and

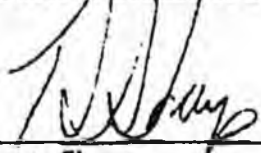
WHEREAS, the Alaska Department of Transportation and Public Facilities' Planning Section has determined that closure of the McKinley airstrip is not recommended at this time.

NOW, THEREFORE BE IT RESOLVED that the Greater Fairbanks Chamber of Commerce urges the National Park Service to reconsider and reverse its decision to close the McKinley National Park Airstrip and keep it open to citizens and available to fulfill its' very important function for general aviation and visitor convenience.

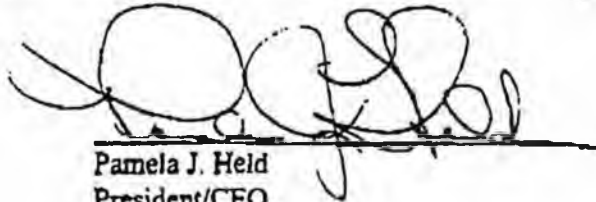
BE IT FURTHER RESOLVED that this resolution be distributed to:

Steve Martin, Superintendent, Denali National Park and Preserve
Bruce Babbitt, Secretary, U.S. Department of the Interior
Senator Ted Stevens
Senator Frank Murkowski
Representative Don Young
The Honorable Tony Knowles, Governor of the State of Alaska
Alaska State Legislature
Alaska State Chamber of Commerce
The Fairbanks Convention and Visitors Bureau
The Alaska Airmen's Association

PASSED in Fairbanks, Alaska this 26th Day of January 1998 by the Greater Fairbanks Chamber of Commerce Board of Directors.



Therese Sharp
Chairwoman of the Board



Pamela J. Held
President/CEO

By: Mike Young
Introduced: 03/26/98
Adopted: 03/26/98

RESOLUTION NO. 98-023

A RESOLUTION OPPOSING THE NATIONAL PARK SERVICE'S DECISION TO
CLOSE THE MCKINLEY PARK AIRSTRIP

WHEREAS, the National Park Service (NPS) has determined in their current Frontcountry Plan that the McKinley Park Airstrip should be closed; and

WHEREAS, the NPS suggested five alternatives in their original draft plan and only one alternative suggested that the McKinley Park Airstrip be closed (Alternative C), one alternative (Alternative E) called for expansion of the current airstrip and Alternatives A and B maintained the existing airstrip; and

WHEREAS, the NPS also determined in this plan that the McKinley Park Airstrip will remain open until suitable alternatives become available; and

WHEREAS, Fairbanks residents and pilots use the McKinley Park Airstrip for immediate access to Denali National Park; and

WHEREAS, the other two airstrips in the area are not as convenient or as accessible to Denali National Park and do not qualify as suitable alternatives; the Healy Airport is located approximately 10 miles away and is owned by the State of Alaska; the Denali Private Airstrip is owned privately and is also approximately 10 miles away; and

WHEREAS, the NPS owns the McKinley Park Airstrip and it would appear to be more economical to continue operations there than to close the airstrip and pay to use either the Denali Private Airstrip or the Healy Airport; and

WHEREAS, the NPS needs both wheel-plane and ski-plane access for its operations and neither the Healy Airport or the Denali Private Airstrip currently allow access for planes to land on snow; in the winter the NPS flies Piper Cubs which only have skis and need snow access to land; and currently those planes are able to land at the McKinley Park Airstrip.

NOW, THEREFORE, BE IT RESOLVED that the Fairbanks North Star Borough Assembly opposes the closure of the McKinley Park Airstrip and requests the NPS to either keep the airstrip open indefinitely or build another airstrip within the Park, which would allow pilots and other visitors closer access to existing Park facilities.

PASSED AND APPROVED THIS 26TH DAY OF MARCH, 1998.

Hank Bartos

Hank Bartos
Presiding Officer

ATTEST:

Mona Lisa Drexler, CMC/AAE

Mona Lisa Drexler, CMC/AAE
Municipal Borough Clerk

Ayes: LaSota, Sattley, Solie, Sonaf Frank, Prax, Webb, Young, McBride, Bartos
Noes: None

Post-It Fax Note	7671	DATE	12/9/97	10:00 AM	2
To	Don Lowell	From			
Co. Dept.	Alaska DOT	Co.	NPS - Denali		
Phone #	951-2325	Phone #	683-9552		
Fax #	951-2313	Fax #	683-9639		

Department of the Interior
National Park Service
Briefing Statement

(7)

October 7, 1997

Region/Park: Alaska Region/Denali National Park and Preserve

Project/Issue: Closing McKinley Park Airstrip

Background: The McKinley Park Airstrip was constructed with National Park Service funds. It is owned by the U.S. Government and is maintained by Denali National Park staff. The Entrance Area and Road Corridor Development Concept Plan (Frontcountry Plan), for which the record of decision was signed in February 1997, calls for closing the park airstrip to provide for potential expansion of the railroad depot and also to reduce the overall level of resource impacts in the entrance area. The possibility of closing the airstrip was discussed during public scoping for the plan in summer and fall 1995, and it was part of one alternative of the draft plan that was available for public review from June 21 through August 19, 1996. Public meetings were also held at various locations throughout Alaska between August 5 and 14, 1996. Only a small percentage of public comments addressed the airstrip. Several substantive comments were received on the overall level of resource impacts in the entrance area, raising the issue of using the airstrip location for other functions or rehabilitating the area after removal.

Current Status: The National Park Service is planning to phase out use of the McKinley Park airstrip as other options for air access to the park are identified. The Healy Airport and the Denali Private Airstrip are both within 10 air miles and are being considered for future NPS operations. The Healy Airport is paved and is available for commercial use and general aviation. The Denali Private Airstrip is used mainly for flightseeing operations but is also available for emergency use, and at 5000 feet it is substantially longer than either of the other two in the area.

The McKinley Park airstrip will remain open for NPS and general aviation use until suitable alternatives become available. Flightseeing operations are no longer based at the airstrip and remaining commercial use will be phased out in the next two years in keeping with the direction in the frontcountry plan. Suitable alternatives for flightseeing and commercial use are currently available at the Healy and Denali Private airstrips.

Service Position: The NPS believes that the Frontcountry Plan provides for an even better visitor experience, increased visitor access, and improved resource protection, and the park is working to implement the highest priority items, including airstrip closure. Because of concerns that have been raised, the NPS is also working to ensure that

acceptable alternatives exist for those visitors wishing to travel to Denali National Park by aircraft.

Position of Other Interested Parties: During August and September 1997, the park received approximately 15-20 comments by telephone and letter opposing closure of the McKinley Park Airstrip. The primary issues raised have been that the airstrip is needed for continued access to the park and for an additional margin of safety for private pilots. Groups expressing opposition have included the Alaska Air Carriers Association, the Alaska Aviation Safety Foundation, and the Alaska Ninety-Nines.

Also more recently: Alaska Airman's Association

Contact: Stephen P. Martin, Superintendent, Denali National Park and Preserve (907) 683-2294

*or Mike Tranel
653-9552*

** up to 30-40 comments
by Dec 8.*



FAIRBANKS INDUSTRIAL DEVELOPMENT CORPORATION

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January 21, 1998

Mr. Robert Stanton
Director of National Park Services
National Park Service
1849 C Street, NW
Washington, DC 20240

Dear Mr. Stanton,

I am writing to express my concern and dismay over the National Park Service's decision to close the McKinley Park Airstrip.

I only learned of the airstrip's possible closure as a rumor last August. Now, having read the October 7, 1997, Briefing Statement by Park Superintendent Mr. Stephen P. Martin (copy enclosed), I see the closure was a "done deal" as of the February, 1997, signing of a record of decision.

Through my job and personal interests I keep up to date on general aviation-related issues in Alaska. To my knowledge the NPS did not make any substantive effort to inform the State's aviation community (or the general public) of the airstrip's possible closure in the course of your agency's solicitation of public comment on the Frontcountry Plan. This failure to communicate to affected users via any of several readily available media (e.g., direct mail to licensed Alaskan pilots, news releases or display ads in the Alaska Flyer, the Alaska Airmen's Association Newsletter, or AOPA Pilot, etc.) should in itself warrant a review of your decision.

Indeed, if you had genuinely solicited the flying (and non-flying) public's perspective you would have heard unanimous opposition to the closing the airstrip. I do not know of anyone, inside or outside the aviation community, who supports the airstrip's closure.

Nevertheless, closing the current McKinley Park Airstrip would be acceptable when "suitable alternatives," as noted in Mr. Martin's Briefing Statement, become available. If indeed the current airstrip is needed, as he stated, "for potential expansion of the railroad depot" [despite being on the "wrong" side of the tracks], a new NPS-constructed replacement airstrip in the same immediate area would amply meet all general aviation safety and access needs.

A key criterion for any "suitable alternative" is a reasonable walking distance (a mile or less) from the airstrip to the park entrance facilities and attractions (Visitor Reception Center, park hotel and restaurants, nature and other hiking trails such as Horseshoe Lake and Mt. Healy, etc.). On a personal note, our family has enjoyed innumerable day trips by air from Fairbanks to the park - in our experience, it's the best wheeled aircraft-accessible excursion in Alaska, and we would be very sorry to lose Frontcountry air access to the park.

A cooperative program with the Fairbanks International Airport

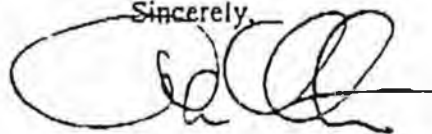
Mr. Robert Stanton
January 21, 1998
Page 2 of 2

In this regard, neither the Healy nor Denali Private airstrips qualify as a "suitable alternative" for general aviation access to the park. The Denali Private airstrip is off-limits to the general public, and the Healy airstrip is about ten miles from the park entrance and thus well beyond walking distance.

Finally, how does the NPS reconcile its stated Frontcountry Plan objective, by Mr. Martin's report, of "increased visitor access" with "working to implement the highest priority items, including airstrip closure"? Obviously, the airstrip's closure will decrease, not increase, visitor access.

I trust you and your staff will see fit to reconsider your decision, this time with meaningful aviation user input, on the future of the McKinley Park airstrip.

Sincerely,



Dave Carlstrom
Director of Airport Marketing

cc: The Honorable Ted Stevens, U.S. Senator
The Honorable Frank Murkowski, U.S. Senator
The Honorable Don Young, U.S. Congressman
The Honorable Tony Knowles, Governor, State of Alaska
Mr. Phil Boyer, President, AOPA
Ms. Dee Hanson, Executive Director, Alaska Airmen's Association
Mr. Tom George, Alaskan Aviation Safety Foundation
Ms. Pam Held, President & CEO, Greater Fairbanks Chamber of Commerce
Ms. Sheila Romero, Executive Director, Fairbanks Convention and Visitors Bureau
Mr. Bruce Babbitt, Secretary, U. S. Department of the Interior
Mr. Stephen P. Martin, Park Superintendent, Denali National Park

Encl.



September 16, 1997

Mr. Robert D. Barbee
Alaska Regional Director
National Park Service
2525 Gambell Street
Anchorage, AK 9950

Dear Barbee:

In the interest of public convenience and safety this organization requests reconsideration of the recommendation to close the airport at the McKinley Park Hotel site.

This airport is very strategically located between Cantwell and Healy, the two places where adverse weather frequently occurs for low level flights through Windy Pass, one of Alaska's busiest flyways for small airplanes. The airport has served the National Park Service and the public very well for more than fifty years.

I have flown very high-level foreign government officials to the Park several times at the service of the U.S. State Department. These people include the Vice Premier of South Korea and the West German equivalent of our Department of Interior Secretary, in addition to several members of the U. S. Senate and Congress. The U.S. public includes many pilots (some of whom are very influential persons) who come to and tour Alaska in personally owned aircraft. No convenient public transportation is available or affordable from Cantwell or Healy. Flying tours of the Park are the only practical way for severely handicapped visitors to enjoy the beauty of this unique Parkland.

The significance of the airport to the Alaska Railroad is difficult to quantify but I have personally flown the Trackmaster and Railroad Manager to the Park airport to help in emergency derailment instances where rail or highway travel was not timely.

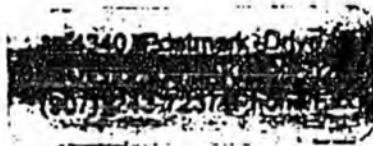
The small amount of labor and material required to maintain this airport is surely repaid in the public interest of aviation safety, for medical evacuation of staff or visitors, and convenience of that portion of the visiting population who are handicapped and unable to enjoy the hiking or bus tours available there.

Sincerely,

Thomas H. Wardleigh

Thomas H. Wardleigh, Chairman
Board of Directors

cc: Rabbitt, Williams, Sen. Stevens, Sen. Murkowski
Congressman Young, Steve Martin/Denali Park, AOPA.





AIRCRAFT OWNERS AND PILOTS ASSOCIATION

421 Aviation Way • Frederick, MD 21701-4798
Telephone (301) 695-2000 • FAX (301) 695-2375
www.aopa.org

COPY FOR YOUR
INFORMATION
AASE

7 (3)

September 25, 1997

Mr Robert D. Barbee
Alaska Regional Director
National Park Service
2535 Gambell Street
Anchorage, AK 99503

Dear Mr. Barbee:

The Aircraft Owners and Pilots Association (AOPA) represents the general aviation interests of more than 340,000 individual pilots and aircraft owners in the United States, more than 4,200 of whom reside in the state of Alaska. The organization provides advocacy for the betterment of the general aviation industry including accessibility to airports where general aviation operators will be a primary beneficiary.

It is our understanding that there have been recommendations to close the airport at the McKinley Park Hotel site. AOPA strongly opposes the closure of that facility.

As you well know, Alaska's operational conditions are not the same as the conditions found in the rest of the continental United States. Weather and terrain are major considerations in flying in Alaska. In the case of the McKinley Park Airport, the issue is even more important because of the scarcity of landing facilities in that area.

The importance of this airport, besides being a part of the local transportation system and being beneficial to the local area, is accentuated by safety. The McKinley Airport is a "safety net" for aircraft that encountered unforeseen weather in that area. Furthermore, the difficult accessibility of the area by other means not only justifies but requires an airport in case of emergencies and medical evacuations.

We urge you to actively pursue other options in coordination and cooperation with the users in an attempt to insure that the facility is given due process and consideration.

Should you require any additional information on this or any other related issue, please feel free to contact me at (301) 695-2206. Thank you for your consideration of our views.

Sincerely,

Miguel Vasconcelos
Director
Regional Affairs



ALASKA AIR CARRIERS ASSOCIATION

1117 E. 35th Avenue, Suite 102
Anchorage, Alaska 99508
(907) 277-0071 Fax (907) 277-0072

October 8, 1997

Mr. Robert D. Barbee
Alaska Regional Director
National Park Service
2525 Gambell Street
Anchorage, Alaska 99501

Re: McKinley Park Airstrip

Dear Mr. Barbee,

It has recently come to the attention of the Alaska Air Carriers Association that the National Park Service is considering closure of the airport at the McKinley Park Hotel site. AACCA supports the position of the Alaskan Aviation Safety Foundation, and agrees that closure of this strip is of immense concern to the Alaska aviation community due to the important public safety role this particular airstrip provides.

AACA represents more than 100 air carriers operating in Alaska, and as such, is often in alliance with other aviation user groups in our quest to provide the safest and most viable aviation environment for aviators to operate in. As the Alaskan Aviation Safety Foundation aptly stated in correspondence to you on Sept. 9, 1997, "...this airport is very strategically located between Cantwell and Healy, the two places where adverse weather frequently occurs for low level flights through Windy Pass, one of Alaska's busiest flyways for small airplanes." In the interest of safety, that reason alone is certainly justification enough to reconsider closure of the airstrip. Furthermore, considering the roles the McKinley airstrip plays in medevac operations, the airstrip's use as an alternate airport for aviation emergencies, and increasing the accessibility of the Park for severely handicapped visitors, it seems closure of the McKinley airstrip is unthinkable.

FYI
Sunny (4)

Vertical text on the right margin, likely a routing slip or administrative notes, containing various codes and names.

Mr. Robert D. Barbee
National Park Service
Oct. 8, 1997 page two

The diverse and rugged geographic nature of Alaska and the adverse weather conditions found in this state provide enough of an unforgiving environment for aviators to operate in—we don't need to take away the few established safety nets the aviation community depends upon.

Sincerely,



Kimberly S. Ross
Executive Director

cc: Senator Ted Stevens
Senator Frank Murkowski
Congressman Don Young
Federal Aviation Administration
National Transportation Safety Board
Alaskan Aviation Safety Foundation
Alaska Pilots Association
Alaska Almen's Association
AACA Board of Directors

SB

10

HOUSE COMMITTEE REPORT

(7)
Date Referred to Committee: February 13, 1997

FURTHER REFERRALS:

Date of Committee Action: 3/5/97

The TRANSPORTATION Committee considered:

SB 10

SENATE BILL NO. 10

MOUNTAIN VIEW ROAD - GUSTAVUS

"An Act naming Mountain View Road in Gustavus."

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) DOT & PF

zero fiscal note(s) DOT & PF

SIGNING WITH RECOMMENDATIONS	DP	DNP	NR	AM
<u>Phil Hudson</u> Hudson	<input checked="" type="checkbox"/>			
<u>Kim Elton</u> Elton	<input checked="" type="checkbox"/>			
<u>Allert Kookesh</u> Kookesh	<input checked="" type="checkbox"/>			
<u>Sam Sanders</u> SANDERS	<input checked="" type="checkbox"/>			
<u>John Cowdery</u> Cowdery	<input checked="" type="checkbox"/>			
<u>Beverly Masek</u> Masek	<input checked="" type="checkbox"/>			
<u>W.K. Williams</u> Williams	<input checked="" type="checkbox"/>			

CHAIR'S SIGNATURE W.K. Williams
Williams

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. SB 10

Revision Date: _____ Dept. Affected: DOT&PF
 Title: "An Act naming Mountain View Road in Gustavus." BRU: Southeast Region Maint. and Operations
 Component: Highways and Aviation
 Sponsor: Senator Mackie
 Requester: Senate Community and Regional Affairs COMPONENT SERIAL NO. 603

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	0.0	0.0	0.0	0.0	0.0	0.0
-----------------------------	------------	------------	------------	------------	------------	------------

CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0
-------------------------------	------------	------------	------------	------------	------------	------------

FUND SOURCE (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	0.0	0.0	0.0

Estimate of any current year (FY97) 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)

The cost of two signs to display the new name for this Gustavus highway segment is insignificant and can be included within the existing M&O budget.

Prepared by: Sam Kito III

 Special Assistant
 Division: Office of the Commissioner

 Approved by: Joseph L. Durkin

 Commissioner
 Agency: Department of Transportation and Public Facilities

Phone: 465-3900
 Date: 1/20/97
 Date: 1/20/97

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SENATE DISTRICT C
KODIAK ISLAND
SOUTHEAST ISLANDS



STATE CAPITOL
JUNEAU, ALASKA 99801-1182
(907) 465-4925
(800) 821-4925 (TOLL FREE)
(907) 465-3517 (FAX)

SENATOR JERRY MACKIE

Memorandum ALASKA STATE LEGISLATURE

Date: February 17, 1997

To: Representative Bill Williams, Chair
House Transportation Committee

From: Senator Jerry Mackie, Chair
Senate C&RA Committee

Subject: Request to schedule - SB 10 - "An Act naming
Mountain View Road in Gustavus."

I would greatly appreciate your consideration in scheduling SB 10 for a hearing before the House Transportation Committee. SB 10 made it to the Senate calendar last session but failed to be brought up for consideration during the final hours.

SB 10 has given students and adults in Gustavus a positive view and an informational view of the legislative process. This issue seems to have given everyone within the community a common purpose.

Alaska Statute Sec. 19.10.085 (attached) requires that highway names be assigned through legislation. Based on my contacts with the community, unanimous support of the legislation from the Gustavus Community Association, and the petition which I received in my office, it's obvious that if the community of Gustavus could have done this locally, the sign would read "Mountain View Road" today.

Thanks for your consideration. Please call me if you have any questions.

SENATE DISTRICT C
KODIAK ISLAND
SOUTHEAST ISLANDS



STATE CAPITOL
JUNEAU, ALASKA 99801-1182
(907) 465-4925
(800) 821-4925 (TOLL FREE)
(907) 465-3517 (FAX)

SENATOR JERRY MACKIE

ALASKA STATE LEGISLATURE

SPONSOR STATEMENT

SB 10 - "An Act naming Mountain View Road in Gustavus."

I introduced this legislation last session, at the request of the Community of Gustavus. The bill made it all the way to the Senate Calendar but got lost during the end of session shuffle.

I am greatly impressed with the community spirit and community efforts that have gone into creating this legislation and developing the necessary backup for our records. Included in your packets are a signed petition, a letter from the Gustavus Community Association, and various letters of support.

Alaska Statute Sec. 19.10.085 requires that highway names be given through legislation. Based on my contacts with the community and the petition which is included in each of your files, it is obvious that if Gustavus could have accomplished this task locally, the sign would read "Mountain View Road" today.

In the late 1950's Eugene and Ann (Chase) Gregg acquired their homestead land which contained 160 acres and another 50 acres from Archie Chase. The Chase family, at that time, named the road "Mountain View Road." Today, the road is referred to in a variety of ways including, "Main Road," "Airport Road" and "Park Service Road." I respect the communities' efforts in pursuing this name which has substantial "historic value" to them.

The Department of Transportation & Public Facilities has prepared a zero fiscal note. This new sign was coordinated into an existing project on the road last summer.

SB 10 has given the Gustavus community a common purpose. Students and adults have received a positive view and an informational view of the legislative process.

(4) that speed at which safe and prudent drivers could pass through the speed zone; and

(5) the effectiveness of local enforcement of the speed zone.

(b) In determining safe speed limits and safe speed zones within a municipality, the department shall consult with that municipality. In determining safe speed limits and safe speed zones on highways and other roadways under its jurisdiction, the department shall also consult with community councils or other community organizations in the affected area if the community councils or other community organizations request in writing to participate in the determination. The department shall provide notice and opportunity for a hearing before establishing a speed limit or speed zone other than as recommended by a municipality, community council or other community organization. (§ 2 ch 23 SLA 1986)

Sec. 19.10.080. Designation of through highways. The department may designate through highways by erecting stop signs at the entrances to them. (§ 7 art III title II ch 152 SLA 1957)

Sec. 19.10.085. Naming of a highway. (a) A highway constructed by the department under AS 19.05 — AS 19.40 may be given a name only by law.

(b) This section does not apply to

(1) a road constructed by a municipality under a grant authorized by AS 19.05 — AS 19.40;

(2) local service roads and trails. (§ 1 ch 4 SLA 1981)

Revisor's notes. — Enacted as AS 19.05.150. Renumbered in 1981.

Sec. 19.10.090. Erection and maintenance of guard rails. The department may erect and maintain guard rails, stretch wires and other devices, on highways. (§ 8 art III title II ch 152 SLA 1957)

Sec. 19.10.100. Closing highways. When it is necessary to exclude traffic from any portion of a highway, the department may close that portion of the highway by posting in a conspicuous manner, at each end of the portion closed, suitable signs warning the public that the road is closed under authority of law, and by erecting suitable obstructions. (§ 8 art IV title II ch 152 SLA 1957)

Gustavus Community Association



Post Office Box 62
Gustavus, Alaska 99826

Representative Jerry Mackie
Alaska State Legislature
Juneau, Alaska 99801-1182

January 21, 1996

RE: HB411- "An Act naming Mountain View Road in Gustavus."

Dear Representative Mackie:

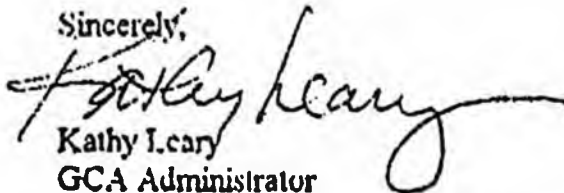
On January 11th the Gustavus Community Association held their monthly meeting. One of the agenda items was the petition and your bill concerning Mountain View Road.

This letter serves to advise you that the GCA members voted unanimously to support the petition and your legislation to officially name this road "Mountain View Road."

Incidentally, it was pointed out the spelling of "Goodriver Road" as is contained in the bill should be changed to "Good River Road."

On behalf of the Gustavus Community Association, thanks for your attention to this matter.

Sincerely,


Kathy Leary
GCA Administrator

MOUNTAIN VIEW ROAD

HISTORY: IN THE LATE 1950'S EUGENE & ANNE CHASE ACQUIRED THEIR HOMESTEAD LAND WHICH CONTAINED 160 ACRES PLUS 50 ACRES FROM ARCHIE CHASE. THE LAND WAS LOCATED ON BOTH SIDES OF THE MAIN ROAD NORTH OF GOOD RIVER CORNER UP TO WHAT IS NOW KNOWN AS TONG ROAD. THE CHASES AT THAT TIME NAMED THE ROAD "MOUNTAIN VIEW ROAD". OVER THE YEARS THIS ROAD HAS BEEN CALLED "GUSTAVUS MAIN ROAD", "PARK SERVICE ROAD", "MAIN ROAD", AND VARIOUS OTHER NAMES.

THEREFORE: WE THE UNDERSIGNED RESIDENTS OF GUSTAVUS WOULD REQUEST THAT THIS MAIN HIGHWAY BE OFFICIALLY NAMED "MOUNTAIN VIEW ROAD"

PRINTED NAME	SIGNATURE	ADDRESS
OK Sylvia Pedersen	<i>Sylvia Pedersen</i>	SPRUCE LANE #2 01C GUSTAVUS, AK 99826
OK MICHAEL PEDERSEN	<i>Michael Pedersen</i>	" "
Gloria Chase	<i>Gloria Chase</i>	Mountain View Farm Gust. AK
JAN TRAMBUSH	<i>Jan Trambush</i>	40 Jans Rd
BOB CHASE	<i>Bob Chase</i>	SPRUCE LANE #5 GUSTAVUS, AK
MICHAEL CRAFT	<i>Michael Craft</i>	Mountain View Farm Gustavus, Alaska
Jean Scott	<i>Jean Scott</i>	Milk 3 Park Road Gustavus, AK 99826
Greg Streveter	<i>Greg Streveter</i>	1/2 mile Spruce Lane Box 94 Gustavus AK
Judith Brakel	<i>Judith D. Brakel</i>	Box 94 Gustavus, AK 99826
Don Chase	<i>Don Chase</i>	Box 399 #4 Spruce Lane Gustavus, AK 99826

MOUNTAIN VIEW ROAD

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PRINTED NAME	SIGNATURE	ADDRESS
Allen C. Trump	<i>Allen C. Trump</i>	P.O. Box 222 GUSTAVUS AK 9982
Maibyn D. Trump	<i>Maibyn Trump</i>	P.O. Box 222 GUSTAVUS AK 99826
Tom West Tom West	<i>Tom West</i>	Box AK 99826
Chris Spate (CHRIS SPATE)	<i>Chris Spate</i>	P.O. Box 103
Marion Farley	<i>Marion Farley</i>	Box 182, GUSTAVUS
Denise L Healey	<i>Denise Healey</i>	PO BOX 10 GUSTAVUS
Kathleen Kathleen	<i>Kathleen</i>	PO Box 4 GUSTAVUS
James R Healey	<i>James HEALEY</i>	Box 10 GUSTAVUS AK 99826
Kathy Streveter	<i>Kathy Streveter</i>	Box 155 GUS 99826
Sharon Anna	<i>Sharon Anna</i>	Box 336 GUS AK 99826
JOE SARGENT	<i>Joe Sargent</i>	P.O. Box 27 GUSTAVUS AK 99826
KIM NEY	<i>Kim Ney</i>	72
Paul Barber	<i>Paul Barber</i>	155 GUS
Jamie Ojilvy	<i>Jamie Ojilvy</i>	106 GUST
G.F. CHAMBERLAIN	<i>G.F. Chamberlain</i>	220 GUST

MOUNTAIN VIEW ROAD

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PRINTED NAME	SIGNATURE	ADDRESS
MARIE BERRY	MARIE BERRY	105, GUSTAVUS
JUDITH CHALLOU WOOD	JUDITH CHALLOU WOOD	25 PARKER BLVD.
FANN M BAWER	FANN M BAWER	BARTLETTSVILLE
LIZ VANDERZANDEN	LIZ VANDERZANDEN	GUSTAVUS
PAUL PAUL N BERRY	PAUL N BERRY	PO 143
EEL BOND	EEL BOND	223 GUSTAVUS.
MAURENE E. MOORE	MAURENE E MOORE	Box 228
KATY WHITE	KATY WHITE	Box 247
LOZEE ARCHAMBAULT	LOZEE ARCHAMBAULT	Box 75
MARtha V Romeo	MARtha V Romeo	Box 284
Lynne MORROW	Lynne MORROW	Box 216
Heidi Robichaud	Heidi Robichaud	Box 116
JOHN V. SPITE	JOHN V. SPITE	Box 184
JILLANOR MCKASAC	JILLANOR MCKASAC	Box 103

MOUNTAIN VIEW ROAD

HISTORY: IN THE LATE 1950'S EUGENE & ANNE CHASE ACQUIRED THEIR HOMESTEAD LAND WHICH CONTAINED 160 ACRES PLUS 50 ACRES FROM ARCHIE CHASE. THE LAND WAS LOCATED ON BOTH SIDES OF THE MAIN ROAD NORTH OF GOOD RIVER CORNER UP TO WHAT IS NOW KNOWN AS TONG ROAD. THE CHASES AT THAT TIME NAMED THE ROAD "MOUNTAIN VIEW ROAD". OVER THE YEARS THIS ROAD HAS BEEN CALLED "GUSTAVUS MAIN ROAD", "PARK SERVICE ROAD", "MAIN ROAD", AND VARIOUS OTHER NAMES.

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PRINTED NAME	SIGNATURE	ADDRESS
Marilyn Jackson	<i>Marilyn Jackson</i>	Box 195 Gustavus
Becky Walker	<i>Becky Walker</i>	Box 318 99826 Gustavus
LAURA LOBI	<i>Laura Lobi</i>	Box 23 GUSTAVUS 99826
JOHN SCOTT	<i>John W Scott</i>	Box 254 99826
Judith Bon	<i>Judith Bon</i>	Box 28 99826
NAN RINNER	<i>Nan Rinner</i>	Box 212 99826
PEDR TURNER	<i>Pedr Turner</i>	PO 217 99826
CHAR DAMRON	<i>Char Damron</i>	PO BOX 217 99826
KARLA TEDDSEN	<i>Karla TeddSEN</i>	PO Box 153 Gustavus, IA
Kate Boesser	<i>Kate Boesser</i>	Box 47, Dock Rd. IA
Aaron Bohle	<i>Aaron Bohle</i>	PO Box 324
Karl Byers	<i>Karl Byers</i>	PO Box 324
Kathy Cosby	<i>Kathy Cosby</i>	PO Box 124
Bruce McDonough	<i>Bruce McDonough</i>	Box 260
Philip Riddle	<i>Philip Riddle</i>	Box 216 Gustavus, IA

MOUNTAIN VIEW ROAD

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PRINTED NAME	SIGNATURE	ADDRESS
Diana Berry	<i>Diana Berry</i>	P.O. Box 105 Gustavus, AK 99826
James Kearns	<i>James Kearns</i>	Box 148 Gustavus, AK 99826
JOHN SCHEERENS	<i>John Scheerens</i>	Box 161 GUSTAVUS, AK 99826
<i>Amy Thomas</i>	<i>Amye Thomas</i>	Box 40 GUSTAVUS AK 99826
ROBERT L. MILLS	<i>Robert L. Mills</i>	Box 93 GUSTAVUS, AK
Chris Smith	<i>Chris Smith</i>	Gustavus
Glen R. B. Parker	<i>Glen R. B. Parker</i>	Box 52 Gustavus
Kara Berg	<i>Kara Berg</i>	Box 154 Gustavus, AK 99826
Michael J. Diergo	<i>Michael J. Diergo</i>	Box 81 Gustavus AK 99826
Gene Morgan	<i>Gene Morgan</i>	70 Box 197 Gustavus, AK 99826
CHRISTY OLSEN	<i>Christy Olsen</i>	Box 244 Gustavus, AK 99826
Scott Olsen	<i>Scott Olsen</i>	" " " "
Kenneth L. Klawunder	<i>Kenneth L. Klawunder</i>	Box 156 Gustavus, AK 99826
DIANNE S. Klawunder	<i>Dianne S. Klawunder</i>	Box 156 GUSTAVUS, AK 99826
Cindy L. Morgan	<i>Cindy L. Morgan</i>	Box 191 Gustavus, AK 99826

MOUNTAIN VIEW ROAD

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PRINTED NAME	SIGNATURE	ADDRESS
LEILANI JOSUN	Leilani Josun	71 Tong Rd Box 282, Gustavus
BRUCE SHINGLEDECKER	Bruce Shingledecker	49 TONG RD GUS.
Floyd M. Barton	Floyd M. Barton	7 Chase Drive
Garrick L. Walker	Garrick L. Walker	Box 319
David M. Walker	David M. Walker	Box 318
WILLIAM L. WHITE	William L. White	Box 84
Bette J. White	Bette J. White	Box 84
Jamie F. Coby	Jamie F. Coby	Box 2
Mary E. Evans	Mary E. Evans	Box 327
Shelly A. Webb	Shelly A. Webb	Box 58
Mary E. Lantton Opp	Mary E. Lantton Opp	Box 92
John N. Olson	John N. Olson	Box 119
Steve Wilson	Steve Wilson	P.O. Box 16
Connie Mills	Connie Mills	Box 151
Lynn Savonen	Lynn Savonen	Box 172

MOUNTAIN VIEW ROAD

HISTORY: IN THE LATE 1950'S EUGENE & ANNE CHASE ACQUIRED THEIR HOMESTEAD LAND WHICH CONTAINED 160 ACRES PLUS 50 ACRES FROM ARCHIE CHASE. THE LAND WAS LOCATED ON BOTH SIDES OF THE MAIN ROAD NORTH OF GOOD RIVER CORNER UP TO WHAT IS NOW KNOWN AS TONG ROAD. THE CHASES AT THAT TIME NAMED THE ROAD "MOUNTAIN VIEW ROAD". OVER THE YEARS THIS ROAD HAS BEEN CALLED "GUSTAVUS MAIN ROAD", "PARK SERVICE ROAD", "MAIN ROAD", AND VARIOUS OTHER NAMES.

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PRINTED NAME

SIGNATURE

ADDRESS

Dena Matkin Dena Matkin Box 22
GUSTAVUS

Tania Keim Tania Keim Box 315
GUSTAVUS

DAVID MARTINSON David Martinson Box 173
GUSTAVUS

Dorothy O'Brien Dorothy O'Brien Box 18 Local

Carol Dejka Carol Dejka Bx 168 local

Lois Belorai Lois Belorai Bx 339 local

Chuck Rice Chuck Rice Box 116

Marianne Eggert McDonald Marianne Eggert McDonald Box 260 Loc

Walter Howell Walter Howell Box 32

LESLIE C. SIESTAD Box 80 GUSTAVUS

not
over 18

Michelle Pedersen Michelle Pedersen

Art Hayes Art Hayes Bx 165t

ALBERT MANCHESTER Albert Manchester Box 225

Rhio Harper Rhio Harper PO 214

Thomas Turboden Thomas Turboden PO 214

January 24, 1996

LINDA C Hayes

P.O. Box 1

Gustavus, Alaska 99826

Representative Jerry Mackie
Alaska State Legislature
House of Representatives

Representative Mackie,

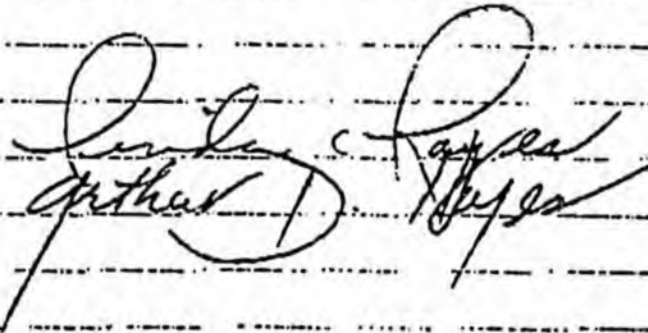
Thank you for your support of
House Bill 411 "AN ACT NAMING
Mountain View Road IN GUSTAVUS".

Please add our names
IN support of this Bill.

Thank you for your interest
and support of our community.

Sincerely,

LINDA C Hayes
Arthur D. Hayes

Handwritten signatures of Linda C Hayes and Arthur D Hayes. The signature for Linda C Hayes is written in a cursive style, and the signature for Arthur D Hayes is also in cursive, appearing as a stylized 'A' followed by 'Hayes'.

Phone 586-3539 (work)
Phone 586-1723 (home)
3251 Foster Ave.
Juneau, AK 99801
Jan. 23, 1996

Mr. Jerry Mackie, Rep.

Dear Jerry,

Regarding changing the road name in Gustavus, to Mountain View Road.

My deceased husband Eugene S. Chase and I used this name ever since we were proving up on our 160 acre homestead. We even named our farm Mountain View Farm. It has many memories and sounds good. I wish I could find a picture of it. I've looked for hours. I know I do have some.

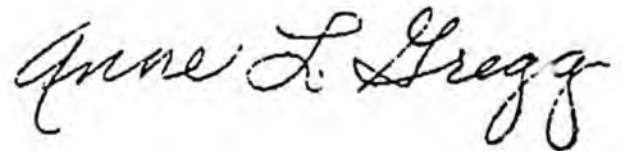
If at all possible, please preserve that name.

I understand it would be from the Good River corner to the Park Road corner. That's all that is needed.

Thank You Very Much Jerry,

Sincerely,

Anne L. Gregg

A handwritten signature in cursive script that reads "Anne L. Gregg". The signature is written in dark ink and is positioned below the typed name.

P.O. Box 200
Gustavus, AK 99826

23 January 1996

Representative Jerry Mackey,

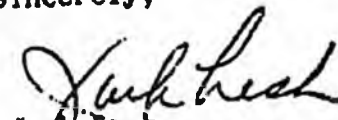
Our names do not appear on the petition previously submitted to the Department of Transportation requesting that the road in Gustavus be named Mountain View Road. We would, however, like to go on record as supporting that request.

Please make this known at the hearing to be held on this matter.

Thank you.

Sincerely,


Sally Lesh


Jack Lesh

Jan. 22-96

Dear Rep. Mackie,

I'm writing you concerning the "main" road that goes from Good River corner to Park boundary corner. I'm obviously in support of making a law to have the name legally recognized as "Mountain View Road".

Part of this road used to run through my parents (Eugene + Anne Chase) homesteaded land.

They at that time always called it "Mountain View Road". My father was raised between here + Juneau and was Gustavus Postmaster for 34 yrs. until his retirement in '87. He passed away here 2 yrs. ago. My mother was born in Juneau but otherwise lived here all of her life. She + my Dad lived on their homestead for nearly 40 yrs. My mom is currently living in Juneau, however she still refers to this as home + the road as Mountain View Rd. She is very happy that we are pursuing getting this change legal. I never knew that there was any "legal" name on this road until writing to subscribers office - no one has ever referred to the road in question as Gustavus Airport Rd. as D.P.T. claims it is called. Thank you for your help (+ Jeannie's) in this matter.

Sylvia Pederson

S B

1 5 3

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO: No. 1
 Bill Version: SB153
 (S) Publish Date: 4/16/97

Revision Date: _____ Dept. Affected: Administration
 Title: An Act relating to issuance of special license BRU: Motor Vehicles
plates to commemorate the arts. Component: Field Services
 Sponsor: Senate Finance
 Requestor: (S) TRAN COMPONENT SERIAL NO. 0502

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

	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
OPERATING						
PERSONAL SERVICES	2.2					
TRAVEL						
CONTRACTUAL	17.7					
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	19.9	0	0	0	0	0

CAPITAL EXPENDITURES						
-----------------------------	--	--	--	--	--	--

CHANGE IN REVENUES (1005)	135.0	•	•	•	•	•
Revenue Code						

FUNDING: (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts	19.9	0	0	0	0	0
1006 GF/MHTIA						
Other						
TOTAL	19.9	0	0	0	0	0

Estimate of current year (FY 97) impact: \$ _____

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.)

See Attached.

Prepared By: Juanita Hensley Phone: 465-2650
 Division: Motor Vehicles Date: 04/01/97
 Approved by Commissioner: Mark Boyer *[Signature]* Date: 4/2/97
 Agency: Administration

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STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO: SB 153 *1

Revision Date: _____ Dept. Affected: Administration

ANALYSIS CONTINUED:

This bill establishes a special license plate commemorating the arts. Under this proposed legislation the fee for purchasing the special plate is \$150 per set of plates. The license plate manufacturer requires a minimum of 900 sets of plates for the purchase of a new design plate. This bill requires the Commissioner of Administration, after consulting with the Alaska State Council on the Arts, determine the design and color of plates commemorating the arts. It will require a new design for the license plate.

The fiscal analysis assumes that all 900 sets of plates will be sold at \$150. The projected revenue is estimated at \$135.0. The personal services estimates the cost associated with reissue of the existing license plate for the new license plate depicting the arts. At this time we are not able to project future revenues.

SUMMARY OF EXPENSES

FY98

TRANSACTION COSTS

Personal Services cost associated with reissue of new plate 900 sets of plates at \$2.43 per set of plates =	2.2
Overhead cost associated with program and includes; forms, license tabs, DP chargeback, shipping/freight, etc. 900 sets of plates at \$3.05 per transaction =	2.7

NEW DESIGN COSTS

Set-up cost for new sheeting	10.0
Design cost for design of new plate	5.0

TOTAL \$19.9



Official Business

Alaska State Senate

Senate Finance Committee

Mail Stop 3100
State Capitol
Juneau, Alaska 99801-1182

SB 153 Sponsor Statement

Sponsored by Senate Finance Committee

In the Legislature's effort to bring state spending in line with our revenues, the State Arts Council has been dramatically reduced. Alaska is facing a dilemma. Finding funds for the arts is becoming more and more difficult with a population increasingly adverse to public arts funding. We need to look for innovative ways to fund our existing arts programs if we want public funding to continue. This bill provides the Arts Council a tool to use in this effort.

License plates have become an increasingly popular revenue source for states facing budget constraints. In Alaska we currently have a number of specialty plates that support various organizations. The intent behind adding another specialty plate is to provide the State Arts Council a revenue source to supplement decreasing general fund appropriations.

It has been the position of the Legislature to decrease funding for arts programs in the state and have private individuals and organizations monetarily support these programs. The specialty plate funding mechanism will do exactly this, providing Alaskans a way to voluntarily support funding of the arts and show their pride in doing so.

The plate will be designed in consultation with the State Arts Council and it will be the sole responsibility of the Council to promote the program to success.

SB153 Bill Analysis

Prepared by the Alaska State Council on the Arts

It is the recommendation of the Alaska State Council on the Arts that SB153 be amended to reduce the special fee for the arts license plate from \$150 to \$75 for the original plate, and that there be a biennial renewal fee of not more than \$40.

The California Arts Council recently released a detailed business review of the California arts license plate program. This fifty-two page report offers in depth analysis of sales trends, market size and pricing. The Alaska State Council furnished a copy of the full report to Senator Pearce, and the executive summary is attached. Here are a few highlights from that report.

California Target Market

California's population is 31,250,000 (1993). The California Arts Council has identified a target market of **men, 25+**, college graduates, employed in executive, professional, and managerial positions (especially entertainment or information/technology companies); and **women, 35+**, college graduates, employed in executive, professional, and managerial positions, and who are arts patrons and supporters. Size of California target market: 10 million.

Sales

Since October 1994, the California arts plate has had original sales of 27,546, and total gross sales of \$2 million. Renewals run very strong-- about 98 percent of all original purchases. In 1994, the arts plate sold 11,943 units. It sold 5,118 units in FY96. Renewals accounted for 54 percent of total sales in FY96. Since its inception, the program has generated \$650,000 in revenues to the California Council. The California Council's FY97 budget is \$13,640,200. As for market penetration, the California plate sells about 2.7 units per 1000 targeted customers.

Pricing

The California arts plate is available in sequential (alphanumeric) and personalized versions. The sequential plate costs \$30 for the original and \$15 for renewal (plus the standard registration fees). The personalized plate sells for \$70, and \$40 for renewal. Personalized plates account for 54 percent of all original sales.

Alaska Market

If we apply some target market assumptions used in California, we may begin to get a rough estimate of Alaska's potential market for the arts plate. According to the Alaska Department of Labor's *Alaska Population Overview* (1995), there are 305,000 Alaskans between the ages of 25 and 54 (CA's prime market by age). In the *Alaska Population Overview* (1991) the Alaska Department of Labor estimates that 23 percent of Alaskans have a college education. To extrapolate, the arts plates have a potential market of 70,150 individuals (23 percent of 305,000). In order to make any significant contribution to the arts, Alaska must far exceed California's arts plate penetration of 2.7 units per 1,000 potential customers. If Alaska can generate sales of 5 units per 1,000 potential customers, we will sell 350 original plates (over a period of several years). At \$75 per plate, gross sales will total \$26,250. There after renewals may generate as much as \$14,000 every two years.

COASTLINE BUSINESS REVIEW EXECUTIVE SUMMARY CALIFORNIA ARTS COUNCIL

"We knew that we needed better market information if we were going to be successful selling more Arts license plates and exceeding early expectations for local arts programming and education-funding success. Thus the need to conduct a business review of plate sales was identified and made a priority of the Marketing & Communications Officer. Armed with this critical data, a more thoughtful marketing plan is being developed."

What the Arts License Plate Program Means to the California Arts Council

Since 1976 the California Arts Council (CAC) has been a consistent funder of arts education in the state. Despite this major commitment to bring art into the lives of children who are at all socio-economic levels of our economy, arts programming in California has been hit harder than other public services. Yet the arts play a critical role in advancing cross-cultural understanding and in bolstering education, thus preparing a skilled workforce and developing our economy. It was because of this critical need that the CAC joined forces with ten Assembly and Senate members in 1992 to introduce AB 3632. Now citizens can make direct contributions to arts education in our schools and to communities by purchasing the Coastline license plate for their vehicles.

About the Market

> DMV has records on approximately 26 million registered vehicles, and there are four plate categories comprising 45 different plate types with various designs and color combinations. Of the seven graphic design specialty plates available through the DMV, Arts plate sales represent 24% of the total 101,387 plates in use (June 1996).

> This marriage of function and beauty returned to the California Arts Council, by June 1996, over \$650,000 in plate revenues for regranteeing through the State-Local Partnership and Local Arts Education Programs.

> Definition of primary target market:

Men, 25+, college graduates +, employed in executive, professional, and managerial positions most likely with entertainment-related or information-based companies. Interested in promoting a relationship with their cars and identification with status/success. Price is less of a concern than image.

Women, 35+, college graduates +, employed in executive, professional, and managerial positions, who are patrons of the arts, interested in supporting the arts, arts education, and/or community arts programs as well as having an attractive image on their license plates.

> Size of primary target market: 10 million

Sales Analysis

> Sequential and personalized plate sales are growing due to implementation of new plate programs.

> Personalized plates account for 54% of all original sales.

> Renewals continue to trend very strong (98% of total original purchases).

> In 1996, aggregate renewals accounted for 62% of fund revenues.

Specialty License Plates by Geographic Breakout

> Arts market is predominately Los Angeles, Orange, and San Diego (55% of total sales).

> Yosemite plate market is predominately northern California with significant sales in the San Francisco Bay area, Central Coast, Central Valley, and Gold Country regions (17,242 plates/48% of sales).

> Yosemite plate purchases in Los Angeles, Orange, and San Diego represent 37% of total sales.

> In general, the specialty plate market exists in the urban areas of the state where individuals are more concerned about image and status.

Buying Habits

> Existing and potential customers principally own high-end vehicles (sports car, sports utility, and luxury).

> 80% of recent market survey respondents indicated they would purchase the plate for an existing car, and only 10% for a new car.

> 45% of market survey respondents indicated they would purchase an additional license plate if they purchased another car, while 37% might, and 10% would not.

Chesapeake Tags Are Hot Plates

136,000 Purchased

In First 5 Months

Wash. Post 6-10-91
Associated Press

Maryland's "Treasure the Chesapeake" commemorative license plates are selling six times faster than expected and after five months have raised \$1.3 million for environmental projects, state motor vehicle officials said.

The amount raised so far is more than officials expected for the entire two years of the plate project.

The tags, depicting a great blue heron among stalks of marsh grass, cost at least \$20.

It was expected to take two years to sell 100,000 of the artistic plates when they went on sale Christmas Eve. Instead, it took four months to reach that figure. As of June 1, almost 136,000 had been sold.

"We have never experienced anywhere near the sales volume that we have with this plate," said W. Marshall Rickert, administrator of the state Motor Vehicle Administration.

Sales show no signs of slacking, particularly at motor vehicle offices in the affluent Washington suburbs and Annapolis. Figures show fewer are being sold in offices serving lower-income areas, such as Baltimore's Mondawmin office.

But Ellie Falk, of the governor's Chesapeake Bay Communications Office, said buyers are a diverse group. "We've seen these on all kinds of vehicles, from pickup trucks right down to yuppie Volvos," she said.

The tags were designed by Earle Palmer Brown Public Relations Inc. of Bethesda. Falk said the tranquil tidewater scene helps draw attention to the bay cleanup and to "restoring and preserving marshlands." But the state basically is in it for the money.

Half the \$20 fee goes to the Chesapeake Bay Trust, a nonprofit state foundation that hands out small grants for environmental efforts. The other \$10 goes to pay for the higher cost of printing the color artwork, motor vehicle officials say. Various custom bay plates, such as those ending with "BAY," cost more.

As Revenue Boosters, Plates Keep On Truckin'

Personalized license plates offer drivers the opportunity to display a wide variety of individual messages to their fellow travelers, such as "GR8MOM," "NUTBUS" or "IMLUVN."

Drivers can choose special license plates that raise money and show support for various causes. Colleges, professional sports teams, club membership or employment status also may be identified on license plates.

The trend toward more personal and unique plates continued in 1995; 33 states passed more than 80 special license plate bills.

So what new messages will we begin to see as we travel along our nation's highways?

In the spirit of the 1996 Olympic Games, states have been enacting legislation allowing commemorative plates. The sale of Olympic plates helps support the U.S. Olympic Committee and state athletic programs. In New Jersey, the Olympic plates cost \$50 in addition to the regular registration fees. After administrative expenses, the funds will be divided equally between the U.S. Olympic Committee and the Garden State Games, a sports festival for amateur athletes.

Plates designed to raise money for causes or projects bring in dollars for everything from the manatee to Chesapeake Bay to children's charities. In Massachusetts, "Preserve the Trust" plates have raised more than \$1 million for environmental projects.

License plates are an increasingly popular revenue source for states facing budget constraints. In fact, these efforts have become so successful that special plates are even receiving their own recognition.

The California Assembly went so far as to declare last June 23 as Yosemite License Plate Day. California set aside the day to recognize the

license plate as the greatest selling special plate in the history of the state. Since October 1993, sales raised more than \$1.2 million for preservation and conservation efforts in Yosemite National Park.

Assemblyman Richard Rainey, who introduced the Yosemite plate resolution, said that the plates brought in "money not otherwise available for special projects in the park."

Designs for special plates vary widely from state to state. The plates may display slogans, emblems or unique pictures. The Delaware General Assembly invited residents of the state to enter animal drawings in a contest to choose the design for new animal welfare plates.

License plates commemorating retirement proved to be popular this year. Retired Superior Court clerks in North Carolina gained approval for

their own plates. At least 11 states considered or added license plate programs for retirees or veterans of the armed forces including special recognition for recipients of the Purple Heart. Mississippi passed a bill that makes the spouse of a deceased retiree of the armed forces eligible for the same distinctive tag as the retiree.

Louisiana passed the most bills dealing with special plates. The Legislature decided to promote child safety, raise awareness of the black bear, recognize school teachers, and remember retired law officers and Marine Corps veterans. It also approved prestige plates for the Knights of Peter Claver and the Knights of Peter Claver Ladies Auxiliary. Unfortunately, fraternities and sororities lost out this year as the Legislature deleted a provision for their special plates.

HIV Testing of Pregnant Women Gets Go-Ahead

California is one of a number of states that has passed legislation requiring HIV counseling and encouraging voluntary testing of pregnant women.

The Golden State bill, sponsored by Senator Tim Leslie and signed into law in October, requires health care providers to offer HIV testing, risk assessment and counseling to every pregnant woman as part of her prenatal care.

Leslie proposed the legislation in response to recent studies showing HIV-positive preg-

nant women could cut by two-thirds their chances of transmitting the virus to their unborn children if AZT therapy is begun during pregnancy.

Similar legislation has been passed in Connecticut, New Jersey, Texas and Virginia.

In New York, Governor George Pataki has announced that the results of HIV tests given to newborns will be available to mothers. The "blind" state tests in which results were not made available to parents have been highly controversial.

SB

157

(7)
Date Referred to Committee: January 30, 1998

FURTHER REFERRALS:

Finance

Date of Committee Action: 2/11/98

The TRANSPORTATION Committee considered:

CSSB 157(FIN)

CS FOR SENATE BILL NO. 157(FIN)

CHILDREN'S TRUST LICENSE PLATES

"An Act establishing a children's trust motor vehicle registration plate."

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

additional referral to _____ Committee
 attached amendment(s)

ADOPTS: _____ Letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) _____

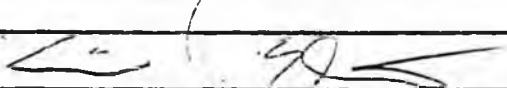
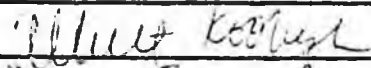
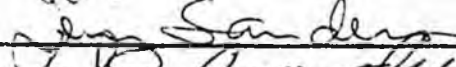
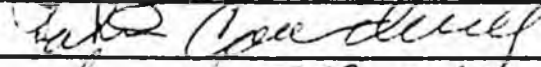
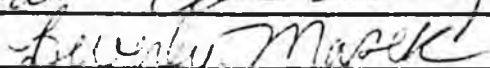

APPROVES PREVIOUS: (Dept/Date) _____

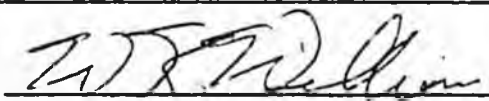
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fiscal note(s) Administration

zero fiscal note(s) _____

zero fiscal note(s) _____

SIGNING WITH RECOMMENDATIONS	DP	DNP	NR	AM
 EITEN	<input checked="" type="checkbox"/>			
 KeeKesh	<input checked="" type="checkbox"/>			
 SANDERS			<input checked="" type="checkbox"/>	
 Cowdery	<input checked="" type="checkbox"/>			
 MASEK			<input checked="" type="checkbox"/>	
 Williams	<input checked="" type="checkbox"/>			

CHAIR'S SIGNATURE 

FISCAL NOTE

No. 2

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO.

Bill Version: CSSB157(FIN)
(S) Publish Date: 1/23/98

Revision Date: 1/20/98
Title: "An Act establishing a children's trust license plate..."
Sponsor: Senator Donley
Requestor: (S) FIN

Department Affected: Administration
BRU: Motor Vehicles
Component: Field Services

COMPONENT SERIAL NO. 2151

EXPENDITURES/REVENUES:

(Thousands of Dollars)

OPERATING EXPENDITURES	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
PERSONAL SERVICES	2.2					
TRAVEL						
CONTRACTUAL	17.7					
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	19.9	0.0	0.0	0.0	0.0	0.0

CAPITAL EXPENDITURES						
----------------------	--	--	--	--	--	--

CHANGE IN REVENUES ()						
------------------------	--	--	--	--	--	--

FUND SOURCE:

(Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	19.9					
1005 GF/Program Receipts						
1037 GF/Mental Health						
OTHER						
TOTAL	19.9	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY 98) cost: \$ none

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary.)

See attached.

Prepared by: Juanita Hensley
Division: Motor Vehicles

Phone: 465-5648
Date: 1/20/98

Approved by Commissioner: Mark Boyer
Agency: Department of Administration

Date: 1/23/98

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FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO. CSSB 157(FIN) #7

ANALYSIS: (continued)

This bill establishes a special license plate for children's trust fund. Under this proposed legislation the special plate is \$100.00 per set of plates. The license plate manufacturer requires a minimum of 900 sets of plates for the purchase of a new design plate. This bill will require a new design for the license plate.

SUMMARY

FY99

TRANSACTION COSTS

Personal Services costs associated with reissue of new plate-900 sets of plates @ \$2.43 per set	2.2
Overhead cost associated with program and includes: forms license tabs, DP chargeback, shipping/freight	2.7

DESIGN COSTS

Set-up costs for new design sheeting	10.0
Graphic art design for design of new plate	<u>5.0</u>
TOTAL	19.9



SENATOR DAVE DONLEY

ALASKA STATE LEGISLATURE

SPONSOR STATEMENT SB 157 Establishing a Children's Trust License Plate

SB 157 establishes a motor vehicle registration plate that the department may design and issue to represent the Alaska Children's Trust. It allows the legislature to appropriate funds received from the sale of these registration plates into the principal of the Alaska Children's Trust.

The primary purpose of the Alaska Children's Trust is to work in partnership with communities, private business, and government to reduce and prevent child abuse, neglect, and family violence. The Children's Trust will improve the status of children in Alaska by generating funds and committing resources to promote healthy families and by assisting in developing healthy communities.

Other states such as Louisiana, California, Missouri, Nevada, and Illinois have created specialized license plates for the benefit of children and have had great success in raising funds for this worthwhile cause.

DD/ljh

January-May: STATE CAPITOL • JUNEAU, AK • 99801-1182 • (907) 465-3892 • FAX: (907) 465-6595
June-December: 716 W. 4TH AVE. • STE. 430 • ANCHORAGE, AK • 99501 • (907) 258-8181 • FAX: (907) 258-1648

MEMBER: Senate Finance Committee • Legislative Budget & Audit Committee
• Senate Community & Regional Affairs Committee

SB

211

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

Bill Version: SB 211
(S) Publish Date: 1-30-98

Revision Date _____	Dept. Affected <u>DOT&PF</u>
Title <u>Renaming the Gravina Veterans' Memorial Bridge</u>	BRU <u>Office of the Commissioner</u>
<u>as the Ralph M. Bartholomew Veterans' Memorial Bridge</u>	Component <u>Commissioner's Office</u>
Sponsor <u>Taylor</u>	
Requester <u>Senate Transportation</u>	Component Serial No. <u>530</u>

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	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	0.0	0.0	0.0
CAPITAL EXPENDITURES	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY98) cost: 0.0

POSITIONS

POSITIONS	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
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 <u>Dennis Poshard</u>	Phone <u>465-3904</u>
Division <u>Office of the Commissioner</u>	Date <u>1/27/98</u>
Approved by: <u><i>Dennis Poshard</i></u> , Commissioner	Date <u>1/27/98</u>
Agency <u>Department of Transportation and Public Facilities</u>	

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Sponsor Statement SB 211

Page Two

In 1946 he joined his father in the family business and remained with Ireland Transfer until its sale in 1996. He was elected chief of the Ketchikan Volunteer Fire Department in 1958 and served for six years. It was during that period that disastrous arson fires plagued downtown Ketchikan, changing the face of the community. Working with city police and the State Fire Marshall, Bartholomew was able to bring the fire bug to justice in 1961.

Ralph served on the school board and planning commission and then on the Ketchikan Gateway Borough Assembly. He was elected Borough mayor in 1990.

Ralph Bartholomew served in almost every volunteer organization in his community and as president of the Eleventh Air Force Association.

For more than the last decade he championed the construction of a bridge to Gravina Island, linking the community with its airport. His advocacy inspired many in his community and the bridge project comes closer to reality with time. When it is completed, the span should serve as the legacy of a true community leader and be named in his honor and the honor of all veterans.

**KETCHIKAN
GATEWAY
BOROUGH**

OFFICE OF THE MAYOR

John "Jack" Shay
344 Front Street
Ketchikan, AK 99901-6494
907-228-6605
(Fax) 907-247-8439

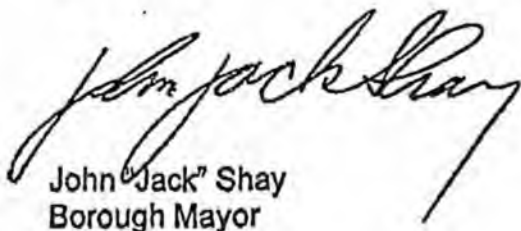
February 3, 1998

Senator Robin Taylor
Attn: Joe Ambrose, Chief of Staff
State Capital, Room 30
Juneau, Alaska 99801-1182

Dear Robin,

This is to confirm this community's unanimous support of your bill SB 211 renaming the airport bridge "Ralph M. Bartholomew Veterans' Memorial Bridge" in honor of our fine former mayor who spent many years in working to make it a reality. The renaming proposal was on my Assembly's agenda several times and a resolution had been prepared to endorse the change when we received word that you had filed a measure to do just that. With a sigh of gratitude we moved on to other challenges, considering that the change was virtually a "fait accompli."

In the intervening months, I have not heard one whisper of opposition to your proposal. Thank you again for supporting our community in this effort.



John "Jack" Shay
Borough Mayor

FAX 2/3/98

*Mayor/Personal Address: P.O. Box 3159, Ketchikan, AK 99901
Telephone 225-7429*

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

Sponsor Statement SB 211

Page Two

In 1946 he joined his father in the family business and remained with Ireland Transfer until its sale in 1996. He was elected chief of the Ketchikan Volunteer Fire Department in 1958 and served for six years. It was during that period that disastrous arson fires plagued downtown Ketchikan, changing the face of the community. Working with city police and the State Fire Marshall, Bartholomew was able to bring the fire bug to justice in 1961.

Ralph served on the school board and planning commission and then on the Ketchikan Gateway Borough Assembly. He was elected Borough mayor in 1990.

Ralph Bartholomew served in almost every volunteer organization in his community and as president of the Eleventh Air Force Association.

For more than the last decade he championed the construction of a bridge to Gravina Island, linking the community with its airport. His advocacy inspired many in his community and the bridge project comes closer to reality with time. When it is completed, the span should serve as the legacy of a true community leader and be named in his honor and the honor of all veterans.

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Rev. 6/98

Central Microfilm Services
Department of Education
State of Alaska

Alaska State Legislature

Chairman,
Judiciary Committee

Member,
Resources Committee
Rules Committee
Committee on Committees



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

352 Front Street
Ketchikan, Alaska 99901
(907) 225-8088
Fax (907) 225-0713

Senator Robin L. Taylor
Senate Majority Leader

SPONSOR STATEMENT

SENATE BILL 211

In 1989, as Senate Bill 37 was moving through the Alaska State House of Representatives, an amendment was added designating the bridge to be built across the Tongass Narrows at Ketchikan as the Gravina Veterans' Memorial Bridge.

This amendment was offered at the suggestion of Ralph M. Bartholomew, a life-long resident of Ketchikan, a noted civic leader and a veteran of World War II. Ralph was also the leading proponent of the construction of a bridge connecting Ketchikan with its airport.

Ralph Bartholomew passed away last fall at age 74, without seeing his dream of a bridge become reality. It is only appropriate that the bridge be named for its greatest supporter and become known as the Ralph M. Bartholomew Veterans' Memorial Bridge.

Ralph was born in Ketchikan in 1923 and graduated from Ketchikan High School in 1941. That fall his studies at the University of Texas were interrupted by the Japanese attack on Pearl Harbor. He tried to enlist in the Army Air Corps, but needed parental consent. He returned to Ketchikan to enlist and spent nearly three of the next four years in the Aleutians.

District A:

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

Sponsor Statement SB 211

Page Two

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**KETCHIKAN
GATEWAY
BOROUGH**

OFFICE OF THE MAYOR

John "Jack" Shay
344 Front Street
Ketchikan, AK 99901-6494
907-228-6605
(Fax) 907-247-8439

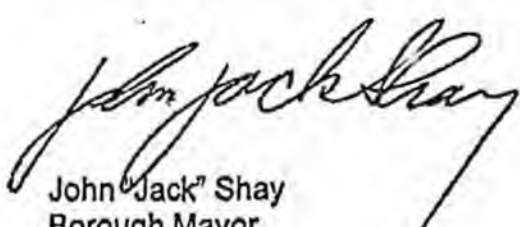
February 3, 1998

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Attn: Joe Ambrose, Chief of Staff
State Capital, Room 30
Juneau, Alaska 99801-1182

Dear Robin,

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John "Jack" Shay
Borough Mayor

FAX 2/3/98

Mayor/Personal Address: P.O. Box 3159, Ketchikan, AK 99901
Telephone 225-7429

ALASKA TRUCKING ASSOCIATION, INC.3443 Minnesota Drive • Anchorage, Alaska 99503 • PHONE (907) 276-1149 • FAX (907) 274-1946

January 21, 1998

Senate Transportation Committee

Dear Senator Ward, Chairman, and Committee Members,

The Alaska Trucking Association is wholeheartedly in support of S.B. 211. Given Mister Bartholomew's long time advocacy for a bridge across the Tongass Narrows, it seems appropriate to honor him by naming the bridge in his honor. We only wish Ralph could have lived long enough to see the project completed.

Thank you for your attention and please support S.B. 211.

Sincerely,

Frank J. Dillon
Executive Vice President

→ **Sec. 35.40.050. Gravina Veterans' Memorial Bridge.** The bridge to be built across Tongass Narrows to Gravina Island shall be named the Gravina Veterans' Memorial Bridge. (§ 1 ch 56 SLA 1989)

Sec. 35.40.055. Clint Starnes Memorial Bridge. The bridge over the Swanson River in the Captain Cook Park area is named the Clint Starnes Memorial Bridge. (§ 1 ch 56 SLA 1989)

Sec. 35.40.060. Charles E. Carney Memorial Bridge. The bridge over the Little Susitna River on North Shushana Drive in the Matanuska-Susitna Borough is named the Charles E. Carney Memorial Bridge. (§ 1 ch 56 SLA 1989)

Sec. 35.40.065. Chief Eddie Hoffman Road. The Bethel Airport road is named the Chief Eddie Hoffman Road. (§ 2 ch 86 SLA 1989)

Revisor's notes. — Enacted as AS 35.40.035. Re-numbered in 1989. connection with the enactment of this section, see § 1, ch. 86, SLA 1989 in the Temporary and Special Acts.

Cross references. — For legislative findings in

Sec. 35.40.070. Bob Blodgett Nome-Teller Highway. The road connecting Nome and Teller is named the Bob Blodgett Nome-Teller Highway. (§ 1 ch 8 SLA 1991)

Sec. 35.40.075. Ina Johnston Bridge. Bridge number 1192 on Edgerton Park Road over the Little Susitna River is named Ina Johnston Bridge. (§ 1 ch 8 SLA 1991)

Sec. 35.40.080. Briggs Bridge. Bridge number 1739 on Eagle River Loop Road over the Eagle River is named the Briggs Bridge. (§ 1 ch 124 SLA 1992)

Sec. 35.40.085. Black veterans recognition bridge. Bridge number 503 on the Alaska Highway over the Gerstle River at milepost 1392 is named Black Veterans Recognition Bridge. (§ 2 ch 42 SLA 1993)

Cross references. — For statement of legislative purpose in enacting this section, see § 1, ch. 42, SLA 1993 in the Temporary and Special Acts. **Effective dates.** — Section 2, ch. 42, SLA 1993 which enacted this section, took effect on August 30 1993.

Sec. 35.40.090. Manvil H. Olson Bridge. Bridge number 1030 off Schrock Road over the Little Susitna River is named the Manvil H. Olson Bridge. (§ 1 ch 19 SLA 1994)

Effective dates. — Section 1, ch. 19, SLA 1994, which enacted this section, took effect on August 3, 1994.

Chapter 95. General Provisions.

Section
10. Purpose and intent
100. Definitions

Sec. 35.95.010. Purpose and intent. The purpose of AS 35.05, AS 35.10, AS 35.15, and AS 35.20 is to establish a public works department capable of carrying out a public works planning and construction program that will provide public buildings necessary to efficient government, and boat harbors, jetties, dikes and breakwaters necessary to the economy of Alaska communities, all of which is to the advantage and benefit of the general welfare of the public. (§ 2 art I title I ch 152 SLA 1957; am § 32 ch 71 SLA 1972)

SB

251

FISCAL NOTE

No. 1
 Bill Version: SB 251
 (S) Publish Date: 1-30-98

STATE OF ALASKA
 1998 LEGISLATIVE SESSION

Revision Date		Dept. Affected	DOT&PF
Title	Act naming Herman Leirer Road near Seward	BRU	Office of the Commissioner
		Component	Commissioner's Office
Sponsor	Torgerson		
Requester	Senate Transportation	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						
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	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE IN REVENUES ()	0.0	0.0	0.0	0.0	0.0	0.0

FUND SOURCE (Thousands of Dollars)

FUND SOURCE	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

Estimate of any current year (FY98) cost: 0.0

POSITIONS

POSITIONS	FY 99	FY 00	FY 01	FY 02	FY 03	FY 04
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
 Division Office of the Commissioner
 Approved by: *Joseph L. ...*, Commissioner
 Agency Department of Transportation and Public Facilities

Phone 465-3904
 Date 1/27/98
 Date 1/27/98

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Senate Resources
Senate Rules
Legislative Budget & Audit

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(907) 283-2690
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Juneau, AK 99801-1182
(907) 465-2828
fax 465-4779

Senator John Torgerson

SB 251 - Herman Leirer Road Sponsor Statement

Senate Bill 251 renames the Exit Glacier Road near Seward the "Herman Leirer Road".

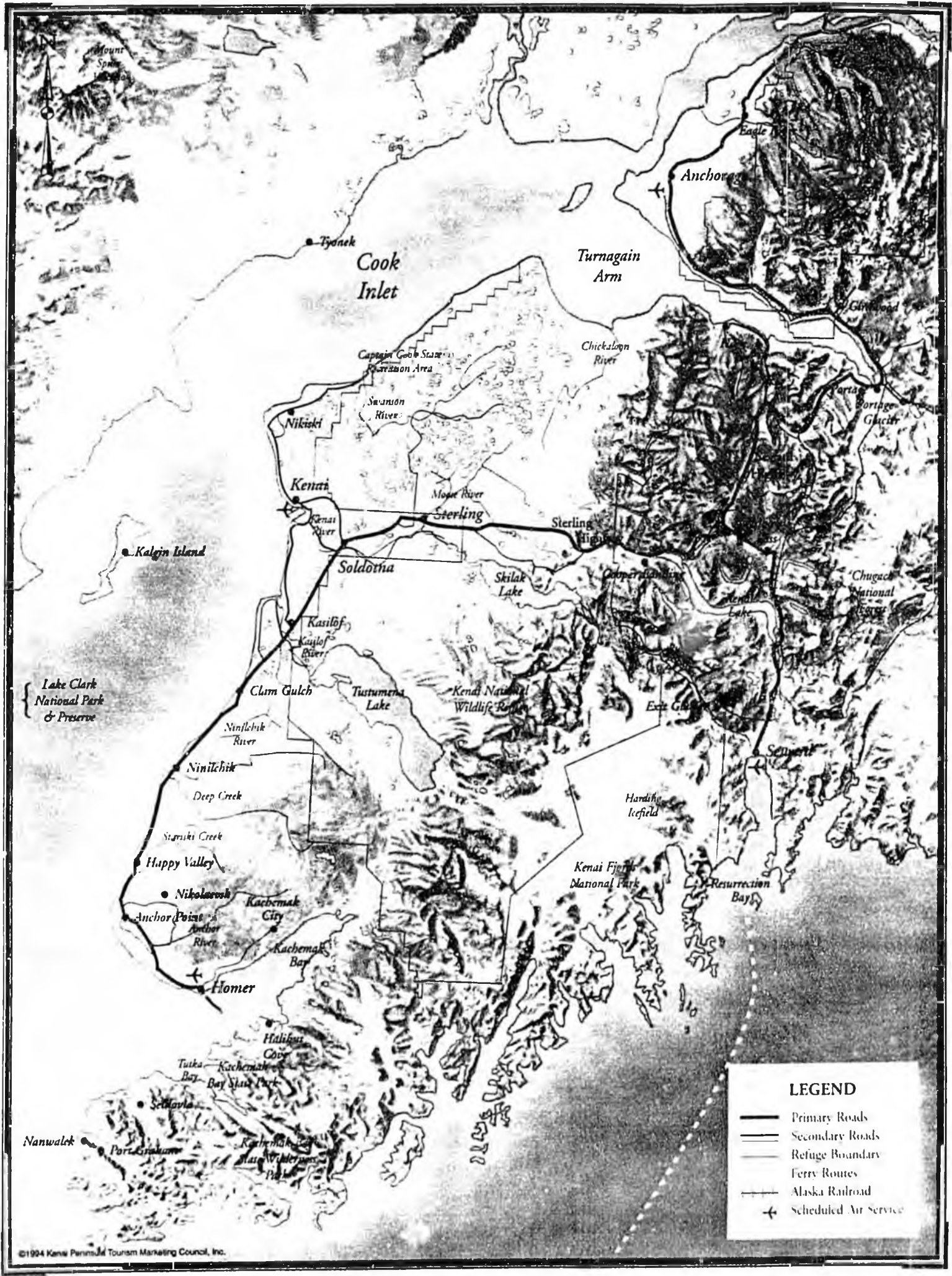
The Exit Glacier Road is the only vehicle access route to the Exit Glacier, a formation of the Harding Icefield near Seward, Alaska. Since the improvement to the road, that glacier has become a popular tourism destination on the Kenai Peninsula, helping the economy of the area.

Herman Leirer was a solid supporter of opening up that road for the benefit of the public and tourist alike. He was instrumental in promoting and developing the road after the earthquake and continued to support and encourage further road improvement. A major portion of that road is now part of the Kenai Fjord's Park.







Mr. Leirer moved to Seward in 1924, where he resided until his death this past fall. He is remembered in the Seward area for his countless time and energy to numerous projects to make Seward a better community. As a principal supporter of opening up this transportation route, renaming it on his behalf is an appropriate measure.

SS SB 251: H(TRA): 2/05/98: mj

Representing the Kenai Peninsula



LEGEND

-  Primary Roads
-  Secondary Roads
-  Refuge Boundary
-  Ferry Routes
-  Alaska Railroad
-  Scheduled Air Service

SB

259

FISCAL NOTE

STATE OF ALASKA
1998 LEGISLATIVE SESSION

BILL NO. SB 259

Revision Date _____	Dept. Affected <u>DOT&PF</u>
Title <u>An Act relating to the membership of and the state's participation in a metropolitan highway planning organization</u>	BRU <u>Office of the Commissioner</u>
Sponsor <u>Senate Transportation Committee</u>	Component <u>Commissioner's Office</u>
Requester <u>Senate Transportation</u>	Component Serial No. <u>530</u>

Expenditures/Revenues

(Thousands of Dollars)

OPERATING EXPENDITURES	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	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						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type)						
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
 Division Office of the Commissioner
 Approved by: *Joseph L. Perkins*, Commissioner
 Agency Department of Transportation and Public Facilities

Phone 465-3904
 Date 1/30/98
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145 Main Street Loop
Kenai, AK 99611
Phone (907) 283-7996
Fax (907) 283-3075



SPONSOR STATEMENT

Senate Bill 259

METROPOLITAN PLANNING AUTHORITY

The Anchorage Metropolitan Area Transportation Study (AMATS) was created to comply with federal law requiring communities of over 50,000 in population to have a Metropolitan Planning Organization in order to qualify for federal highway funding.

The AMATS Policy Committee is presently composed of two Anchorage Assembly members, one representative from the State Department of Transportation and Public Facilities, one representative from the State Department of Environment Conservation and the Mayor of Anchorage. The AMATS Policy Committee has representation from all relevant branches of local and state government except the state legislature.

While AMATS policy requires legislative authorization before any federal funds can be expended on AMATS priority projects, no member of the Alaska State Legislature sits on the committee.

Senate Bill 259 would amend the AMATS operating agreement to add two Anchorage legislators; one member of the senate and one from the house. Both legislative members would have districts that are partially or wholly within the metropolitan area and they would be selected by a majority of the members of their respective bodies whose districts also fall partially or wholly within the metropolitan area. One of the state administrative members to the policy committee would be deleted. This change in membership would create an equal balance of state and local members on the AMATS policy committee.

The Federal Highway Administration (FHWA) has stated no objection to changing the composition of the AMATS Policy Committee to include members of the State Legislature. Further, the FHWA has stated that there is no reason that the AMATS program would not remain in compliance with federal regulations once the change in membership has been instituted.

An example of a successful metropolitan planning organization is the Oahu Metropolitan Planning Organization (OMPO) in Honolulu, Hawaii. Under the auspices of the federal government, created by the State Legislature in 1975 and reorganized in 1986, the OMPO is composed of four parts: a Policy Committee, or decision making body, a Technical Advisory Committee, a Citizen Advisory Committee and a staff person. The Policy Committee consists of six state legislators, five Honolulu City Council members, an appointee of the Governor and an appointee of the Mayor of Honolulu.

SB 259 -- Sponsor Statement
Page 2

The OMPO does not construct projects or implement programs. Rather, its directive focuses upon development of plans and programs to produce an integrated intermodal transportation system.

It should be noted that passage of SB 259 would have no impact on the operation or functions of the Anchorage Assembly or the Municipality of Anchorage.

CS FOR SENATE BILL NO. 259(TRA)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTIETH LEGISLATURE - SECOND SESSION

BY THE SENATE TRANSPORTATION COMMITTEE

Offered:
Referred:

Sponsor(s): SENATE TRANSPORTATION COMMITTEE

A BILL

FOR AN ACT ENTITLED

1 "An Act relating to the membership of a metropolitan highway planning
2 organization."

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

4 * Section 1. AS 19.20 is amended by adding new sections to read:

5 Article 2. Metropolitan Highway Planning Organizations.

6 Sec. 19.20.200. Metropolitan highway planning organizations. A
7 metropolitan highway planning organization designated, redesignated, or organized
8 under 23 U.S.C. 134 shall consist of six members. Three members of the organization
9 shall be designated by the municipalities that are located partially or wholly within the
10 metropolitan area and three members shall be designated as follows:

11 (1) one member of the senate whose district is located partially or
12 wholly within the metropolitan area and who is selected by a majority of the members
13 of the senate whose districts are located partially or wholly within the metropolitan
14 area; a person who is selected to serve as a member of a metropolitan planning

1 organization under this paragraph may not receive compensation for service on the
2 metropolitan planning organization;

3 (2) one member of the house of representatives whose district is located
4 partially or wholly within the metropolitan area and who is selected by a majority of
5 the members of the house of representatives whose districts are located partially or
6 wholly within the metropolitan area; a person who is selected to serve as a member
7 of a metropolitan planning organization under this paragraph may not receive
8 compensation for service on the metropolitan planning organization; and

9 (3) one member appointed by the governor.