

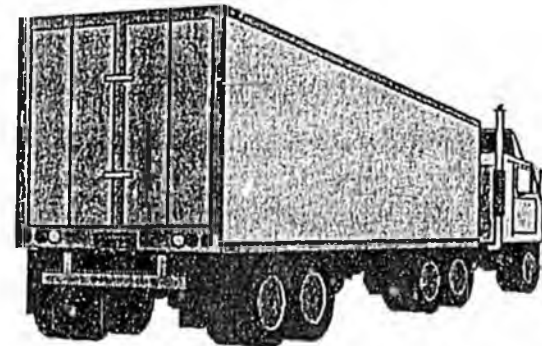
ALASKA LEGISLATURE COMMITTEE FILES 1997-1998 86/2

9757 SENATE TRANSPORTATION

Alaska Transportation Facts

● Freight Importance

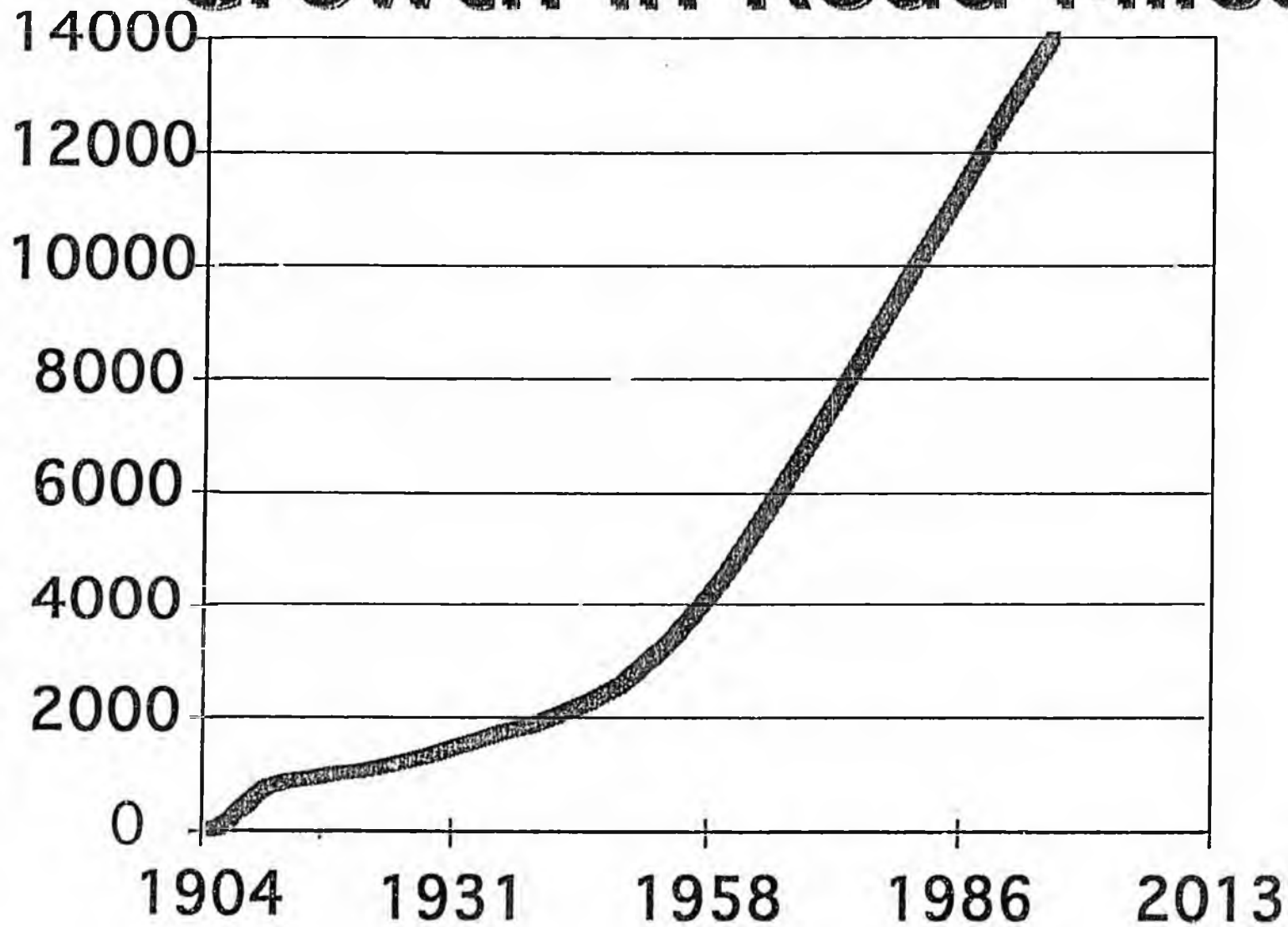
- AIA is #2 and FIA #9 airports in tonnage of freight landed
- Alaska ports account for 10 of 150 largest ports in U.S. export dollars.



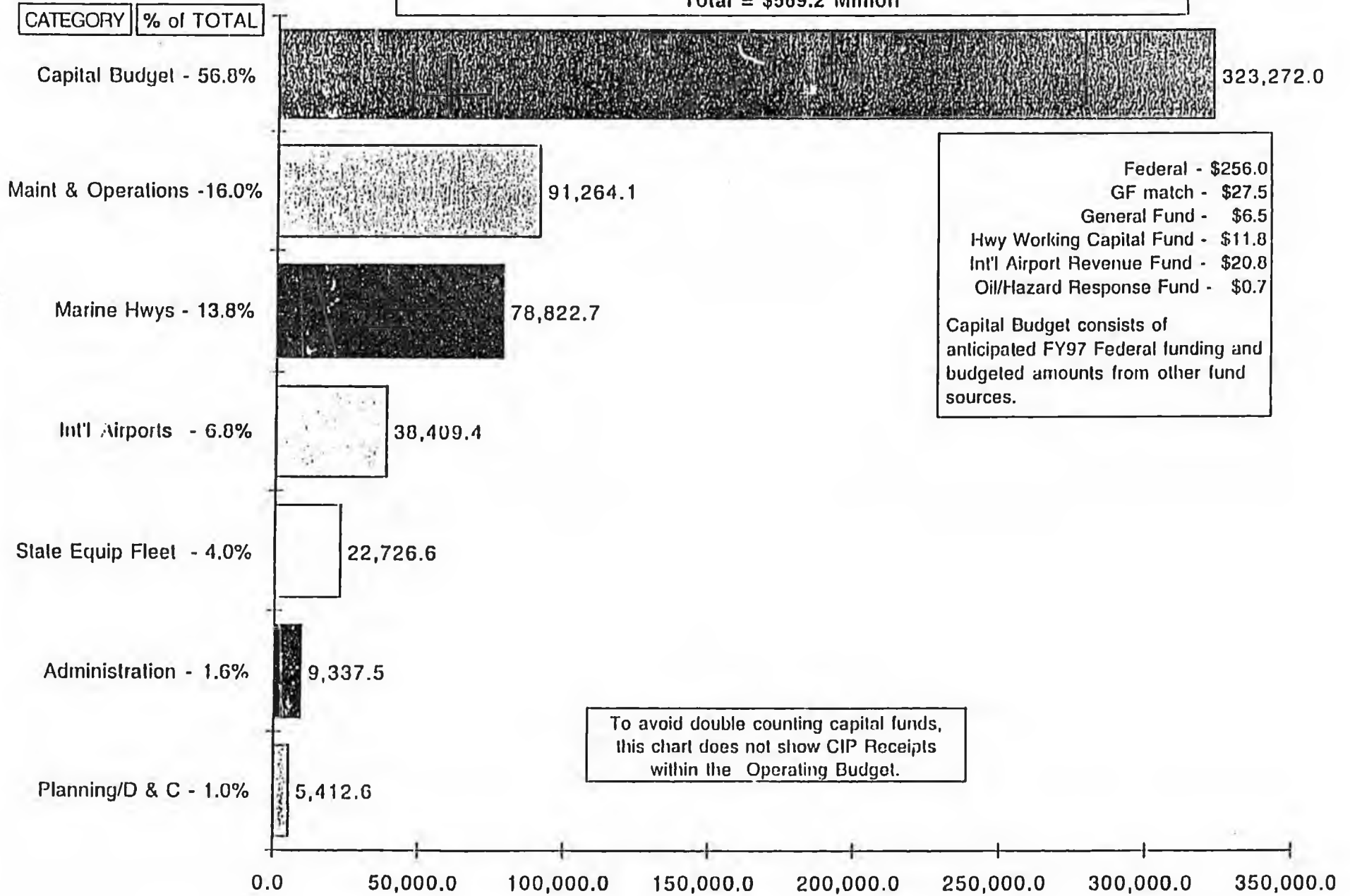
Alaska Transportation Facts

- **Road density in population terms**
 - Alaska 23 miles road/1,000 population.
 - US average 15 miles road/1,000 population.
- **Road density in geographic terms**
 - Alaska 42 square miles per 1 mile of road.
 - US average is 1 mile road per 1 square mile.

Growth in Road Miles

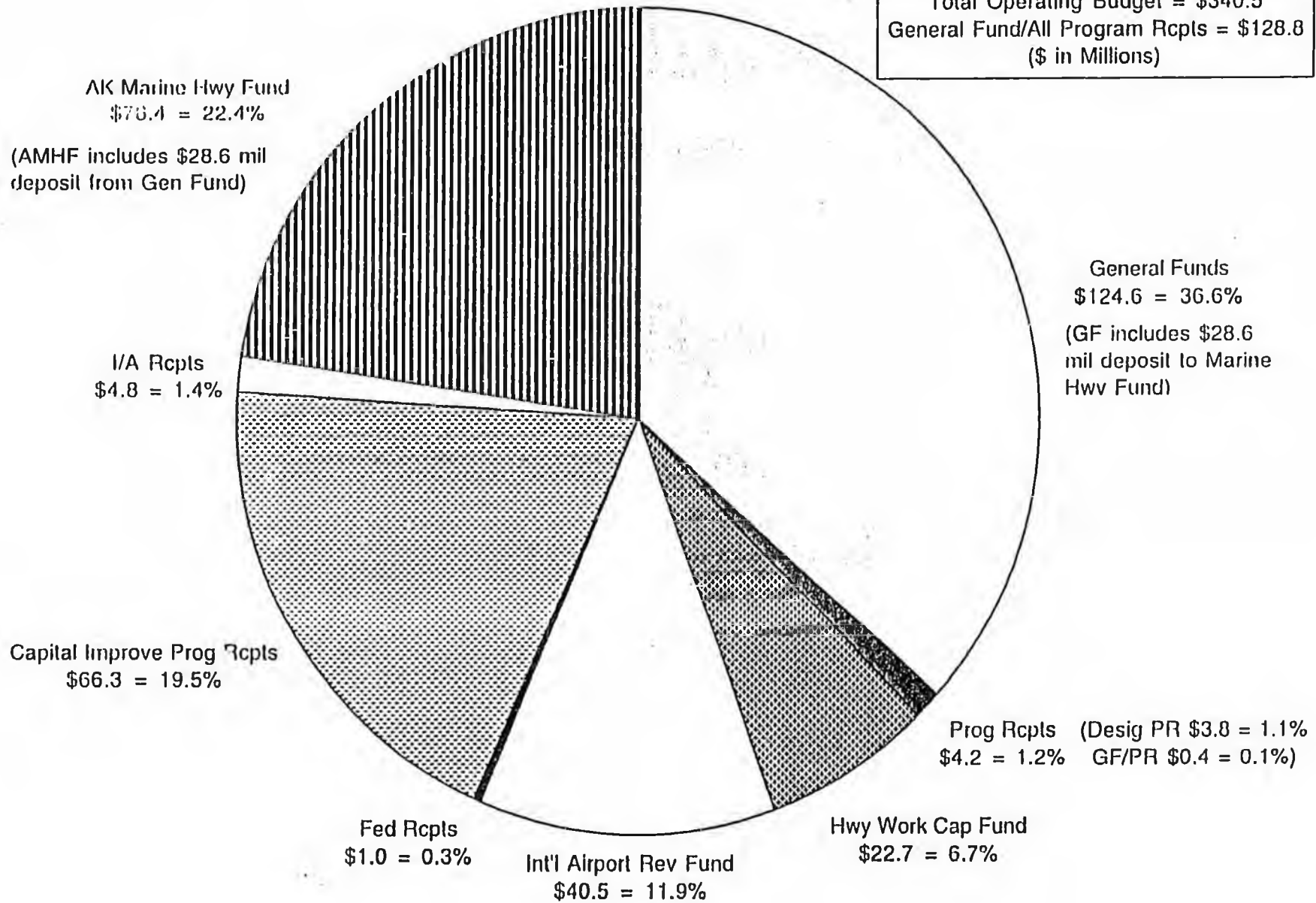


Department of Transportation & Public Facilities
FY97 CAPITAL & OPERATING BUDGET - TOTAL FUNDS *
 Total = \$569.2 Million

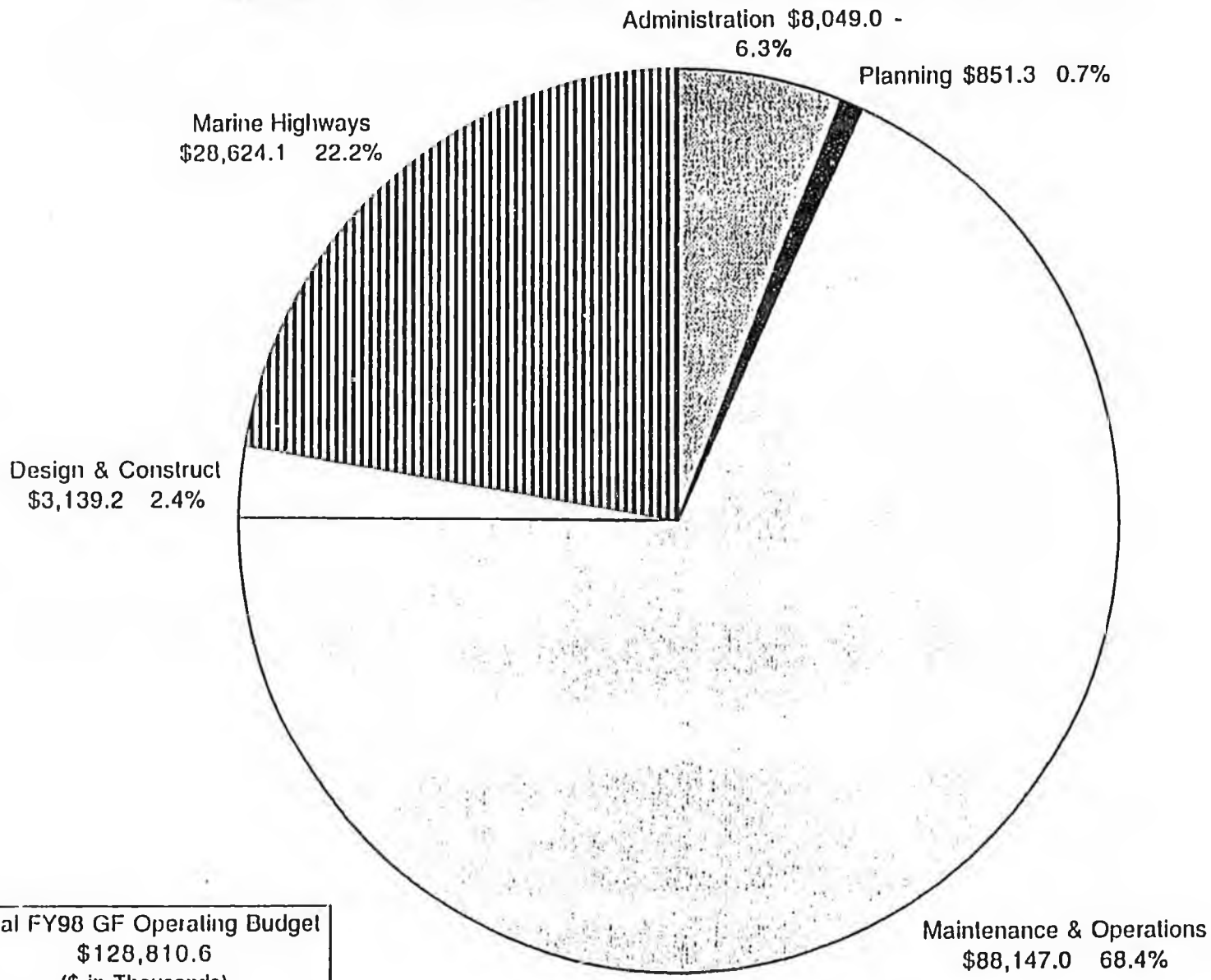


**Department of Transportation & Public Facilities
FY98 OPERATING BUDGET TOTAL FUNDS BY FUND SOURCE**

Total Operating Budget = \$340.5
General Fund/All Program Rcpts = \$128.8
(\$ in Millions)

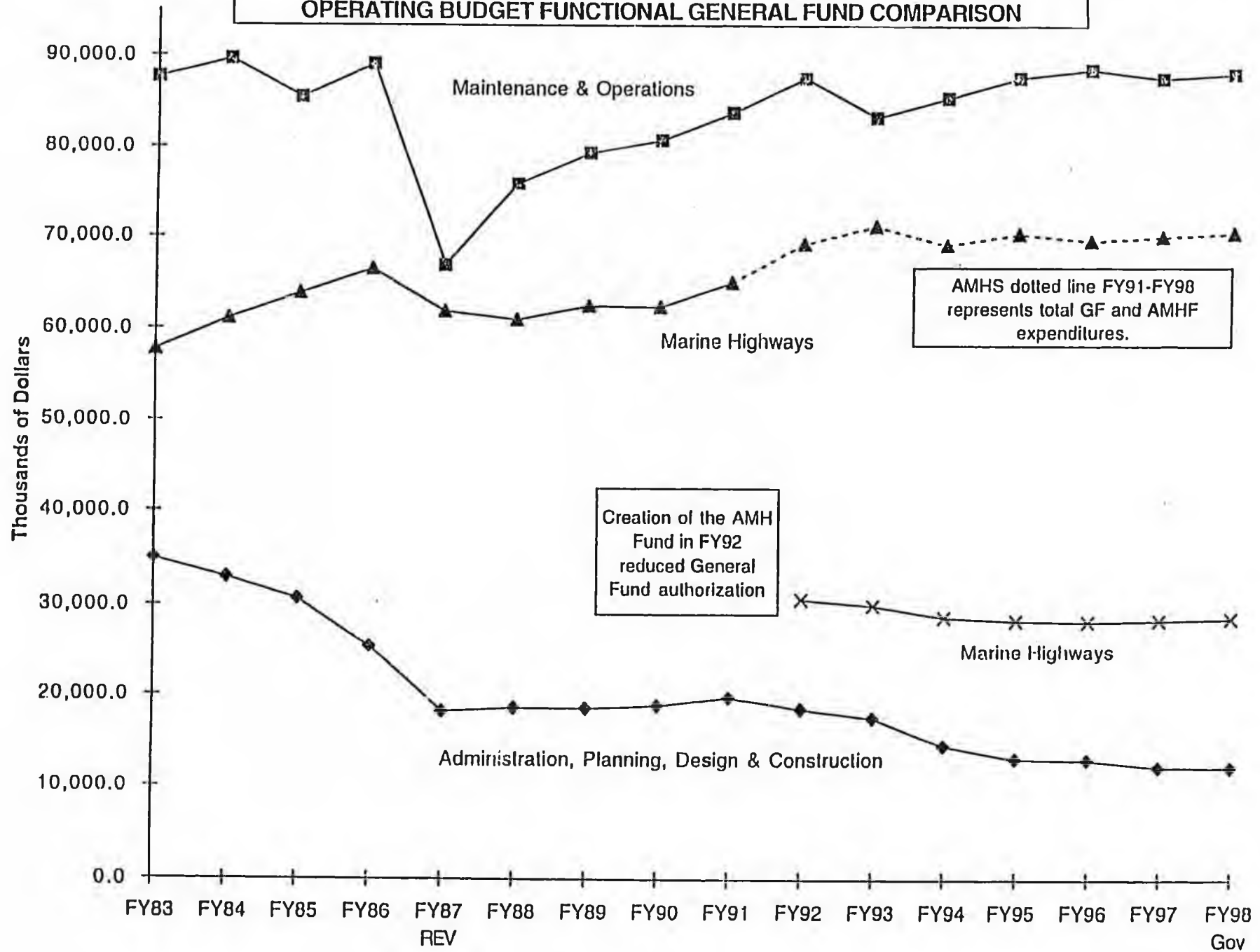


Department of Transportation & Public Facilities
FY98 GENERAL FUND OPERATING BUDGET BY FUNCTION

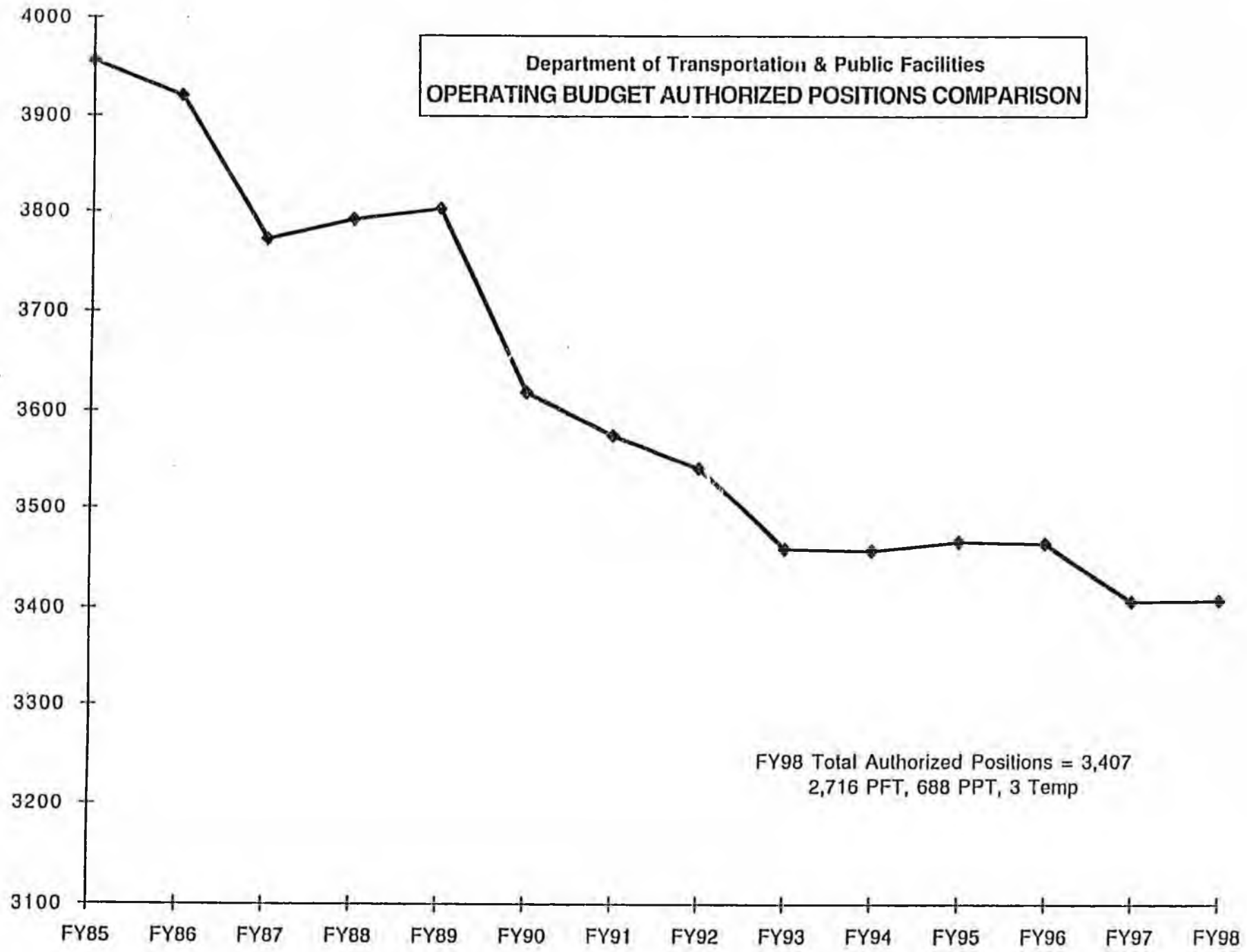


Total FY98 GF Operating Budget
\$128,810.6
(\$ in Thousands)

**Department of Transportation & Public Facilities
OPERATING BUDGET FUNCTIONAL GENERAL FUND COMPARISON**

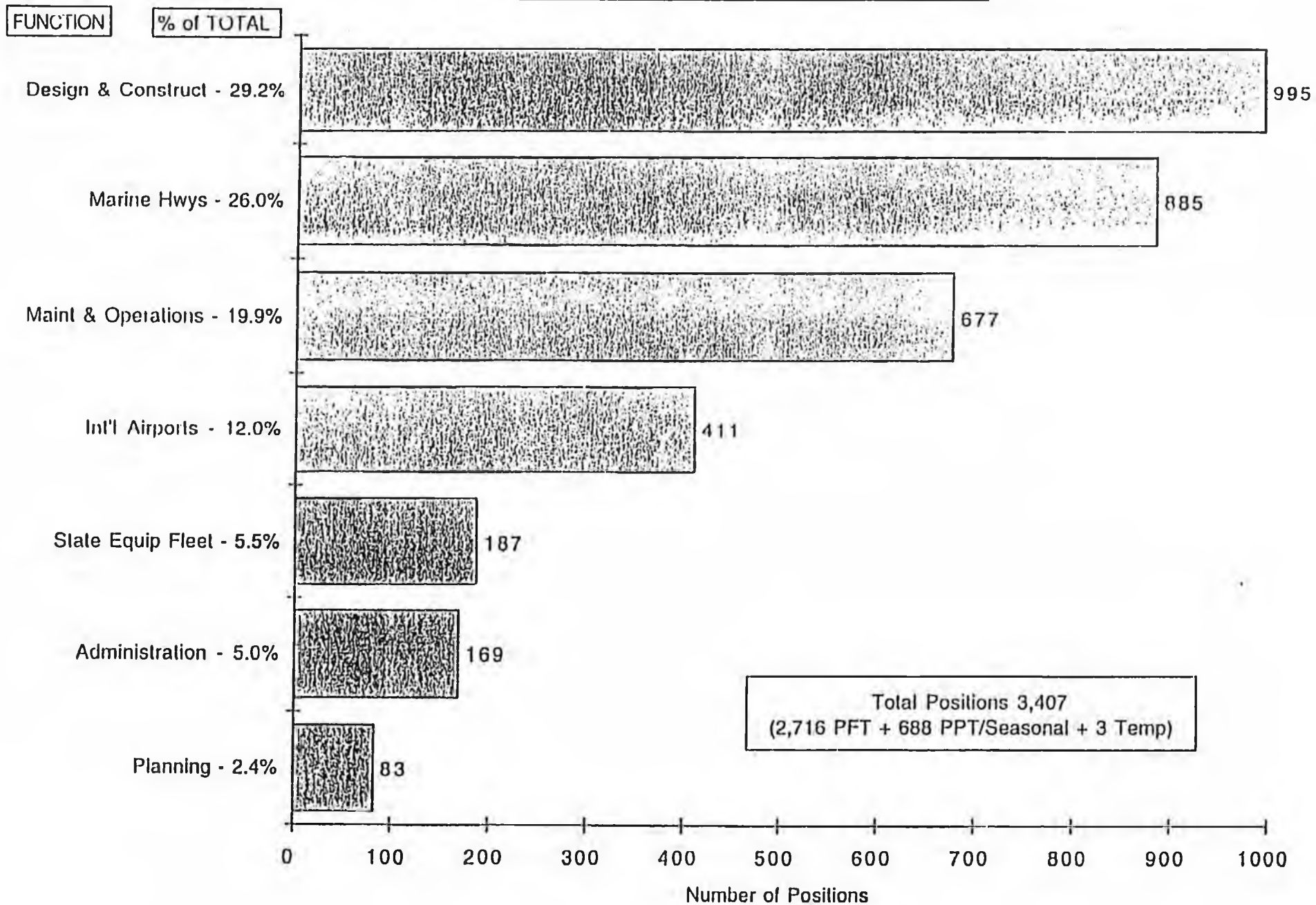


Department of Transportation & Public Facilities
OPERATING BUDGET AUTHORIZED POSITIONS COMPARISON



FY98 Total Authorized Positions = 3,407
2,716 PFT, 688 PPT, 3 Temp

**Department of Transportation & Public Facilities
FY98 GOVERNOR'S BUDGET POSITIONS**



**Department of Transportation & Public Facilities
FY97--FY98 COMPARISON**

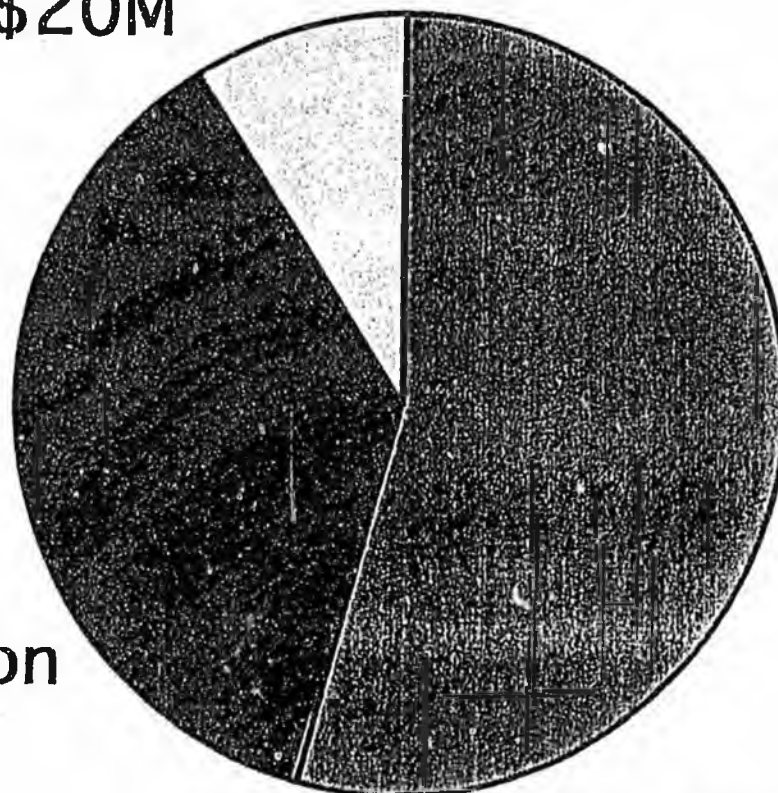
	GF/PR	TOTAL	
FY97 Authorized	128,179.0	339,612.0	
Adjusted for double-counting AMHS Stabilization			311,178.8
 FY98 Salary Adjustment	 1,021.7	 3,087.7	
FY98 Health premium adjustment	299.5	943.3	
Leasing transfer to AMHS from Dept of Administration	11.8	11.8	
AMHF excess authorization		(3,000.0)	
SUBTOTAL BASE ADJUSTMENTS	1,333.0	1,042.8	
"Beller Business Practices"	(100.2)	(100.2)	
Administrative Efficiencies General Fund reduction	(100.0)	(100.0)	
Reduce GF support in various headquarters, planning and engineering components	(137.0)	(137.0)	
Reduce traffic signal maintenance contract in Anchorage area	(68.6)	(68.6)	
Reduce utility expenses and facility maintenance in Central region	(127.4)	(127.4)	
Reduce snow removal response time in Southeast	(65.8)	(65.8)	
Reduce energy consumption and ground maintenance at Southeast facilities	(60.2)	(60.2)	
Eliminate winter maintenance contract at Clear Airport	(22.9)	(22.9)	
Delete winter maintenance on the Elliott Hwy. (close maint. station in winter)	(176.1)	(176.1)	
AMHS efficiencies: delete 2 shoreside positions, combine duties of 2 vessel positions, not fill one admin position due to new reservation computer system	(344.0)	(688.0)	
Reduce CIP Rcpts (AMHS)		(54.8)	
SUBTOTAL FY98 DECREMENTS	(1,202.2)	(1,601.0)	
 Rural airport maintenance (Designated Pgm Rcpts)	 200.8	 200.8	
Implement rural airport fees and regulations (Designated Pgm Rcpts)	300.0	300.0	
Interagency Rcpts for airport leasing activities, SEF mechanic and admin. support		230.8	
Anchorage Int'l Arpt: contract guard service, 3 electricians, leasing officer, Lake Hood operations, bird control		617.3	
Fairbanks Int'l Arpt: operations position		75.0	
SUBTOTAL FY98 INCREMENTS	500.8	1,423.9	
 FY98 Governor	 128,810.6	 340,477.7	
Adjusted for double-counting AMHS Stabilization			311,853.6

Department of Transportation & Public Facilities
REDUCTIONS AND COSTS ABSORBED IN FY97 AND FY98 OPERATING BUDGET (GENERAL FUNDS)

FY97	FY98	
		Maintenance and Operations
810.0	805.0	Unfunded fixed cost increases (e.g. utilities, parts)
815.0	600.0	Unfunded increased costs of new and expanded facilities (e.g. new snow removal equipment, building, additional lane miles to maintain)
385.0		M&O general and unallocated reductions
79.4		Decertification of the Aniak airport
429.1		Convert airport snow removal equipment to Federal capital replacement
275.8		Reduce salt and sand usage for winter road maintenance through more efficient application method
260.0		Reduction in janitorial services for state facilities
	785.3	The following actions are being taken to redirect funding to rural airports to meet FAA safety requirements: -eliminate contract snow removal on Anchorage Hillside roads and reduce contract snow hauling in Anchorage -reduce winter equipment rental contracts, increasing snow removal time, in Anchorage, Matsu, Kenai -reduce snow removal time on category IIIB routes in Southeast -eliminate winter maintenance on Nabesna Road, MP11--42 -eliminate winter maintenance at Goose Bay Airport and Tazlina Airport -convert snow removal equipment from full replacement to federal replacement status at Deadhorse & Barrow -reduce summer maintenance on the Nome-Council, Kougarak & Bob Blodgett roads (231 gravel road miles)
		Alaska Marine Highway System
236.8	363.5	Wage and health insurance increases absorbed in the Alaska Marine Highway System
419.7		Increased Risk Management charges absorbed within AMHS Fund
579.2		GF reduction in the AMHS
240.0	244.0	"Unearned wages" for vessel employees
		Other Reductions
139.4		Reductions to Dept. of Administration core services that were transferred to DOT&PF in FY97
851.5		General Fund reduction for administrative efficiencies in various headquarters, planning and engineering components
243.6		Underfunding of FY97 COLA (RIP reduction assessed in FY97)
	1,202.2	FY98 Budget General Fund Decrements
	140.9	Underfunding of FY97 COLA (no impact until FY98)
5,764.5	4,140.9	FY97 and FY98 Reductions and Costs Absorbed within the Operating Budget

Surface Transportation Initiative

TRAAK \$20M

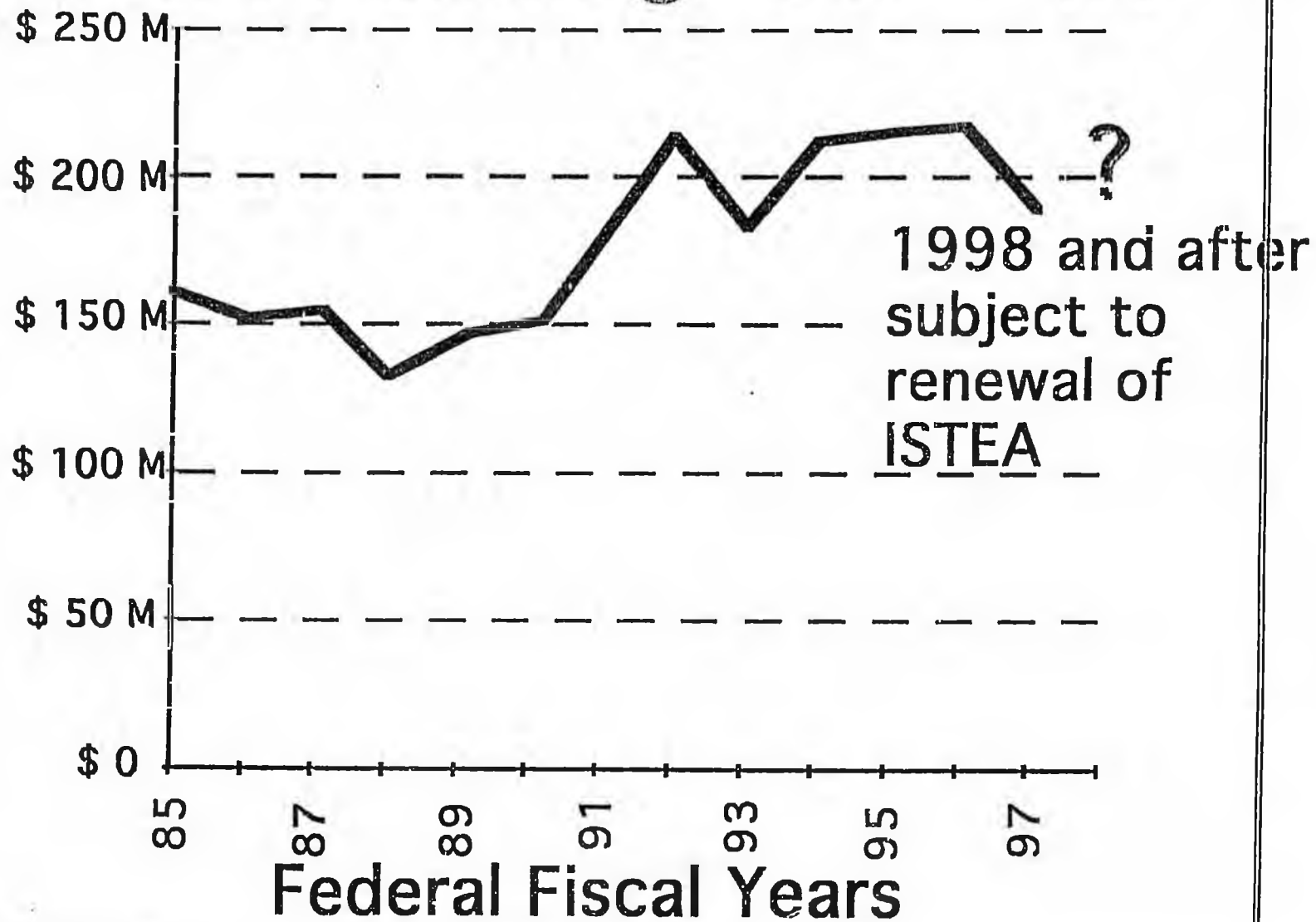


National Highway System
\$120M

Community Transportation Program
\$80M

Based on Federal Funding Level = \$220M

FHWA Funding '85 - '97



Federal funds only

Alaska's Advantage in Federal Aid

Each dollar in Federal
Gas Taxes Paid...



Is returned as six dollars
in Federal-Aid



States Lacking A State Highway Program



Only Rhode Island
& Alaska

**OVERVIEW:
PORT OF
BELLINGHAM,
WASHINGTON**

DREW D. PETTUS
ATTORNEY

136 Harbor Center Building
1801 Roeder Avenue
Bellingham, WA 98225
Tel (360) 647-8421 • Fax (360) 647-1593

450 Maynard Building
119 First Avenue South
Seattle, WA 98104

Suite 304
1000 Connecticut Ave, NW
Washington, DC 20036



WHATCOM COUNTY

PETE KREMEN
County Executive

Office: (360) 676-6717
County: (360) 384-1403
FAX: (360) 676-6775
TDD: (360) 738-4555

Whatcom County Courthouse
311 Grand Avenue, Suite #108
Bellingham, WA 98225-4082



MARK ASMUNDSON
Mayor

(360) 676-6978
FAX (360) 738-7418

e-mail: masmundson@city-govt.ci.bellingham.wa.us

City of Bellingham
210 Lottle Street
Bellingham, WA 98225

BELLINGHAM/WHATCOM

CHAMBER OF COMMERCE & INDUSTRY



Michael J. Brennan
President

(360) 734-1330
Fax: (360) 734-1332
E-mail: chamber@bellingham.com

World Wide Web • <http://bellingham.com/~chamber>
Harbor Center Building • 1801 Roeder Ave., #140
Bellingham, WA 98225 • P.O. Box 958, 98227

HASKELL
CORPORATION



Constructors since 1890

Fred M. Haskell
President

1001 Meador Ave.
P.O. Box 917
Bellingham, WA 98227
Phone (360) 734-1200 ext. 3218
Fax (360) 734-5538



CONSISTENT
QUALITY

CONSTANT
PRIDE

JACK MEYERS
Vice President & General Manager

Maritime Contractors, Inc.
201 Harris Avenue
Bellingham, WA 98225

(360) 647-0080
FAX 738-0367
jmeyers@marl.com



PORT OF BELLINGHAM

Washington State

Scott L. Walker
President, Board of Commissioners

625 Cornwall Avenue / Bellingham, Washington 98225-5017
(360) 676-2500 / County (360) 398-2600
FAX (360) 671-6411



PORT OF BELLINGHAM

Washington State

JAMES S. DARLING
Executive Director

625 Cornwall Ave. / Bellingham, WA 98225-5017
(360) 676-2500 County (360) 398-2600 FAX (360) 671-6411

March 11, 1997
STRA meeting

Post-It™ brand fax transmittal memo 7671		# of pages	1
To	Lydia	From	Lynn
Co.	Senator Ward's	Co.	Reed Stoops
Dept.		Phone	416-33223
Fax	416-3766	Fax	416-3-4841

02/26/97 08:04 28

001



PORT OF BELLINGHAM
Washington State

DATE: February 26, 1997

TO: Reed Stoops
Fax No. (907) 463-4841

FROM: Jim Darling
Port of Bellingham
Fax No. (360) 671-6411

SUBJECT: ASCC Legislative Forum - March 10 - 13, 1997

The following is a list of delegation members from Bellingham who will be travelling to Juneau for the ASCC Legislative Forum in early March.

Arriving in Juneau on **MONDAY, MARCH 10 @ 1:52 p.m. on Alaska # 75:**

Jim Darling, Port of Bellingham - *Executive Director*
Scott L. Walker, Port of Bellingham - *Port Commissioner*
Mayor Mark Asmundson, City of Bellingham
Pete Kremen, Whatcom County Executive
Jack Meyers, General Manager, Maritime Contractors, Inc.

Arriving in Juneau on **TUESDAY, MARCH 11 @ 10:00 a.m. on Alaska # 61:**

Mike Brennan, Bellingham/Whatcom Chamber of Commerce
Fred Sexton, Bellingham/Whatcom Economic Development Council
Fred Haskell, President, Haskell Corporation
Ray Trzynka, Puget Power

Departing Juneau on **WEDNESDAY, MARCH 12:**

Jack Meyers, Maritime Contractors, Inc.

Departing Juneau on **THURSDAY, MARCH 13 @ 6:00 a.m. on Alaska # 60:**

Mike Brennan, Chamber of Commerce
Fred Sexton, Bellingham/Whatcom Economic Development Council
Fred Haskell, Haskell Corporation
Ray Trzynka, Puget Power
Mark Asmundson, City of Bellingham

625 Cornwall Avenue / Bellingham, WA 98225-5017
(360) 676-2500 County (360) 398-2600 FAX (360) 671-6411



Otherwise, we will look forward to our conference call with you on **Thursday, March 6 at 8:30 a.m. (YOUR TIME).**

S B

8



January 17, 1997

Alaska Boating Association • P.C. Box 210430 • Anchorage, Alaska 99521

Senator Rick Halford
Alaska State Senate
State Capitol, Interdepartmental Mail Stop: 3101
Juneau, AK 99801-1182

Dear Senator Halford:

This letter is in response to your proposed SB0008 relating to the noise levels of airports and sport shooting facilities. At a regularly scheduled meeting of the Alaska Boating Association held on January 16, 1997, our organization voted unanimously to join the National Rifle Association, Alaska Air Carriers Association, Alaska Outdoor Council, and the Alaska Airmen's Association in endorsing this piece of legislation. This letter communicates to you our official position on this legislation.

In addition, many of our individual members will be corresponding with individual letters, POM's, testimony at teleconferences, etc. This bill is important to all of us for if it is not passed opportunities provided through ongoing and traditional uses may become jeopardized.

Thank you for your efforts and continue to keep us informed of any and all related legislative matters we can be effective in supporting.

Yours truly,

A handwritten signature in cursive script, appearing to read "Roy J. Burkhart".

Roy J. Burkhart, Legislative Affairs Officer
Alaska Boating Association
Voice:(907)495-6337 FAX:(907)495-6338 E-Mail: rjburk@alaska.net

cc: Donald Sherwood, President, Alaska Boating Association
Senator Drue Pearce, Co-Sponsor SB0008, Alaska State Senate

ALASKA AIRMEN'S ASSOCIATION., INC.

January 16, 1997

sent by facsimile

Senator Rick Halford
State Capitol Building, Room 508
Juneau, AK 99801-1182

Ref: SB-8

Dear Senator *Halford*:

It is the position of the Alaska Airmen's Association to strongly support SB-8, which is an act relating to the noise levels of airports and sport shooting facilities. In the definition of "airport facility" which currently reads "private area of land or water that is used or intended for use for the landing and take-off of aircraft", we are in support of you including heliports.

The Alaska Airmen's Association would like to thank you for the opportunity to review and submit our position on this important bill.

Sincerely,

John Spalding
John Spalding
President

SERVING GENERAL AVIATION IN ALASKA SINCE 1951

P.O. Box 241185 Anchorage, Alaska 99524-1185 Tel/Fax 907-272-1251 e-mail airmens@alaska.net



ALASKA OUTDOOR COUNCIL

P.O. BOX 2790

PALMER, AK. 99645

(907) 376-2913

Jan. 14, 1997

The Honorable Rick Halford, Chair
Senate Resources Committee
Alaska State Capitol
Juneau, Ak. 99801

Dear Senator Halford:

The Alaska Outdoor Council and its member organizations strongly support SB 8 and appreciate your continued efforts on the behalf of the citizens of Alaska to protect traditional activities important to them.

SB 8, "An act relating to the noise levels of airports and sport shooting facilities" is an important effort to maintain the opportunity to pursue traditional activities inherently important to many Alaskans. As you are well aware, most long time Alaskans have recently found themselves constantly fighting the increasing involvement of government in their lives. The Alaska Outdoor Council feels it is time to work towards reducing the level of government in our daily lives and look at efforts like SB 8 as a good start in the fight to protect and maintain traditional Alaskan activities.

Once again, the AOC would like to than you Senator for your efforts supporting the traditions our members value. If there is something further we can do to assist you in this effort, please feel free to contact us.

Sincerely,

Rod Arno
President

cc: Senator Pearce

SENATE COMMITTEE REPORT

First Committee of Referral

DATE: 1/13/97

FURTHER: Resources

Date of 5-Day Notice: 1/23/97
(in accordance with Uniform Rule 23)

DATE TURNED INTO OFFICE: 1/28/97

Transportation Committee considered SENATE BILL NO. 8

"An Act relating to the noise levels of airports and sport shooting facilities."

and recommends:

- be replaced with _____ CS _____ (_____)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to the _____ Committee

Senate Bill:

- same title
- new title

House Bill:

- same title
- technical title
- new: SCR# _____

SIGNING DO/PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
<i>Kyle Halford</i>	✓	<i>[Signature]</i>	✓		
<i>[Signature]</i>	✓	<i>[Signature]</i>			
<i>[Signature]</i>	✓				
<i>[Signature]</i>	✓				
<i>[Signature]</i>	✓				
CHAIR: <i>[Signature]</i>	X	CHAIR:			

NEW FISCAL NOTE(S):

Department	Date	Zero	Fiscal
<i>DOL</i>	<i>1/28</i>	✓	

PREVIOUS FISCAL NOTE(S):*

Department	Date	Zero	Fiscal

APPROPRIATION -- no fiscal note

*include fiscal notes accompanying Governor's bill

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. SB 8

Revision Date: 1/28/97 Dept. Affected: Department of Law
 Title: "An Act relating to the noise levels of airports and sport shooting facilities." BRU: Civil Division
 Sponsor: Senator Halford Component: General Legal Services
 Requester: Senate Transportation COMPONENT SERIAL NO. 2087

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

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

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

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	0.0	0.0	0.0
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

SB 8 will have no fiscal impact on the Department of Law.

Prepared by: Joan M. Kasson *Joan M. Kasson*
 Division: Administrative Services Division
 Approved by Commissioner: Bruce M. Botelho *Bruce M. Botelho*
 Agency: Department of Law

Phone: 465-5370
 Date: 1/28/97
 Date: 1/28/97

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FISCAL NOTE

LAW
DOT



Official Business

Alaska State Legislature

Senate

**RICK
HALFORD**


State Capitol
Juneau, Alaska
99801-1182
Phone (907) 465-4958

P.O. Box 670190
Chugiak, Alaska 99567
Phone (907) 694-4958

600 E. Railroad Avenue
Wasilla, Alaska 99654
Phone (907) 376-4958

MEMORANDUM

TO: Senator Jerry Ward, Chairman
Senate Transportation Committee

FROM: Senator Rick Halford 

DATE: 14 January, 1997

SUBJECT: Hearing Request for SB 8

=====

I respectfully request Senate Bill 8 relating to noise at airports and sport shooting ranges be scheduled in Senate Transportation at your earliest convenience.



Official Business

Alaska State Legislature

Senate

**RICK
HALFORD**

State Capitol
Juneau, Alaska
99801-1182
Phone (907) 465-4958

P.O. Box 670190
Chugiak, Alaska 99567
Phone (907) 694-4958

600 E. Railroad Avenue
Wasilla, Alaska 99654
Phone (907) 376-4958

Senate Bill 8 Sponsor Statement

Noise at Airports and Sport Shooting Ranges

Airports and sport shooting ranges offer a public service as well as recreational opportunities and have become increasingly under attack in the lower forty-eight states. Since populations are tending to shift from urban to rural areas, new groups of citizens are moving into areas with existing airports and ranges. This encroachment has resulted in hundreds of lawsuits and complaints against airport and range owners and operators due to the noise level.

Senate Bill 8 was introduced to provide private airports and sport shooting ranges in Alaska protection from lawsuits if the action arises out of the noise level from normal operation or its uses; provided the facility was established before the person acquired the property or prior to any noise control ordinance or law.

Without the passage of SB 8 private airports and sport shooting ranges within Alaska will remain vulnerable to legal sanctions jeopardizing the opportunities they provide through their ongoing and traditional uses.

This issue was addressed by the 19th Legislature with Senate Bill 274. SB 274 passed the Senate by unanimous consent, and the House by a margin of 33-5, before being vetoed by the governor.

This piece of legislation is endorsed by the National Rifle Association, Alaska Air Carriers Association, the Alaska Outdoor Council, Alaska Boating Association and the Alaska Airmen's Association.

Thank you for your consideration.

LEGAL SERVICES

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

JAN 17 1997

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

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

MEMORANDUM

January 16, 1997

SUBJECT: Sectional Summary of SB 8 (Work Order 20-LS0135\A)

TO: Senator Rick Halford
Attn: Brett Huber

FROM: *TB*
Theresa Bannister
Legislative Counsel

You have requested a sectional summary of the above-described bill.

As a preliminary matter, note that a sectional summary of a bill should not be considered an authoritative interpretation of the bill and the bill itself is the best statement of its contents.

Section 1. Adds a new chapter relating to the noise levels of sport shooting facilities and private airport facilities.

Sec. 34.75.010(a) prohibits the bringing of a civil or criminal action against a person who operates or uses a sport shooting facility or a private airport facility, if the action is based on the noise level from the normal operation or use of the facility. Establishes certain conditions for the application of this provision.

Sec. 34.75.010(b) states that (a) does not apply to a contract action or to certain personal injury actions.

Sec. 34.75.010(c) prohibits a person from bringing a nuisance action for noise level against a sport shooting facility or a private airport facility located in the vicinity of the person's property if the facility was established before the person acquired the property. Establishes some exceptions to this prohibition.

Sec. 34.75.020 sets a time limit on bringing a nuisance action against a sport shooting facility or a private airport facility for noise level. The time limit is five years after the facility is established or begins operation, or three years after a substantial change in the use of the facility.

Senator Rick Halford

January 16, 1997

Page 2

Sec. 34.75.030(a) prohibits the state and municipalities from regulating the outdoor level of noise at a sport shooting facility or private airport facility, if the facility is exempt from criminal or civil action under AS 34.75.010(a).

Sec. 34.75.030(b) allows a municipality to regulate the noise level of a facility except as otherwise provided by the new chapter.

Sec. 34.75.090 defines some terms for the new chapter.

Section 2. Limits the applicability of AS 34.75.010 to exclude a civil action that accrues before the effective date of the Act and a criminal action where the criminal activity occurred before the effective date of the Act.

If I may be of further assistance, please advise.

TLB:jdr

97-014.jdr



NATIONAL RIFLE ASSOCIATION OF AMERICA
INSTITUTE FOR LEGISLATIVE ACTION
655 CAPITOL MALL, SUITE 455
SACRAMENTO, CA 95814
(916) 446-2455

January 16, 1997

Senator Rick Halford
Alaska State Legislature
State Capitol (MS 3100)
Juneau, AK 99801-1182

Dear Senator Halford,

On behalf of the over 25,000 Alaska members of the National Rifle Association, let me take this opportunity to thank you for introducing Senate Bill 8 and to indicate strong support for the bill. Firearms shooting ranges are under attack across the United States and it is important to head this off, particularly in a state like Alaska which has such a strong firearms and shooting heritage.

Firearms shooting ranges have established a long tradition of service to a wide variety of citizen groups in local communities. However, population shifts from urban to suburban or rural areas have moved new groups of citizens in closer proximity to existing ranges. In recent years, this encroachment on previously existing ranges has resulted in hundreds of lawsuits and complaints filed by newcomers against range owners and operators or the passage of local ordinances aimed at closing ranges because of noise.

It is critical that the state of Alaska adopt SB 8 to ensure that ranges remain open for operation so as to provide safe places for the use of firearms. Range owners and operators must be protected from civil court action, criminal prosecution, or other local restrictions. SB 8 would only protect existing ranges and existing activity levels. This legislation would not tie the hands of local government to regulate the location of future ranges nor limit local government from regulating unsafe ranges.

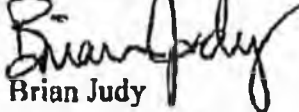
Firearm shooting ranges have longstanding records of safely providing important public services and recreational or training opportunities and often serve as training facilities for local law enforcement officials and military personnel. In addition to serving as locations to hold both informal practice sessions and organized competitions for those engaged in recreational shooting, firearm ranges offer firearm and hunter education and safety courses, providing invaluable hands-on instruction in the safe and proper handling and use of firearms.

January 16, 1997
Senate Bill 8
Page 2

Without the protection afforded by Senate Bill 8, shooting ranges which currently offer valuable public services and recreational opportunities while posing no hazard to nearby residents will continue to remain vulnerable to arbitrary legal or legislative sanctions. To date, eighteen other states have passed range protection legislation similar to SB 8, including Idaho, Indiana and Oklahoma which passed their laws just last session.

Senate Bill 8 is an important piece of legislation which will provide real benefits to Alaska's law-abiding firearm users and to the public at large.

Sincerely,



Brian Judy
Alaska State Liaison

SB

10

SENATE COMMITTEE REPORT

DATE: 1/23/97

FURTHER:

DATE TURNED
IN TO OFFICE: 2-4-97

Transportation Committee considered

SENATE BILL NO. 10

"An Act naming Mountain View Road in Gustavus."

and recommends:

- be replaced with _____ CS _____ (_____)
- adopt previous _____ CS _____ (_____)
- attached amendment(s)
- adopt Letter of Intent by _____ Committee
- further referral to the _____ Committee

Senate Bill:

- same title
- new title
- House Bill:**
- same title
- technical change
- new: SCR# _____

SIGNING DO PASS	DP	OTHER RECOMMENDATIONS	NR	DNP	AM
<i>Tom Miller</i>	→				
<i>Rich Halford</i>	✓				
<i>John Green</i>	✓				
CHAIR: <i>Jerry Ward</i>	✓	CHAIR:			

NEW FISCAL NOTE(S):

Department	Date	Zero	Fiscal
<i>DOT/PP</i>	<i>1/23/97</i>	✓	

PREVIOUS FISCAL NOTE(S):*

Department	Date	Zero	Fiscal

APPROPRIATION -- no fiscal note

*include fiscal notes accompanying Governor's bill

FISCAL NOTE

BILL NO. SB 10

STATE OF ALASKA
1997 LEGISLATIVE SESSION

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 Phone: 465-3900
 Special Assistant
 Division: Office of the Commissioner Date: 1/20/97
 Approved by: Joseph L. Durkin Date: 1/20/97
 Commissioner
 Agency: Department of Transportation and Public Facilities

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Alaska State Legislature

House of Representatives

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(907) 465-3725
Fax: (907) 465-5334

Official Business

Office of the Chief Clerk

CONCUR

March 17, 1997

MESSAGE TO THE SENATE

Mr. President:

The House has passed:

SENATE BILL NO. 10

"An Act naming Mountain View Road in Gustavus."

with the following amendment:

Page 1, lines 1 and 4:

Delete "Mountain View Road"

Insert "Jerry's Way"

Page 1. Line 6:

Delete "Mountain View Road"

Insert "Jerry's Way"

and so,

SENATE BILL NO. 10 am H

"An Act naming Jerry's Way in Gustavus."

is transmitted for consideration.


Suzi Lowell, Chief Clerk

COPIES TO:

SENATOR MILLER

SENATOR TAYLOR

SENATOR KELLY

LAST COMMITTEE OF REFERRAL

PRIME SPONSOR

SENATOR DUNCAN

(S) JOURNAL FINAL PASSAGE VOTE 19-0-104

PAGE # 311 DATE 2-12-97

RECONSIDERATION VOTE _____

PAGE # _____ DATE _____

FISCAL NOTE ZERO ATTACHED _____

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: January 29, 1997

To: Jerry Ward, Chair
Senate 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 Senate 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 the 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

PRINTED NAME	SIGNATURE	ADDRESS
OK Sylvia Pedersen	Sylvia J. Pedersen	Spruce Lane #2 01C Gustavus, AK 99826
OK MICHAEL PEDERSEN	Michael Pedersen	" " "
Gloria Chase	Gloria Chase	Mountain View Farm Gustavus, AK
JAN TRAMBUSH	Jan Trambush	40 Tong Rd
BOB CHASE	Bob Chase	SPRUCE LANE #5 GUSTAVUS, AK
MICHAEL CRAFT	Michael Craft	MOUNTAIN VIEW FARM GUSTAVUS, ALASKA
Jean Scott	Jean Scott	Mile 3 Park Road Gustavus, AK 99826
Greg Streveter	Greg Streveter	1/2 mile Spruce Lane Box 94 Gustavus AK
Judith Brakel	Judith T. Brakel	Box 94 Gustavus, AK 99826
Don Chase	Don Chase	Box 399 #4 Spruce Lane Gustavus, AK 99826

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
Allen C. Trump	Allen C. Trump	P.O. Box 222 GUSTAVUS AK 9982
Maury D. Trump	Maury Trump	P.O. Box 222 GUST. AK 9982-6
Tom West	Tom West	Box AK 9982-6
Chris Spate (CHRIS SPATE)	Chris Spate	P.O. Box 103
Marion Farley	Marion Farley	Box 182, Gustavus
Denise L Healey	Denise Healey	PO Box 10 GUSTAVUS
Kathleen Sundt Kathleen Sundt	Kathleen Sundt Kathleen Sundt	PO Box 4 Gustavus
James R Healey	JAMES HEALEY	Box 10 GUSTAVUS AK 9982
Kathy Streveter	Kathy Streveter	Box 155 GUS 99821
Shawn Anna	Shawn Anna	Box 336 Gus. AK. 9982
JOE SARGENT	Joe Sargent	P.O. Box 27 Gustak 998
KIM NEY		12
Paul Barnes	Paul Barnes	155 GUS
Jamie Ojilvy	Jamie Ojilvy	106 GUS
G.F. CHAMBERLAIN		220 GUS

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
MARIE BERRY	<i>Marie Berry</i>	105, GUSTAVUS
JUDITH CHALLOU WOOD	<i>Judith Chalou Wood</i>	25 PARKER DRIVE.
FANN M BAUER	<i>Fann M Bauer</i>	Bullitt Cove
L. VANDERZANDEN	<i>Liz Vanderzanden</i>	Gustavus
PAUL PAUL N BERRY	<i>Paul N Berry</i>	PO 143
EEL BOND	<i>Eel Bond</i>	223 GUSTAVUS.
MAURENE MOORE	<i>Maureen E Moore</i>	Box 228
KATY WHITE	<i>Katy White</i>	Box 247
LOZEE ARCHAMBAULT	<i>Lozee Archambault</i>	Box 75
MARTHA Y ROMEO	<i>Martina Y Romeo</i>	Box 284
LYNNE MORROW	<i>Lynne Morrow</i>	Box 216
HEIDI ROBICHAUD	<i>Heidi Robichaud</i>	Box 116
JOHN V. SPUTE	<i>John V. Spute</i>	Box 184
JANE R. MACKAY	<i>Jane R. Mackay</i>	Box 203
		Box 203

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 Gustavus 9926
LAURA LOBT	<i>Laura Lobt</i>	Box 23 Gustavus 9940
JOHN SCOTT	<i>John W. Scott</i>	Box 254 99826
Judith Bon	<i>Judith Bon</i>	Box 28 998
NAN RINNER	<i>Nan Rinner</i>	Box 312 998
PEDR TURNER	<i>Pedr Turner</i>	PO 217 9982
CHAR DAUROW	<i>Char Daurow</i>	PO BOX 217 99826
KARLA TEDTSEN	<i>Karla Tedtzen</i>	PO Box 153 Gustavus, A. Gustavus 998
Kate Boesser	<i>Kate Boesser</i>	Box 47, Dock Rd. 998
Aaron Bohlke	<i>Aaron Bohlke</i>	P.O. Box 324
Paul Byers	<i>Paul Byers</i>	P.O. Box 324
Kathy Cozby	<i>Kathy Cozby</i>	P.O. Box 124
Bruce McDonough	<i>Bruce McDonough</i>	Box 260
Philip Riddle	<i>Philip Riddle</i>	Box 216 Gustavus, A.

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
Diana Berry	<i>Diana Berry</i>	P.O. Box 105 Gustavus, AK 99826
James Kearns	<i>James A. Kearns</i>	Box 148 Gustavus, AK 99826
JOHN SCHEERENS	<i>John Scheerens</i>	Box 161 GUSTAVUS, AK 99826
<i>Amy Thomas</i>	<i>AMEE THOMAS</i>	Box 40 GUSTAVUS 99826
ROBERT L. MILLS	<i>Robert L. Mills</i>	Box 93 Gustavus
Chris Smith	<i>Chris Smith</i>	Box 52 Gustavus
<i>Glen R. B. Parker</i>	<i>Glen R. B. Parker</i>	Box 154 Gustavus, AK 998
<i>Kara Berg</i>	<i>Kara Berg</i>	Box 81 Box 9982
<i>Michael J. Morgan</i>	<i>Michael J. Morgan</i>	70 BOX 197 Gustavus, AK 99826
Gene Morgan	<i>Gene Morgan</i>	Gustavus, AK 99826
CHRISTY OLSEN	<i>Christy Olsen</i>	Box 244 Box, AK. 9982
Scott Olsen	<i>Scott Olsen</i>	" " "
Kenneth L. Klawunder	<i>Kenneth L. Klawunder</i>	Box 156 Gut. 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

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
LEILANI JOHNSON	<i>Leilani Johnson</i>	71 Tonga Rd Box 252, Gustavus
BRUCE SHINGLEDECKER	<i>Bruce Shingledecker</i>	49 TONG RD GUS.
Floyd M. Barton	<i>Floyd M. Barton</i>	7 Chase Drive
Garrick L. Walker	<i>Garrick L. Walker</i>	Box 319
David G. Walker	<i>David G. Walker</i>	Box 318
WILLIAM L. WHITE	<i>William L. White</i>	Box 84
Bette J. White	<i>Bette J. White</i>	Box 84
Jamie F. Coby	<i>Jamie F. Coby</i>	Box 2
Mary Evans	<i>Mary Evans</i>	Box 327
Shelly A. Webb	<i>Shelly Webb</i>	Box 58
Mary E. Lantton Opp	<i>Mary E. Lantton Opp</i>	Box 92
<i>[Signature]</i>	<i>JAMES NICHOL</i>	Box 119
<i>[Signature]</i>	<i>Steve Wilson</i>	P.O. Box 16
Connie Mills	<i>Connie Mills</i>	BOX 151
Lynn Savonen	<i>Lynn Savonen</i>	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	<i>Dena Matkin</i>	Box 22 GUSTAVUS
Tania Keim	<i>Tania S. Keim</i>	Box 315 Gustavus
DAVID MARTINSON	<i>David Martinson</i>	Box 173 GUSTAVUS
<i>Dorothy O'Brien</i>	<i>Dorothy O'Brien</i>	Box 18 Local
Carol Dejka	<i>Carol Dejka</i>	Bx 168 local
Luis Belorai	<i>Luis Belorai</i>	Bx 339 local
Chuck Rice	<i>Chuck Rice</i>	Box 116
Maram Egan	<i>Maram Egan</i>	Box 260 local
Wayne Howell	<i>Wayne Howell</i>	Box 32
Michelle Pedersen	<i>Michelle Pedersen</i>	Box 80 GUSTAVUS
Art Hayes	<i>Art Hayes</i>	Bx 165
ALBERT MANCHESTER	<i>Albert Manchester</i>	Box 225
Rhea HARPER	<i>Rhea Harper</i>	PO 214
Thomas IMBODEN	<i>Thomas Imboden</i>	PO 214

not
JUL 18

January 24, 1996

LINDA C Hayes
PO Box 1
Gustavus, Alaska 99826

Representative Jerry Mackie
Alaska State Legislature
House of Representatives

Representative Mackie,

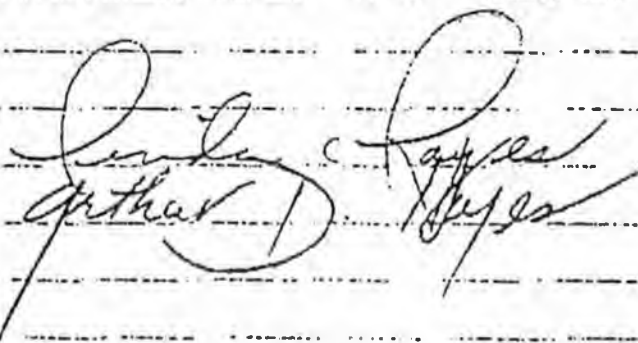
Thank you for your support of
House Bill 411 "AN ACT NAMING
Mountain View Road in Gustavus".

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, with a large 'A'.

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.

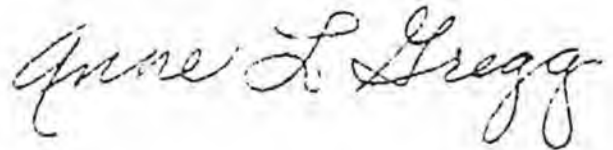
If at all possible, please preserve that name.

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.

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 school office - no one has ever referred to the road in question as Gustavus Airport Rd. as D.O.T. claims it is called. Thank you for your help (+ Jeannies) in this matter.

Sylvia Pedersen

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 C. Lesh
Sally Lesh

Jack Lesh
Jack Lesh

SB

21

A M E N D M E N T

OFFERED IN THE SENATE

BY SENATOR TAYLOR

TO: SB 21

1 Page 16, line 7, following "Authori":

2 Insert "under this section"

3 Page 16, following line 15:

4 Insert a new bill section to read:

5 **** Sec. 22.** AS 36.90.050 is amended by adding new subsections to read:

6 (c) When determining whether a marine vessel should be maintained or
7 repaired at a shipyard facility located in the state, the commissioner of the department
8 that operates the vessel shall use the lower of the budgeted cost of the maintenance
9 or repair work or the anticipated actual cost of the maintenance or repair work in
10 evaluating whether the proposed cost of the maintenance or repair work is reasonable.

11 (d) In this section, "interport differential" includes all costs related to the
12 performance of the maintenance or repair work of a marine vessel at a shipyard
13 located outside of the state, including labor and travel costs incurred moving the
14 vessel from its Alaska home port to the shipyard outside of the state; additional fuel
15 consumption; cost of consumables including lubricants and other engine, deck, and
16 galley stores; maintenance costs incurred during running time; cost of crew transfers
17 including airfare between Alaska and the shipyard; wages; crew room and board; per
18 diem for other employees; agency overhead; dockage or port charges incurred while
19 the maintenance or repair work is being conducted; and costs related to loading,
20 bunkering, and preparing for the voyages to and from the vessel's Alaska home port."

21 Renumber the following bill sections accordingly.

22 Page 21, line 6:

- 1 Delete "31, and 33"
- 2 Insert "22, 32, and 34"

3 Page 21, line 8:

- 4 Delete "34"
- 5 Insert "35"

KDN 2/21/97

Ferry workers testify; support authority

By CATHY ST. JOHN
Daily News Staff Writer

Problems plaguing the Alaska Marine Highway System are because its senior management will not listen to the public's needs or crew suggestions, a series of speakers, including ferry workers, told a Senate Transportation Committee on Tuesday.

Department of Transportation Commissioner Joseph Perkins and AMHS Director Gary Hayden listened but will not present their testimony until a later committee hearing.

The teleconference was scheduled to receive testimony on Senate Bill 21, proposed by Sen. Robin Taylor, R-Wrangel, to create a semi-autonomous authority to manage the Alaska Marine Highway System.

A seven-member, governor-appointed board is proposed, which would include the DOT commissioner and six members with maritime backgrounds.

Senate Transportation Committee chairman Sen. Jerry Ward, R-Anchorage, vice chairman Sen. Gary Wilken, R-Fairbanks, and committee member

Sen. Lyda Green, R-Wasilla listened from Juneau. Members Sen. Dric Pearce, R-Anchorage, and Sen. John Torgerson, R-Kasilof, were absent.

Taylor chairs the Transportation Committee's Senate Task Force on the ferry system. Pearce and Torgerson are the other members of the task force, which identified several issues in recommending the authority approach:

- Arbitrary scheduling changes that have cost the state about \$250,000 in unnecessary overtime and other costs in the past year.
- A fare system that discourages travel.
- A reservation system that doesn't work.
- The decision to close revenue-generating bars on the ferries.
- A top-heavy administration marked by an increase in staff in the Juneau central office, from 17 to 160 workers since 1977.

More than 25 people filled the Legislative Information Office in Ketchikan for the teleconference. Thirteen people testified in the hour-long hearing, 11

See 'Ferry authority,' page A-3

FEB-21-97 FRI 15:24
FEB-21-97 FRI 3:08 PM
SEN TAYLOR
KETCHIKAN L10

FAX NO. 9074653922
FAX NO. 9072258546

P. 01
P. 4

(3)

Ferry authority

from Ketchikan and eight of those AMHS employees. Most spoke in support of the bill or some other form of management for the ferry system. Taylor said those testifying would not be held in luxury way for doing so.

Toni Moore of Ketchikan, second mate on the vessel Taku, said the arbitrary schedule changes cost the system credibility as well as money.

"The traveling public are used to and deserve stability," he said.

Under the administration of former system director Jim Ayers, workers received pep talks and "atta boys" for their work. Since then, however, every directive has been negative, said Moore.

"The shape of the ferry system is a direct reflection of upper management," he said.

Ed Mackabeffel, chief purser on the Taku and 30-year AMHS employee, says the system's zone scheduling has discouraged travel. During one day in mid-June, a normally heavy traffic time, the Taku brought only 38 passengers and 12 vehicles into Juneau.

Meanwhile, two motor home owners

about to board in Prince Rupert instead opted to drive an extra 480 miles and take the Alaska-Canada Highway because they didn't want to wait the two-day layover in Juneau to catch the next ferry to Haines.

The Inland Boatman's Union of the Pacific has remained neutral on SB 21 yet agrees extraordinary efforts will be needed to resolve existing problems, said Left Jenkinson of Ketchikan, a 13-year dockhand on the ferries and now an IBU business agent.

The ferry system has too long been steered by DOT road and airport engineers and needs input from maritime-experienced workers, he said.

Ketchikan Indian Corp. Council President Stephanie Rainwater presented a resolution in support of SB 21 from KIC. Rainwater has worked for AMHS since 1987 and is a second steward.

She faulted the administration for asking an IBU Labor Advisory Board for suggestions on how to cut costs, and then rejecting those suggestions.

"What would make labor members ever cooperate with this management

again," she said.

John Ritterbach, senior assistant purser on the Matanuska, said he supports the bill to replace the existing management which is "hoop: at best."

"Imagine what real management ... not afraid to listen to its employees ... can do," he said.

Canada's ferry system, in comparison, is more user-friendly, cheaper and more efficient, he said.

Every other Alaska transportation business is up in revenues but the marine highway, said Eric Gucker, a steward for more than nine years.

Gucker said he hauls thousands of empty beer bottles out of state rooms now that the ferry bars are closed. The system is losing valuable revenue there, and also suffers because there is no experienced bartender on board to regulate drinkers, he said.

Gucker also said Prince of Wales Island's efforts to establish an alternat-

Continued from page A-1

ive system, due to poor state service, are now in direct competition for the money for hard-link roads Commissioner Perkins wants "so bad" for other parts of the state.

Those roads, however, don't produce revenue, said Gucker.

Former Ketchikan Daily News Publisher Lew Williams Jr. said a better way of management is needed for the system, whether it is SB 21 or another means.

He stressed the need for continuity in ferry administration and urged timely action in resolving labor-management problems. Labor contracts are up for renewal in 1999 and 1998 is an election year. Labor-management issues would be best resolved now, rather than risk being prolonged if a new system director were to be named, he said.

Ketchikan Daily News
2/18/87

Task force seeks management ch

JUNEAU (AP) — A state Senate panel has recommended management changes in Alaska's ferry system to correct problems that include slow and inaccurate methods to take reservations.

The recommendation comes from the Senate Task Force on the Alaska Marine Highway System, which prepared an inch-thick report on the operations of the eight state ferries that serve southern Alaska.

Besides reservation problems, the panel's report mentions complaints about poor scheduling on arrivals and departures and the shutdown of bars aboard the vessels.

The task force recommended switching the

marine highway system, now an agency in the state Transportation Department, to a more independent ferry authority that could make more decisions on its own.

The panel is presenting its findings to the Senate Transportation Committee on Tuesday. The committee also is reviewing a bill sponsored by the task force's chairman, Sen. Robin Taylor, R-Wrangell, that would create an appointed board of directors to hire and oversee ferry management.

Taylor said few top management staff at the ferry system have maritime experience and the department would be better run if its staff had more background in marine transportation.

'Current management practices have resulted in a growing lack of confidence in the Alaska Marine Highway System on the part of elected officials and the general public they represent.'

—Senate task force's report

anges in ferry system

Running the ferry by a quasi-independent authority was the only recommendation the task force made. Other task force members included Anchorage Republican Sen. Drue Pearce and Kaslof Republican Sen. John Torgerson.

"Current management practices have resulted in a growing lack of confidence in the Alaska Marine Highway System on the part of elected officials and the general public they represent," the report concluded.

Taylor also claims management at the ferry system is top-heavy at the expense of shipboard staff. Much of the testimony during three public hearings the task force held focused on ferry personnel complaints about closure of bars on

the ships and lack of interest by management in employee suggestions to improve service.

The Knowles administration opposes creation of a marine highway authority.

"We just don't see the need for another layer of bureaucracy," said Bob King, spokesman for Gov. Tony Knowles.

King also said ferry system director Gary Hayden is working with communities on problems such as scheduling.

In a written response to the task force, Hayden said the ferry system's reservation system has problems with speed, accuracy, security and cost, but that the state is putting together a new system.

9072558546 P. 2
FAX NO. 9072558546
KETCHIKAN LIO
907-18-97 TUE 10:10 AM

BAR REPORT

As far as I'm concerned there is absolutely no reason other than ignorance or lack of ability and knowledge within the realm of mixology and alcoholic beverage for the closure's of the bar's and lounges of the Alaska State ferry's. Let Me lease just the one on any of the ships and I'll not only make a profit but I'll make enough to lease another within a year.

Now this may sound like a lot of bravado, but I have had many years of bar and restaurant management experience. This is all in My files with the Alaska Marine Highway System and though I tried to impute some of My experience with the powers that be, I was told We have been doing it this way for thirty years and this is what you'll do and this is the way you'll do it. As I really like My job and also need it, I followed their lead.

Now if you, the task force can show Me a single person that works in the J.C.O that has any experience in the past as a professional Bartender or bar Manager and many OF the Chief Stewards as well as Second Stewards have never tended Bar themselves so what do We have here other than the blind leading the blind leading the blind. I'm not saying they are not trying but when you lack experience, they work on the basis of "IF IT DON'T LOOK BROKEN DON'T TRY TO FIX IT" and that is just one reason the bars are closed

Other than that there are several reasons that this has happened, among them is thirty years of lack of foresight. Why didn't they thirty years ago build a warehouse to store these products in . By warehousing they could have purchased in large quantities at a savings big enough to pay for the warehouse several times over. Any Bar Owner with any sense at all knows that by purchasing in quantity such a five cases instead of one will result either in greater discounts on price or an additional two extra bottles per case to increase His profits. The Marine Highway has always

purchased individually for each vessel, one case for this one case or half case for that one sometimes received in Bellingham or Prince Rupert or Juneau, paying a different price in each port with Juneau being the most expensive. Not having a lot of space for storage on the vessels some of the call liquors that are not often requested but more or less required to operate a bar, are ordered just two bottles at a time and usually purchased at a liquor store when needed. Beer comes aboard usually at ten cases for popular brands and five for secondary brands sometimes in Bellingham or Juneau and the difference in cost will astound you. Alaskan beer is not a popular beer and thus should only be sold in bottles as it is an Alaskan product it should be carried but not in draft as it is very expensive and profits would improve greatly from a cheaper draft that is by market analysis more popular with the drinking public. Proper purchasing techniques and product storage in a convenient location to all the vessels is a must if the Bars are to reopen.

I don't care which local Bar you want to go into, you will find there are what they call "well" liquors and "call liquors". Well liquors are usually the cheaper brands for unconcerned drinkers that are not particular about the quality of what they drink. Call liquors are always the better versions of the well drinks for those who have more articulate palates and appreciate the age as well as the smoother taste of the beverage. Other call liquors are usually the sweeter after dinner variety that are mostly combined with hard liquors or with a variety of other spirits to create the special of their choice. I DON'T BELIEVE THAT ANYONE AT J.C.O. KNOWS THE DIFFERENCE BETWEEN THE TWO. The well drinks served on the ferry's are usually some of the finest to be found anywhere such as "SMIRNOFF" for vodka, "JIM BEAM" for bourbon, "CUTTY SARK OR JOHNNY WALKER BLACK" FOR SCOTCH, "TANGUERAY" for gin, "BACARDI" for rum and "CANADIAN CLUB" for booze. These are all call brands that would sell for at least \$1.50 to \$2.00 per ounce more than regular well prices. I have paid as much as \$5.50 an ounce for Johnny Walker Black Lable on the rocks /w.

No mix in Seattle and \$3.25 on the ferry's is a hell of a bargain. It's also why the bars are closed for lack of profit. All of the call liquors on the ferry's are under priced to the extent that We were the cheapest bars in Alaska for the drinking public. If the Bars were to re-open I would suggest that someone with experience and knowledge of bar management be put in charge and drastic changes made in the stocking and pricing of acholic beverages.

Next I come to a subject I really do not want to approach but it must be included as a direct result of bar closing. Finding an honest Bartender is actually harder than finding an honest Politician .Most if not all bar owners know that bartenders steal and this is written into the wages they pay and the prices they charge and why most work their own place and hire Managers to supervise their employees. "WELL YOU SAY IT CAN'T HAPPEN ON THE FERRY'S BECAUSE WE WEIGH ALL THE BOTTLES AND ACCOUNT FOR EVERY OUNCE" If you believe that I have a bridge in Juneau I'd like to sell. The reports that are sent into J.C.O. is only what the Chief Steward wants them to see and none from the office has ever come out to verify the veracity of any of them. At \$1.00 per cup of coffee/w one refill there are probably twenty, ten cup pots plus made a day in the bar yet only about thirty dollars a week appears on the register readings so where did the money go. Coffee is not monitored nor are any of the sodas (coke, seven up etc,) that are served to the public and very little of that \$1.00 per drink ever shows up on the register and if it does it is married into the total cash report to cover the loss of alcohol served during the week.

In their infinite wisdom the office has installed new registers that are tied into the computers in the gift shops and cafe's but figuring that the Bars would never re-open, did not run cable to those areas and I believe that this would take a yard time to accomplish. The reasoning behind these registers is to keep a more accurate account of what is being sold and when as well as to cut down on theft by the operators as they can't

operate with open drawers or without indicating a sale or no sale (to make change), Too many no sale's appearing on the computerized readout by one individual would create suspicion and could conceivably cut down on theft or at least I think that is their reasoning. I basically think that most cashiers are honest but there is more than one person that sets in as relief's and whether the office bothers to scan and analyze the computerized printouts to establish what is sold, when and what is most popular according to price that is another question. The idea is excellent and at least the Chief Stewards can't phony up the reports.

Now back to the original program. "Bartenders". Most of our regular bartenders have worked as such on the beach but many of our so called relief's have never poured a drink professionally before coming aboard. When a regular is on vacation or sick leave a replacement is sent and as J.C.O. doesn't seem to know who can or can't tend bar, many have never been behind a bar nor do they have "TAMS CARDS" which makes it illegal for them to even try but out here it's any port in a storm and they're not going to close the bar over a little thing like that.

BUMMER.

SOME CHIEF'S AND SECONDS DO NOT HAVE TAMS CARDS and shouldn't be able to legally supervise the bar or bartender.

The main problem with relief's and the point system is that when forced to upgrade an employee to a vacant position, most will accept the job as bartender whether they have ever done it before or not as 1- they want to learn (They should go to a school) 2- the wages are higher (They should still go to school) and 3- the tips are an extra incentive. But 1- they shouldn't be allowed to learn on company time, 2 They cost the state more money than they make through inexperience and 3- unhappy customers with incompetent bartenders DON'T TIP.

Speaking about tips and the new regulation about not accepting tips is not a good law. If the State is going to venture into the realm of the

service industry and restaurant-bar service it should maintain itself as any shore based enterprise where people expressly work for that purpose. Allowing waiters and bartenders to accept tips increases the desire to do the best job possible in a friendly and positive attitude. I think it is discrimination to dis-allow employee's on the ferry's from accepting tips that the entire industry is noted for simply because they work for the state. It also alleviates the need for theft.

I don't believe that closing the bars on the ferry's were a result of lack of profit but more to the fact that lack of Management, Knowledge, Foresight and a genuine desire to make it work were the culprits.

If the bars were to re-open under professional supervision I am positive that it could be and would be a more than profitable enterprise for the State and would not only make a hell of a lot of passengers happy but would prevent Me from selling the "B.Y.O.B TEE SHIRTS" I have planned but would also prevent a lot of the new problems We are faced with from passengers that are now bringing their own supply.

There is much more I could touch on but this should give you an idea as to what was wrong and why it failed.

Raymond L. Caldwell Sr.

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. CSSB 21 (TRA)

Revision Date: 3/17/97 Dept. Affected: DOT/PF
 Title: An Act . . . establishing AMHS Authority and BRU: Office of the Commissioner
relating to maintenance of state marine vessels Component: Commissioner's Office
 Sponsor: Senators Robin Taylor, Pearce
 Requester: Senate Transportation COMPONENT SERIAL NO. 530

Expenditures/Revenues (Thousands of Dollars)

OPERATING EXPENDITURES	FY 98	FY 99	FY 00	FY 01	FY 02	FY 03
PERSONAL SERVICES		35.0	40.0	45.0	50.0	55.0
TRAVEL	75.2	121.7	93.0	93.0	93.0	93.0
CONTRACTUAL	451.5	451.5	451.5	451.5	451.5	451.5
SUPPLIES						
EQUIPMENT		300.0				
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	526.7	908.2	584.5	589.5	594.5	599.5

CAPITAL EXPENDITURES						
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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	526.7	908.2	584.5	589.5	594.5	599.5
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	526.7	908.2	584.5	589.5	594.5	599.5

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

POSITIONS

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

SEE ATTACHED

Prepared by: Gary L. Hayden, System Director Phone: 465-3959
 Division: Alaska Marine Highway System Date: 2/20/97
 Approved by: [Signature] Date: 3/17/97
 Agency: Joseph L. Perkins, Commissioner
Department of Transportation and Public Facilities

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The following assumptions were used:

- (1) On or after 1/1/98, authority directors appointed will begin meetings. Assume 50 business days of meetings during first year of operations, dropping to 30 business days of meetings thereafter.
- (2) Travel and per diem expenses calculated based on 4 of 6 appointed directors traveling to Juneau from Seattle, Ketchikan, Seward and Anchorage. Travel and per diem expenses calculated using existing airfares, lodging and meal allowances; no inflationary increases included.
- (3) Assumes chief executive officer annual compensation at \$150,000 per year (pay and benefits) beginning 7/1/98, with annual increases of \$5.0 thousand per annum thereafter. FY99 expenses are less existing director's personal services costs.
- (4) Assumes requirement of accounting, payroll, revenue and other data management software and hardware to assist the authority in developing business efficient systems and reports not currently available on existing mainframe systems.
- (5) Assumes necessity of leased office space at 1.91 per square foot for 19,700 sq.ft (currently is provided free of charge to AMHS). This is based on current space utilization for Juneau based employees.

This does not include any costs associated with employment of consultants or advisors, which might be contracted by the authority. It does not include any costs that may be associated with performing vessel maintenance repair in Alaska as provided in Section 21. It does not include any warehouse costs which must be absorbed 7/1/99 (est. @ \$60.0 thousand per annum).

The Senate Transportation Committee substitute language regarding the interport differential (Section 22 (c)(d)) potentially will have a cost to the system. However, an estimate is not attempted here.

The recent AIEDA report estimated the cost to perform work on the vessels in Ketchikan was on average 20 per cent higher. Using their 20 per cent, the system could face at a minimum an additional \$500.0 thousand annually.

The implications of Section 22 (c) (d) are with competitive bids on an FHWA funded project, it will increase costs that AMHS will not be able to receive reimbursement for under the federal project. The department's policy and procedure for calculating interport differential already includes items which are not eligible for reimbursement, i.e. per diem during the project. The language in this committee substitute would further increase that amount. These would include

employee wages during the voyage, since you would have to prove the wages would not have been paid but for the project. This is impossible to support given crew minimum guarantees. This case can be made when taking the vessel beyond California, such as with the Taku going to Mobile, Alabama. The other items are prorated maintenance and consumables cost. The department's policy and procedure on interport differential and how it has been applied has been reviewed by Legislative Audit. An audit was performed on two (2) past vessels projects and found that in both cases the interport differential was above the actual cost.

FISCAL NOTE

STATE OF ALASKA
1997 LEGISLATIVE SESSION

BILL NO. SB21

Revision Date:	Dept. Affected: <u>DOT/PF</u>
Title: <u>An Act . . . establishing Alaks Marine Highway System Authority</u>	BRU: <u>Office of the Commissioner</u>
Sponsor: <u>Senators Robin Taylor, Pearce</u>	Component: <u>Commissioner's Office</u>
Requester: _____	COMPONENT SERIAL NO. <u>530</u>

Expenditures/Revenues (Thousands of Dollars)

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PERSONAL SERVICES		35.0	40.0	45.0	50.0	55.0
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EQUIPMENT		300.0				
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	526.7	908.2	584.5	589.5	594.5	599.5

CAPITAL EXPENDITURES						
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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	526.7	908.2	584.5	589.5	594.5	599.5
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	526.7	908.2	584.5	589.5	594.5	599.5

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

POSITIONS

FULL-TIME						
PART-TIME						
TEMPORARY						

ANALYSIS: (Attach a separate page if necessary)

SEE ATTACHED

Prepared by: Gary L. Hayden, System Director
 Division: Alaska Marine Highway System
 Approved by: Joseph L. Perkins, Commissioner
 Agency: Department of Transportation and Public Facilities

Phone: 465-3959
 Date: 2/20/97
 Date: 2/20/97

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The following assumptions were used:

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- (4) Assumes requirement of accounting, payroll, revenue and other data management software and hardware to assist the authority in developing business efficient systems and reports not currently available on existing mainframe systems.
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This does not include any costs associated with employment of consultants or advisors, which might be contracted by the authority. It does not include any costs that may be associated with performing vessel maintenance repair in Alaska as provided in Section 21. It does not include any warehouse costs which must be absorbed 7/1/99 (est. @ \$60.0 thousand per annum).

SB 21/HB 88

ALASKA MARINE HIGHWAY AUTHORITY

COMMENTS BY
COMMISSIONER JOE PERKINS, DOT&PF
MARCH 6, 1997

I. THE AUTHORITY CREATES MORE PROBLEMS THAN IT SOLVES.

A. SB 21 DIMINISHES PUBLIC ACCOUNTABILITY.

UNDER THE PRESENT SYSTEM, THE MARINE HIGHWAY SYSTEM MANAGEMENT IS ACCOUNTABLE TO THE PUBLIC. CONCERNS AND REQUESTS ARE RESPONDED TO, QUICKLY AND COMPLETELY. THEY HAVE TO BE. ELECTED OFFICIALS ARE RESPONSIBLE FOR THE MANAGEMENT OF THE MARINE HIGHWAY, AND ELECTED OFFICIALS HAVE TO BE RESPONSIVE TO THE PUBLIC THEY SERVE. SOMETIMES THAT IS TIME-CONSUMING AND CUMBERSOME, BUT IT IS THE MOST RESPONSIBLE WAY TO HANDLE THE PEOPLE'S BUSINESS. THE ESTABLISHMENT OF AN AUTHORITY WILL DIMINISH THE PUBLIC ACCOUNTABILITY OF MARINE HIGHWAY MANAGEMENT BY INSERTING AN APPOINTED BOARD BETWEEN MANAGEMENT AND THE PEOPLE. MARINE HIGHWAY MANAGEMENT WILL NO LONGER WORK DIRECTLY FOR THE ELECTED GOVERNOR OR FOR ANY OTHER ELECTED REPRESENTATIVES. MANAGEMENT DECISIONS WILL BE MADE BY THE BOARD, AND NOT THE GOVERNOR NOR THE LEGISLATURE. ONCE APPOINTED, BOARD MEMBERS WILL NOT BE ACCOUNTABLE TO THE PUBLIC. A BOARD MEMBER MAY BE REMOVED ONLY FOR CAUSE. THE ACCOUNTABILITY OF MARINE HIGHWAY MANAGEMENT TO THE COMMUNITIES THEY SERVE WILL BE SUBSTANTIALLY REDUCED. WE BELIEVE THIS IS NOT DESIRABLE.

B. SB 21 LESSENS PUBLIC INFLUENCE ON DECISION MAKING.

ALASKAN'S NOW KNOW WHO IS IN CHARGE OF THE MARINE HIGHWAY SYSTEM. WHEN THINGS ARE RUNNING WELL, THEY KNOW WHO TO COMPLIMENT. WHEN THINGS AREN'T GOING SO WELL, THEY KNOW WHO TO BLAME. THIS BILL WILL CHANGE ALL OF THAT. WHEN ACCOUNTABILITY OF ELECTED OFFICIALS CHANGES, PUBLIC ACCESS TO THE DECISION MAKING PROCESS ALSO CHANGES. ALTHOUGH A PERSON OR COMMUNITY MAY STILL ASK THE EXECUTIVE DIRECTOR OR BOARD OF DIRECTORS OF THE SYSTEM FOR A SCHEDULE CHANGE OR SPECIAL RUN, THERE MAY BE LITTLE OR NO PRESSURE TO RESPOND. THE MANAGER IS INSULATED FROM THE EFFECT OF PUBLIC PRESSURE. WE BELIEVE ALASKANS APPRECIATE DIRECT ACCESS TO THE PUBLIC SYSTEMS THAT MOST AFFECT THEIR LIVES, AND THIS BILL WILL HAVE A SUBSTANTIAL NEGATIVE IMPACT ON THAT ACCESS.

II. THE ALASKA MARINE HIGHWAY SYSTEM IS NOT BROKEN.

A. (UNRELENTING) NEGATIVE CRITICISM IS DESTRUCTIVE.

THERE IS A LOT THAT IS RIGHT ABOUT THE MARINE HIGHWAY SYSTEM. THE SHIPS HAVE A FINE SAFETY RECORD, GENERALLY RUN ON TIME, AND PROVIDE SIMPLE, ECONOMICAL, COMFORTABLE AND RELIABLE TRANSPORTATION SERVICE TO THE TRAVELING PUBLIC. THE STATE'S ECONOMY RECEIVES APPROXIMATELY \$170 MILLION IN BENEFITS PER YEAR FROM OPERATION OF THE SYSTEM. OF COURSE SOME MISTAKES ARE MADE. THEY ARE INEVITABLE IN AN OPERATION THAT IS AS VULNERABLE TO AS MANY VARIABLES AS IS THE MARINE HIGHWAY SYSTEM. IT IS A SYSTEM THAT HAS A LARGE AND VARIED CONSTITUENCY, AND EVERYBODY HAS AN OPINION AS TO WHAT SHOULD BE DONE AND HOW IT SHOULD BE OPERATED. BUT OVERALL, THE SYSTEM IS DOING WHAT IT WAS DESIGNED TO DO - TRANSPORTING PEOPLE IN SOUTHEAST

AND SOUTHWEST IN THE CONTEXT OF AN INTERMODAL TRANSPORTATION NETWORK.

PAST LEGISLATURES HAVE DETERMINED THAT THE MARINE HIGHWAY SYSTEM IS AN ESSENTIAL PART OF THE STATE TRANSPORTATION SYSTEM THAT WARRANTS CONTINUED AND PREDICTABLE STATE SUPPORT. MANY COMMUNITIES' ECONOMIES ARE DEPENDENT ON ITS STEADINESS AND STABILITY, AND THE STATE'S TOURISM INDUSTRY IS GREATLY ENHANCED BY THE SYSTEM. THOSE ADVANTAGES ARE EVIDENT WHEN THE WHOLE STORY OF THE SYSTEM IS TOLD. BUT WHEN ONLY THE MISTAKES AND DIFFICULTIES ARE DISCUSSED, WHEN ONLY THE NEGATIVES ARE EMPHASIZED, WHEN LEGISLATIVE FUNDING LEVELS ARE REDUCED EACH YEAR AND WHEN THE FUTURE OF THE SYSTEM IS UNDER SIEGE, THOSE ADVANTAGES ARE NOT RECOGNIZED. THE PERCEPTION OF AN INSECURE FUTURE BECOMES A REALITY FOR EMPLOYEES WHOSE LIVES ARE INTRICATELY WOVEN INTO THE SYSTEM'S FUTURE. THE PERCEPTION OF A SHRINKING SYSTEM IS A SOURCE OF CONSIDERABLE ANXIETY FOR COMMUNITIES AND ALASKAN'S WHOSE ECONOMIES AND WAY OF LIFE HAVE BECOME PARTIALLY DEPENDENT ON THE REGULAR ARRIVAL OF THE SHIPS. THE PERCEIVED UNWILLINGNESS OF THE LEGISLATURE TO COMMIT SUFFICIENT STATE RESOURCES TO INSURE AN ADEQUATE FUTURE FOR THE SYSTEM, CANNOT HELP BUT UNDERCUT MORALE, PERFORMANCE, AND HOPE OF THE EMPLOYEES AND THOSE WE SERVE. THIS HAS HAPPENED AND IT IS SAD.

B. SB 21 IS A BAD IDEA.

THE BILL SETS UP A LAYER OF ADMINISTRATION OVER WHICH NEITHER THE GOVERNOR NOR THE LEGISLATURE WILL HAVE CONTROL. WE BELIEVE THAT IS BAD PUBLIC POLICY. BUT EVEN WORSE, IT DOESN'T FIX ANYTHING. THERE IS NOTHING IN THE BILL THAT ENCOURAGES STABILITY OR FINANCIAL SUPPORT BY THE LEGISLATURE. THERE IS NOTHING IN THE BILL THAT ADDRESSES THE INCREASING CAPITAL NEEDS OF AN AGING FLEET.

IF THERE ARE MAJOR PROBLEMS AT MARINE HIGHWAYS, THEY CAN BE HANDLED. ONE OF THE BIGGEST PROBLEMS THAT YOU CAN HELP RELIEVE IS THE TIME AND ENERGY THAT NOW IS BEING SPENT CONTROLLING THE DAMAGE CAUSED BY ANXIETY OVER THE FUTURE. THAT IS A PROBLEM THAT YOU CAN MATERIALLY AFFECT, BY TELLING THE WHOLE STORY OF THIS VERY SUCCESSFUL STATE ADVENTURE, BY DEMONSTRATING YOUR SUPPORT FOR ITS FUTURE AND HELPING US FIX THE PROBLEMS. THE SYSTEM IS 35 YEARS OLD, THE SHIPS ARE AGING, THE SYSTEM IS RUNNING THE SAME TYPE OF SERVICE TODAY IT DID 35 YEARS AGO - IN 1976 SITKA WAS PROVIDED WITH 268 TRIPS AND IN 1996 THE NUMBER WAS 311. TODAY WE ARE RESPONDING TO THE CHALLENGES OF SHRINKING FUNDING AND INCREASING REGULATORY DEMANDS. THE EMPLOYEES WHO YOU HEARD FROM IN THE LAST HEARING ARE EXPERIENCING THE IMPACTS OF THESE DYNAMICS. PEOPLE ARE BEING AFFECTED AND JOBS ARE BEING IMPACTED. HOWEVER, I BELIEVE A FIRM FOUNDATION IS BEING LAID FOR FUTURE STATEWIDE TRANSPORTATION SERVICES TO INCLUDE THE ESSENTIAL MARINE HIGHWAY SYSTEM. COSTS ARE BEING CONTAINED, VESSELS ARE BEING UPGRADED, THE SERVICES ARE BEING USED. IN FACT, WE ARE NOW EXAMINING, WITH THE SOUTHEAST ALASKA MAYORS, THE MARINE HIGHWAY EMPLOYEES AND THE LEGISLATURE THE

POTENTIAL TO DRAMATICALLY CHANGE THE WAY THE SYSTEM IS OPERATED AND TO OFFER IMPROVED AND EXPANDED SERVICE. WE NEED YOUR SUPPORT.

II. AN AUTHORITY WILL BE FURTHER ISOLATED FROM CAPITAL FUNDS.

THE MARINE HIGHWAY SYSTEM IS PRESENTLY MANAGED BY DOT/PF AS AN INTEGRAL PART OF ALASKA'S INTERMODAL TRANSPORTATION SYSTEM. THE MAJORITY OF THE ROUTES HAVE BEEN DESIGNATED BY CONGRESS AS PART OF THE NATIONAL HIGHWAY SYSTEM. AS AN OPERATING ARM OF THE DEPARTMENT, THE SYSTEM RECEIVES FEDERAL HIGHWAY AID FUNDS FROM THE DEPARTMENT. BY SEPARATING THE SYSTEM FROM DOT/PF, AS AN AUTHORITY, OPERATING INDEPENDENTLY FROM THE REST OF THE DEPARTMENT, THE DEBATE FOR FUNDING THE MARINE HIGHWAY SYSTEM CAPITAL IMPROVEMENTS COULD CONCEIVABLY SHIFT MORE TOWARD THE LEGISLATURE FOR RESOLUTION. WE WILL FORCE THE MARINE HIGHWAY SYSTEM TO COMPETE MORE AGGRESSIVELY WITH, INDIVIDUAL COMMUNITIES THROUGHOUT THE STATE, OTHER DOT/PF REGIONS, AND OTHER AGENCIES FOR ITS SHARE OF FEDERAL HIGHWAY FUNDS, RATHER THAN SHARING THEM AS ONE COMPONENT OF ALASKA'S INTERMODAL TRANSPORTATION SYSTEM.

WHILE THE COMMISSIONER OF DOT/PF WOULD SERVE ON THE BOARD OF DIRECTORS OF THIS NEW AUTHORITY, IT IS UNREALISTIC TO THINK THAT AN ORGANIZATIONAL COMPONENT WHICH IS SEPARATE FROM THE REST OF THE AGENCY -- AND FOR WHICH THE COMMISSIONER NO LONGER HAS PRIMARY RESPONSIBILITY -- WILL RECEIVE THE SAME LEVEL OF CONSIDERATION FOR FEDERAL HIGHWAY FUNDS AS IT RECEIVES AS A LINE AGENCY WITHIN THE DEPARTMENT.

III. THE AUTHORITY PROVIDES NO MECHANISM OR VEHICLES TO REDUCE
SUBSIDIES.

ALTHOUGH NOT EXPRESSLY STATED IN THE PROPOSED LEGISLATION, AN IMPLICIT PURPOSE FOR AN AUTHORITY IS APPARENTLY TO INSULATE THE MARINE HIGHWAY SYSTEM FROM INEXPERIENCED MANAGERS APPOINTED THROUGH THE POLITICAL PATRONAGE PROCESS. IT SHOULD BE NOTED, WE HAVE 16 EMPLOYEES WITH OVER 290 YEARS OF MARITIME EXPERIENCE WHO ARE WORKING IN THE ADMINISTRATION AND MANAGEMENT OF THE SYSTEM; DEDICATED, EXPERIENCED EMPLOYEES. AS ALREADY NOTED, SUCH INSULATION ALSO ISOLATES THE SYSTEM FROM DIRECT ACCOUNTABILITY FROM THE PUBLIC. THIS MIGHT BE ACCEPTABLE IF THE AUTHORITY WAS ESTABLISHED TO RUN THE SYSTEM AS A BUSINESS, DESIGNED TO BE SELF-SUPPORTING THROUGH REVENUES. HOWEVER, THIS IS NOT THE CASE.

THE MARINE HIGHWAY SYSTEM PRESENTLY DERIVES ABOUT 60% OF ITS OPERATING FUNDS FROM REVENUES, WITH THE REMAINING 40% OF ITS OPERATING BUDGET APPROPRIATED FROM THE GENERAL FUND BY THE LEGISLATURE. NOTHING IN THIS PROPOSED LEGISLATION IS DIRECTED TOWARD CHANGING THAT FUNDING RELATIONSHIP. THE PROPOSED AUTHORITY IS NOT DESIGNED TO BE SELF-SUFFICIENT. IT WILL CONTINUE TO REQUIRE ANNUAL LEGISLATIVE APPROPRIATIONS FOR OPERATIONS AND CAPITAL IMPROVEMENTS. WHAT THEN IS THE JUSTIFICATION FOR ESTABLISHING IT AS A STATE CORPORATION? AN AUTHORITY WILL REQUIRE ADDITIONAL SUBSIDY TO FUND ITS INCREASED OVERHEAD COSTS.

IV. ADMINISTRATIVE COSTS ARE LIKELY TO INCREASE.

THE MARINE HIGHWAY SYSTEM IS ALREADY AND UNFAIRLY CRITICIZED FOR THE LARGE SIZE OF ITS CENTRAL OFFICE STAFF. HOWEVER, IF THE MARINE HIGHWAY SYSTEM IS SPLIT FROM THE REST OF DOT/PF INTO AN QUASI-INDEPENDENT AUTHORITY, IT WILL LOSE THE ADMINISTRATIVE SUPPORT PRESENTLY PROVIDED BY THE DEPARTMENT AND ADMINISTRATIVE COSTS FOR AMHS WILL CERTAINLY INCREASE. PERSONNEL AND ACCOUNTING SERVICES WHICH ARE NOW PROVIDED IN PART BY HEADQUARTERS WOULD FALL ENTIRELY ON THE AUTHORITY. SO WOULD ENGINEERING SERVICES NOW BEING PROVIDED BY SOUTHEAST REGION. THE SYSTEM WOULD BE FURTHER REMOVED FROM THE FEDERAL HIGHWAY ADMINISTRATION. THE RELATIONS WITH DOT&PF AND FHWA WOULD BE COMPLICATED SINCE CFR TITLE 23 FOR THE ADMINISTRATION OF FEDERAL HIGHWAY FUNDING PROGRAMS IS THE RESPONSIBILITY OF THE STATE HIGHWAY AGENCY DOT&PF.

SEPARATE ACCOUNTING AND DATA PROCESSING SYSTEMS WILL ALMOST CERTAINLY BE NECESSARY. THE AUTHORITY WILL NOT BE EXEMPT FROM THE EXECUTIVE BUDGET ACT, STATE PROCUREMENT CODE AND OTHER STATE MANDATED RULES AND REGULATIONS.

V. AN AUTHORITY WILL NOT SOLVE THE SYSTEM'S HIGH LABOR COSTS.

LABOR AGREEMENTS FOR MARINE HIGHWAY SYSTEM EMPLOYEES ARE CURRENTLY NEGOTIATED AND ADMINISTERED AS A PART OF THE STATE'S OVERALL LABOR RELATIONS PROGRAM. ALTHOUGH VESSEL EMPLOYEES WERE TEN (10) YEARS AHEAD OF THEIR SHORESIDE PEERS IN COLLECTIVE BARGAINING,

ECONOMIC SETTLEMENTS IN THE LAST TWO (2) DECADES HAVE BEEN REASONABLY UNIFORM AND CONSISTENT FOR ALL STATE EMPLOYEE GROUPS.

AS PROPOSED, ALL EMPLOYEES OF THE AUTHORITY WOULD BE PLACED INTO THE EXEMPT SERVICE BUT REMAIN SUBJECT TO THE TERMS OF EXISTING LABOR AGREEMENTS UNTIL THEIR EXPIRATIONS. THE AUTHORITY IS THEN AUTHORIZED TO NEGOTIATE NEW LABOR AGREEMENTS, ALTHOUGH IT IS SOMEWHAT UNCLEAR WHETHER OR NOT THE TERMS OF THOSE AGREEMENTS MUST BE CONSISTENT WITH THOSE OF OTHER EXECUTIVE BRANCH EMPLOYEES. SINCE THE AUTHORITY'S EMPLOYEES WILL BE IN THE EXEMPT SERVICE, THEY ARE PROHIBITED BY BARGAINING REGULATIONS FROM REMAINING IN THE SAME CLASSIFIED EMPLOYEE BARGAINING UNITS FROM WHICH THEY CAME. THIS MEANS ADDING AT LEAST FOUR (4) MORE BARGAINING UNITS AND CONTRACTS FOR JUST AUTHORITY STAFF (GENERAL GOVERNMENT, SUPERVISORY, CONFIDENTIAL, AND LABOR, TRADES & CRAFTS).

SOME OF THESE UNITS WOULD BE COMPOSED OF ONLY A HANDFUL OF EMPLOYEES, BUT EACH SMALL GROUP HAS THE SAME RIGHTS TO NEGOTIATE AS LARGER EMPLOYEE GROUPS. EACH REQUIRES THE AUTHORITY'S RESOURCES TO NEGOTIATE NEW CONTRACTS, AND EACH HAS THE RIGHT TO ENGAGE IN A STRIKE IF THOSE NEGOTIATIONS FAIL. THE ECONOMIC LEVERAGE WHICH COULD BE EXERTED BY THESE SMALL GROUPS OF EMPLOYEES WOULD BE CONSIDERABLE. EACH HAS THE POTENTIAL TO SHUT THE SYSTEM DOWN IN THE EVENT AN IMPASSE IN CONTRACT NEGOTIATIONS RESULT IN A STRIKE

SMALL BARGAINING UNITS CAN BE PROBLEMATIC FOR JUST THESE REASONS. EVERY SMALL GROUP REQUIRES A LARGE EXPENDITURE OF LABOR RELATIONS RESOURCES, AND EACH HAS LEVERAGE OUT OF PROPORTION TO ITS SIZE. THERE IS NO REASON TO BELIEVE THAT AN AUTHORITY HAS ANY GREATER ABILITY TO NEGOTIATE REASONABLE CONTRACTS. IF ANYTHING, THE REVERSE IS TRUE.

VI. SUMMARY

ALASKA'S LONG-TERM HISTORICAL EXPERIENCE WITH CREATING AND OPERATING AUTHORITIES AND PUBLIC CORPORATIONS HAS NOT BEEN ENTIRELY POSITIVE. CONSIDER THE ALASKA POWER AUTHORITY, OF WHICH I WAS A MEMBER. AT THE TIME OF ITS CREATION, THE APA WAS BILLED AS THE ANSWER TO ALASKA'S NEED FOR CHEAP AND ABUNDANT ENERGY. VISIONS WERE FOR HYDROELECTRIC AND OTHER POWER PROJECTS THROUGHOUT THE STATE, WITH MODERN, POWER GRIDS SERVING THE MAJORITY OF ALASKA. AFTER NUMEROUS LEGISLATIVE CHANGES TO THE AUTHORITY OVER SEVERAL YEARS, IT WAS FINALLY CLOSED DOWN BY THE LEGISLATURE AS AN OPERATIONAL AGENCY. THE ALASKA RAILROAD CORPORATION IS ANOTHER EXAMPLE. IT WAS FORMED BY THE LEGISLATURE JUST OVER A DECADE AGO. TODAY, THE LEGISLATURE IS CONSIDERING RESTRICTING THE OPERATIONS OR POTENTIALLY SELLING THAT CORPORATION. COULD THESE EXAMPLES BE APPLICABLE TO A MARINE HIGHWAY AUTHORITY? THE ANSWER IS YES AS THIS LEGISLATURE CANNOT BIND FUTURE LEGISLATIVE ACTIONS.